



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

REPORT
ON
THE TRADE AND RESOURCES
OF THE COUNTRIES
ON THE
NORTH WESTERN BOUNDARY
OF
BRITISH INDIA.

~~70C2~~ ~~7401 B/14~~

Indian Institute, Oxford.

B. H. Baden-Powell bequest

67 B $\frac{15}{1}$

John P. Poché

REPORT

ON



THE TRADE AND RESOURCES

OF THE COUNTRIES

ON THE NORTH-WESTERN BOUNDARY

OF

BRITISH INDIA.



LAHORE:

PRINTED AT THE GOVERNMENT PRESS.

MDCCCLXII.

PREFACE.

THE following report has been compiled under the directions of Sir Robert Montgomery, K.C.B., the Lieutenant Governor of the Punjab.

An attempt has been made to bring into one view the principal facts which have been recorded by former travellers, or are now derivable from other sources, concerning the trade and resources of the countries beyond the north-western boundary of British India, with the object of furnishing information auxiliary to the future improvement of the existing intercourse between them and our own territories.

Whilst the greater portion of what is set forth must necessarily be a cursory recapitulation borrowed from well known, though not, perhaps, very accessible works; if anywhere an addition has been made to the stock of knowledge, it is due to the investigations of the public officers who have been consulted.

Valuable maps have been furnished by Major Walker, Superintendent of the Great Trigonometrical Survey, Captain Montgomerie, Superintendent of the Trigonometrical Survey in Kashmir, and Captain P. Lumsden, Assistant Adjutant General of the Army. These maps have been lithographed under the direction of Lieutenant Colonel Thuillier, Surveyor General of India.

The aid rendered in the compilation of the report by Extra Assistant Commissioner Pundit Munphool, acting as Mír Múnshi to the Punjab Government; and by Mahomed Amin, a native of Yarkand, deserves to be prominently acknowledged.

R. H. DAVIES,

Secretary to Government Punjab.

1st July 1862.

SYNOPSIS.

PART I.

	<i>Page.</i>
Estimate of the value of the trade between India and Central Asia,	1
Asafoetida and Wool excluded from the estimate, ...	2
Value of Russian trade with Central Asia,	„
Countries and people under contemplation,	„
Degree of civilization,	3
Bilúchistan ; Khilat ; Quetta ; Bolan and Mulla Passes, ...	„
Agricultural products,	„
Brahúis ; their tomans, furniture, physical appearance, descent, and language,	4
Bilúchis ; their appearance, origin, arms, and feuds, ...	„
Bábís ; Dehwars,	4
Customs ; occupations,	„
Suburban tillage,	5
Arts and handicrafts,	„
Afghanistan,	„
Climate of Kandahar ; of Kabul,	„
Balkh and Kündüz,	„
Population ; Afghans, Tajaks, Parsivans, Aimaks, and Kizilbashes ; numbers,	6
Herat ; census of,	„
Huzaras ; their tenets,	7
Avocations of the Afghans,	8
Products ; manufactures,	„
Foreign imports,	„

	<i>Page.</i>
Articles in demand,	8
Commercial routes through Afghanistan,	„
Customs duties on foreign imports,	9
Small Uzbek States,	„
Balkh,	„
Kùndùz ; population ; customs duties,	10
Mashad,	„
Nishapùr,	11
Merv,	„
Plains of the Oxus and Jaxartes,	„
Khiva ; mounted plunderers ; area ; population ; slaves, ...	12
Routes from Khiva to Orenburg,	„
Peroffski's expedition ; its failure,	„
Manufactures of Khiva,	13
Bukhára ; its area, position, cultivation, and dwellings, ...	„
Population ;—Uzbaks, Arabs, Tajaks, Persians, Khirgiz and Karakalpacs,	„
River Oxus ; its rise and course, breadth, depth, and velocity,	14
Boats and navigation,	„
Climate of Bukhára,	14
Gardens and Arboriculture,	„
Silk worms ; how reared ; quality of the silk,	14—15
Horticulture, farming, and live stock,	15
Districts of Bukhára,	„
City of Bukhára ; colleges ; priesthood ; bigotry of kings ; Syuds and Khojas ; population ; streets and build- ings ; Uzbaks ; slaves ; costume ; fruits, &c.,	16—17
Internal communications,	17
Situation of Bukhára, central for trade between Eastern and Western Asia,	„

	<i>Page.</i>
Relation to Russia,	17
Caravans from Bukhara, to Troitska, to Orenburgh ; other caravans,	18
Samarkand,	19
Khokand,	„
Caravan route to Semapalatinsk,	20
Russian Fort of Ak Masjid,	„
Kopal,	„
Trade at Semapalatinsk with the Kirghiz tribes ; articles sent from China, Khokand, and Russia ; horned cattle received in exchange by the Russians driven to Siberia and consumed at the gold mines,	„
Menáge of a Kirghiz chief ; dress ; summer costume, ...	22
Opium smoking ; Chinese smugglers,	„
Wants of the Kirghiz,	„
Russian towns of Kopal and Vernoje,	„
Caravan from Yarkand ; commodities,	„
Pámir mountains, or “ Bam-i-Dunia ” ; the Piryakh, ...	23
Eastern Turkistán ; its provinces, 12 in number, ...	23—24
Chinese garrisons in Kashgar and Yarkand,	24
Aktaghees of Kashgar,	„
Khojas of Indijan,	„
Yarkand,	25
Khutan,	„
Route from Yarkand to Elchi, the chief town of Khutan,	27
Products of Khutan ; animals ; manufactures,	„
Trade in silk and horses,	28
Trade between Khutan and Hindustan formerly extensive,	„
Opinions of Moorcroft, Strachey, Vans Agnew, and Cunningham, regarding a royal road said to have existed between Yarkand and Hindustan,	„

	<i>Page.</i>
A. Schlagentweit's route in 1857,	29
Principal rivers of Khutan,	„
Shawl wool the chief article of trade,	„
Export of the wool long monopolized by Kashmir, ...	30
Pastures of the shawl goats,	„
Valley of Rúpshú (in Ladakh) ; climate ; soil ; vegetation ; pasturage ; shepherds ;—their tents and furniture,	30—31
Chinese province of Nari-khorsum ; great jealousy of European travellers evinced by the local authorities ; districts,	31
Shipki ; its position ; crops ; elevation ; harvest ; dress of the men and women ; Tatar picket,	32
Chaprang,	33
Trade between Lé and L'hassa ; distance,	„
Districts of Ladakh subject to Kashmir,	„
Districts under British Government ; race ; creed ; food ; dress ; manufactures ; imports,	33
Kanawar ; its extent, climate, products, people, trade, ...	34
Government agency formerly at Kotgurbh to encourage export of wool,	35



PART II.

Trade through Afghanistan and Bilúchistan,	37
Routes ;—Bolan, Ghuwailra, and Abkana passes,	„
Bolan Pass ; length, width ; plunderers,	37—38
Trade between Shikarpoor and Herat diminished ; Tur- quoises ; Indigo,	33
Kurachee ; value of imports, exports, and customs duties, ..	„
Exports from Afghanistan and Kashmir,	93

	<i>Page.</i>
Imports from England to Kurachee largely increased, especially cotton piece goods,	93
Asafetida ; Madder ; Raw Silk,	40
Increased export of wool,	„
Trade in horses ; breeding districts,	41
Fruits ; Sugar ; Cotton,	„
Management of Kandahar trade with India ; Herat,	„
Trade by Ghuwailra pass ; distances,	42
Povindah merchants ; their summer resort : descent to the Derajat ; journeys ; disposal of goods ; return investments ;—go by rail but not by steamers ; causes of their long journeys,	43
Trade by the passes leading to Peshawur considerably increased ; value and detail of imports and exports, ...	44—45
Progress of English piece goods at Bukhára ; of tea, sugar, indigo,	46
Routes to Central Asia from Peshawur ; distance to Kabul, Bukhára, Khokand, Kashgar, and Yarkand ; Khyber pass avoided, on account of Afridi robbers ; other routes protected, and open throughout the year ; passes ; security of routes ; customs duties moderate, ...	46—47
Russian goods at Bukhára,	47
Bukhára goods sent to Russia,	48
Bukhára trade with Khokand and Persia ; Kirmani shawl goods,	„
Trade through the Peshawur passes largely increased since annexation ; causes,	49
Government of Ameer Dost Mahomed Khan, commercially good,	„
English goods reach Peshawur principally <i>via</i> Amritsar, not by the Indus,	„
Trade from Yarkand and Western China,	50
Territory of the Maharaja of Jammù and Kashmir : decrease of population ; manufactures ; shawls, swords, matchlocks ; condition of the people,	50-51

	<i>Page.</i>
Colonies in the Punjab of Kashmir immigrants, ...	52
Monopoly of shawl wool by Kashmir,	,,
Increased demand for shawl wool; importance of the supply,	52-53
Trade between the British territories and the countries within and beyond the dominions of the Maharaja of Kashmir; the subject subdivided into (1) Routes, (2) Exports and Imports, (3) Customs duties, ...	53
Routes.—Captain Montgomerie's account of their comparative advantages,	53, 4, 5
Kulu route preferred because within British territory, ...	56
Course of trade during the Sikh rule,	ibid.
Necessity for a bridge over the Chenab at Koksar; present rude structure dangerous; avalanches, ...	,,
Passes between Sultanpur and Lé,	,,
Summer and winter routes from Lé to Yarkand; junction and divergence of the two routes,	57-8
Routes between the Punjab and Kashmir; increase of customs duties on all but that by Jammù, ...	58
Routes from Peshawur; Rodokh to Lé; Rampùr to Lé; Chumurti to Rampùr,	59
Proposed route from Gardokh to Lahoul,	60
Object of the annexation of Spiti,	,,
Spiti favorable to shawl goats,	,,
Paths between Rampùr and Spiti,	,,
Barter of sheep wool for grain,	,,
Kotgurh wool agency; cause of its failure; necessary to deal with the shepherds in the higher mountains, ...	61
Junction at Dunkhur of routes from Kunawur to Spiti,...	62
Route from Rampùr to Shipki, Chaprang and Gardokh, ...	62-3
Hindustan and Thibet road,	64
EXPORTS AND IMPORTS.—The subject divided into (a) trade of the British, Kashmir, and Jammù territories with	

	<i>Page.</i>
Ladakh, Chanthan, and Yarkand; and (b) trade of the British territories with Kashmir and Jammù, ...	65
(a) Concentration of trade at Lé; chief exports, ...	,,
Opium, quantity; increased exportation and consumption; the drug smuggled by Chinese, ...	,,
Goat and other skins; cotton piece goods; pashmina; lûngis; sugar candy; indigo; tobacco; woollens; iron, and saffron,	,,
Prime cost of exports,	66
Chief imports into Kashmir and the Punjab;—pashm; charas; cotton cloths; bullion; tea; pashminas; ponies,	67-8
Other imports;—carpets; felts; sables; broad cloths; brocades; tobacco; silk,	68
Staple trade from Lé to Rampûr,	,,
Maharaja's monopoly of salt imported from the east, ...	,,
Borax; sulphur; brick tea,	69
Trade of Lé considerably diminished; causes; unprotected state of the road between Lé and Yarkand; road from Yarkand to Khokand protected,	69
(b) Value of exports to Jammù and to Kashmir; value of imports from Jammù and from Kashmir,	70
Chief exports from the Punjab;—English piece goods; native cloths; jewels; rock salt; other exports,	70
Imports into British territory,	71
Pashmina fabrics; their destination; the manufacture attempted at Jammù,	71
Trade of Amritsar; estimated value; its distribution, ...	71-2
Shawl trade; its comparative profits in Kashmir and the Punjab; superiority of the Kashmir workmanship; greater coarseness and cheapness of Punjab shawls; Kirmani wool mixed with the genuine pashm; difficulty of detecting the admixture, ...	73

	<i>Page.</i>
Distaste of English merchants with the Amritsar shawls recently signified; consequent reduction in the market price,	74
Value of trade in English piece goods,	,,
Silk trade; raw material where produced,	,,
Other items of trade;—sugar; rice; iron; tea, &c., ..	,,
Comparison of the trade by way of Afghanistan and of that through the Maharaja's territory, with Amritsar; estimate of values,	75
Raw silk by way of Kabul, and pashmina fabrics from Kashmir, exceed half the value of entire trade of both countries,	,,
Imports through Kabul;—wool; dried fruits; madder; drugs; spices, &c.,	,,
Exports from Amritsar <i>via</i> Kabul;—cotton piece goods; drugs; spices; sugar; cotton thread; Punjab silks; tea; hardware; woollens; cochineal, ..	,,
Imports from the Maharaja's territory to Amritsar; exports from Amritsar,	,,
Growing importance of Amritsar,	76
The Maharaja's customs duties; farmed to a contractor; posts; procedure; tariff; method of levying; export duty on pashmina goods moderate, ..	,,
High stamp duty; how levied and paid,	77
Export duty on some articles frequently excessive, ..	,,
Duty on imports from British territory to Kashmir excessively heavy; duties on goods not passing beyond Jammù considerably lower; abatement of duties made in favor of influential merchants, ...	78
Engagement of the Maharaja to levy duties according to ancient custom; expected re-opening of routes, ..	,,
Trade increased, in spite of high rates of duty, ...	79
Customs duties at Lé generally light; contracted for, ..	,,
Traders complain of the exactions of the officials at Lé; Meha Busti Ram; and his nephew,... ..	80

	<i>Page.</i>
Monopolies of the Kashmir State in shawl wool, tea, salt, and sulphur,	80



PART III.

Question concerning competition with Russia,	80
Trade with Russia still carried on by means of caravans,	81
Distance from Bukhára to Orenburgh and Peshawur compared ; distance from Kurachee to Yarkand ; advantages on the side of the British trade,	„
Increase of British export trade to Afghanistan and Bukhára,	„
British cotton stuffs preferred to Russian, but not broad cloths,	„
Question as to the best route to Yarkand ; that by Kabul and Bukhára now preferred by traders,	82
The Indus little used for conveyance of goods ; transport chiefly by means of camels,	„
Steamers about to run on the Upper Indus,	83
Tramway between Kotree and Mooltan suggested, owing to the difficulties of navigation ; length and cost ; utility,	„
Lahore and Peshawur Road ; its importance increased by difficulties of navigating the Jhelum river ; increase of Amritsar trade predicted when the road to Peshawur shall be completed ; every effort being made to complete communications of Peshawur with the sea board,	84
Establishment of a fair at Peshawur advocated by Major James ; extract from Major James' report,	84-5
Fair established at Kurachee ; its effects,	86
Fairs in Russia,	„
Possibility of establishing fairs in India ; objections to a fair at Mooltan,	86-7

	<i>Page.</i>
Routes between Amritsar and Kashmir sufficiently practicable for laden animals,	87
Works in progress to improve the road to Lé, and the Hindustan and Thibet road,	„
Insecurity of the road between Lé and Yarkand a principal cause of the decline in trade; inefficiency of the Maharaja's representative at Yarkand; suggestion concerning protection of the road,	88
Suggestion to procure abolition of the customs duties on the Lé route, when a fair degree of safety for travellers shall have been secured,	89
Desirability of a revision of the customs duties on the frontier between Kashmir and the Punjab,	89-90

REPORT

ON

THE TRADE AND RESOURCES

OF THE COUNTRIES

ON THE NORTH-WESTERN BOUNDARY

OF

BRITISH INDIA.

PART I.

The following estimate of the value of the trade between India and the countries beyond the mountain frontier of the Punjab, has been framed after detailed enquiries from the most competent authorities :—

		<i>Imports into British India.</i>	<i>Exports from British India.</i>	<i>Total.</i>
		£	£	£
From Affghanis- tan and the coun- tries beyond, ...	By the Tatra and } Abkhana Passes, }	156,513	120,643	277,156
	By the Ghawailra } or Goleri Pass, }	130,000	164,000	294,000
	By the Bolan Pass,	31,870	18,892	50,762
Jamu & Kashmir,		199,950	184,900	384,850
Ladak & Yarkand,		9,170	14,434	23,604
		527,503	502,869	1,030,372

In round numbers the value of the trade amounts to a million sterling. This does not, however, include the Asafetida and Wool taken to Kurrachee by the Khozdar and Peer Muggur route. The Asafetida is valued at £2,200, and the Wool at £315,000* at Kurrachee.

A minute description of Russian articles sold in the Bazaar of Kabul was furnished, in 1838, by Sir Alexander Burnes' Mission, and is annexed to this report,† together with Dr. Lord's remarks on the kind of goods most in demand in the markets of Bukhára and Kúndúz.‡ The Russian exports to Khokand and Eastern Turkistan are of similar quality.

Baron Meyendorff, who visited Bukhára in 1820, estimated the number of camels employed in the trade at 3,000, and the value of commodities sent to Russia at £333,333.|| The exports were less, the difference being made up in gold. Khanikoff, writing in 1843, reckoned the number of camels at between 5,000 and 6,000; the value of the articles sent from Bukhára at £160,416; and the exports thereto at £150,500.

The latter estimate may be adopted as approximately more correct, as the detail of the increasing exports from Russia for several years is given. It shows that the value of the whole trade does not exceed £310,916.

It may here be not uninteresting to contemplate the countries and the people concerned in this commerce, and the manner in which the

* The returns for 1861-62 shew the value of this trade has risen to £517,102.

† Conolly, vol. II. p. 271-2.

‡ Appendix I.

|| Appendix II.

physical difficulties still hindering its development have hitherto been overcome.

In relation to Europe these nationalities form the rear-guard of the Mahomedan host, and their position has, as yet, exempted them from the European influence to which the mind of the Turkish and Persian nations has, in some degree, succumbed.

Bilochistán, extending from the sea to the mountains north of Quetta, is about 340 miles in length, and extends from 25° to 30° 40' north latitude. The breadth varies; but from the plains of Kachhee to the borders of the Siestan desert is about 150 miles. Kilát, the capital, is 7,000 feet above the sea; Quetta, 5,900; whilst the province of Lus is but slightly elevated above the plains of Sindh. A succession of mountain ranges, having a general direction from N.N.E. to S.S.W., is broken through by the Bolán pass on the north, and by the Mulla pass near Gandava.

Bolan and Mulla Passes. The first is the great pass through which the trade of Affganistán passes to Sindh. Of the Mulla pass, Masson observes, that it is not only easy and safe, but may be travelled at all seasons, and is the only camel route through the hills intermediate between Sahárawan and Jhálawán and Kachhi, from the latitude of Shall. It is level throughout, the road either tracing the bed of the stream or leading to its left bank. The agricultural products, artificially irrigated, are wheat, barley, millet, joar, lucerne, vegetables, and melons. Fruits abound, such as peaches, apples, quinces, figs, and plums, and the grapes of Mastung are

Crops.

Fruits.

celebrated. The hill climate is excessively cold in winter, but the population then, for the most part, migrate to the plains. The main

Brahúís. tribal divisions are the Brahúís, and the Biluchis. The Brahúís inhabit the mountain districts, but change their abode in summer, and at

Pastoral and Migratory. all times roam about in search of pasturage for their flocks. They live in tománs, or collections of tents, made of goat's hair, black or striped; and of which, metal cooking pots, stone hand-mills, rough

Their tománs, furniture, physical appearance, descent, and language.

rugs, spinning distaffs, and hookahs, are the scanty furniture. They have short thick bones, with round flat faces. Pottinger supposes them to be descended from Tartar mountaineers. Their language is of the Tamalian family, which gives color to their own assertion that they are the aborigines of the country. The Biluchis are

Biluchis; their appearance; origin; arms and feuds. found in the lower slopes of the mountain ranges and in the plains. They are

tall, with long, marked faces, and long hair and beards. The main body are probably the posterity of Saljak Tartars, driven out of Persia, but some may be of Arab origin. Like the Brahúís, all carry arms—sabre, shield, and matchlock; and their blood feuds are numerous and enduring. The

Bábís. Bábís are merchants, originally from

Dehwars. Affghanistán, and reputed wealthy. The

Dehwars may be descendants of the Tájaks. Their language is Persian; they live in villages, and do not emigrate, but are agriculturists, hard-working and poor. The

Costume. dress of the lower orders comprises a long tunic, trowsers, loose at the feet,

black or brown cloak, usually of felt; a waistband and sandals;

scull or dome shaped caps, sometimes ornamented with gold lace, are worn ; and more rarely, large turbans of white muslin. Lúngís, or scarfs, thrown round the shoulders complete the attire. The men

Occupations. of a tomán tend their flocks, cultivate the ground, and are fond of sporting.

The women spin wool, and weave by hand coarse carpets and sacking for tents.

The agriculture round about towns is of a better description.

Suburban tillage. The arts of working in iron and copper,

Arts and handicrafts. brick making, tanning, dyeing, &c., are also practised. Troughs, hand-mills, and vases of blue limestone, are made by a particular tribe. But silk and cotton fabrics are imported from Persia, Affghanistàn and India.*

The country of Afghánistán, including Herat, lies between 30° and 36° north latitude, and 60° and 68° of east longitude. Its southern province

Afghánistán.

Kandahár adjoins Bilochistán and the sandy desert of Sístán. The temperature varies. At

Climate of Kandahár.

Kandahar the thermometer in the shade about noon ranges from 49° in winter to 87° in summer.† In the

Climate of Kábul

town of Kábul the climate is temperate during the summer, but for five months of the year the frost is constant and some of the roads are impassable.

Balkh and Kúndúz.

The conquered provinces of Balkh and Kúndúz lie to the north of the great mountain chain of the Hindú Kush and extend to the Oxus.

* This sketch of Biluchistàn is abridged from a paper by Assistant Surgeon H. Cook, M.D., in medical charge Kilát Agency, published in No. VI, (new series) Transactions of the Medical and Physical Society of Bombay.

† Dr. Bellew's report on Kandahár.

The population is divided into Afgháns, the present ruling race, and Tájaks of Persian origin, who are again subdivided into the Parsiváns, or inhabitants of towns, and Aimaks* or nomads. There are also in Kábul 12,000 families of Kizilbáshes† or Persians, who were there settled by Nádír Sháh, and, like their ancestors, are Shiáhs.

Numbers. Ferrier gives the following estimate‡ and classification of the population :—

	<i>Afgháns.</i>	<i>Pársiváns and others.</i>
Province of Kandahár, ...	600,000	800,000
Ditto Kábul, ...	1,600,000	800,000
	<hr/>	<hr/>
	2,200,000	1,100,000
	<hr/>	<hr/>

The province of Herát is under a distinct Afghán government, but otherwise resembles the above mentioned principalities. Ferrier's census is as follows :—

	<i>Afgháns.</i>	<i>Pársiváns, &c.</i>
Herát, ...	300,000	600,000

* Subdivisions of the Aimaks :

- I. Jamshedí.
- II. Firozkohí.
- III. Taimaní.
- IV. Taimúrí.

† The principal subdivisions of the Kizilbásh tribe are :

- I. Jawánshair.
- II. Afshár.
- III. Murádkhání.

In these are included several minor " Uls " or designations, such as Bayat, Kacharlú, Sháhmansúr, Kurt, &c.

‡ This is considerably above Lt. Col. Lumsden's estimate.

Between Heràt and Kàbul lies the mountainous country of the Hazàras. The road between is occasionally travelled by Kàfilàs in summer, but owing to its difficulties those by Maimanna and Kandahàr are commonly used. The Hazàras near Heràt are of Tatar descent, and are Súnnis; those towards Kàbul Shiàhs, and adherents of the Kizilbàshes. The kind of trade carried on is thus described in one of Arthur Conolly's reports:—"Neither among Hazàras nor Aimaks is money current, and sheep form the prime standard of barter with the traders, who come among them from Afghanistàn and Tartary. These merchants establish a friendly understanding with chiefs of different districts, to whose forts they repair and open shop, giving their hosts two and a half yards of coarse narrow cotton cloth for the value of each sheep received in barter; and being furnished, till their bargains are concluded, with straw for their beasts, and generally bread for themselves and their people. Traders from Heràt, Kandahàr, and Kàbul, bring their checked turbans, coarse cotton cloths, and chintzes, tobacco, felt, and carpet dyes, iron spades, and plough ends, molasses, and a few raisins. Túrkish merchants bring similar articles from their own country, with a little rice, cotton, and salt, occasionally horses, which they prefer to exchange for slaves. The articles which the Hazàras bring to market are men and women, small black oxen, cows and sheep, clarified butter, some woven woollens for clothing, grain sacks and carpet bags, felts for horse-clothing, and patterned carpets, all made from the produce of their flocks, for they export no raw wool. They also furnish lead and sulphur."

Of the Afghàns the *Bàbis* in the south of Kandahàr and Sày-Bàbis, ads alone engage in commercial affairs.

Avocations. The mass of the nation are devoted to arms or plunder. Trading Hindús are found, like the Jews in Europe of old, rich though despised, but the Pársivans are the great majority of the industrial class.

Silk is produced at Kandahàr and Heràt. Wool in the mountainous districts. Vegetables and fruits abound.

Products.

The common manufactures comprise inferior sabres, glass, delf, coarse cloths of goats' hair called *kúrk*, Manufactures; *Kúrk*; and of camels' hair called *barak-shutrí*, Camels' hair cloth; Sheep- and of camels' hair called *barak-shutrí*, skins. which are made into cloaks and exported to Túrkištàn and Persia. A coarser fabric is used for nomad tents.

Cotton cloths are woven for shirts and trowsers. Sheep-skins with the wool on are skilfully prepared and embroidered at Kàbul, and sent all over Central Asia. Metals, Bukhàra silk goods, cloth, muslins, woollens and cottons, principally of European manufacture, are amongst the

Foreign imports.

chief imports. General Ferrier states that fowling pieces, watches, delf, cutlery, spectacles, rich and heavy Articles in demand. silk goods, woollen or cotton for turbans, and sashes for the waist, paper and sugar, might be offered for sale with advantage.

Commercial roads. The great commercial routes through Afghanistan are these :—

1. From Persia, by Teheran and Mashhad to Heràt.
2. From Western Túrkištàn, by Bukhàrà, Merv, Murghàb, to Heràt.
3. From Eastern Turkistàn, by Bukhàrà, Karshee, Balkh, and Khulm.

4. From the Punjab, by Peshawur to Kábul.

5. From the sea and Sindh, by the Bolán Pass to Kandahár.

Customs duties are taken on foreign imports at the nominal rate of $2\frac{1}{2}$ per cent. at Herát and Kandahár, but actually the exactions considerably exceed these rates.

To the north west of Kabul, separated by the Bamian or Koh-i-bába mountains, lie the petty Uzbek States of Murgháb, Maimanna, Andkho, Shibarghám, and Siripul. Of these chiefships Burnes observes that, together with Balkh, "they are situated in the plain country, which is well-watered by rills or canals, and have abundance of forage for camels and horses, which are numerous. The soil is dry, but there are many gardens near the towns." Conolly mentions that near Maimanna an old man offered him his horse for sale for a young male slave and a pony. Being asked if he were not ashamed to deal in the *Khalk Ullak* (God's creatures), he replied that he could only do as every body round him did, but that he did not require the actual slave, only the value of one; showing that men are here a standard of barter, as sheep are among the Hazaras.*

Balkh itself, formerly tributary in name to Bukhára, has since 1850 been governed by Mahammad Afzal Khan, son of the Amir of Kabul. It is noted for its trees, fruits, and corn, but the town does not now contain more than 2,000 souls.

The same chief in 1859 conquered the province of Kúndúz, which lies to the east of Balkh, and comprises the districts of Kúndúz, Talikán,

* Asiatic Journal. Vol. X, part I. page 126.

and Hazrat Imam. The population is chiefly composed of descendants of the invading Uzbaks who crossed the Sir at the commencement of the 16th century, and Tajaks, together with some scattered families of Afgháns and Arabs. The valleys of the Hindú Kúsh are inhabited by Hazáras. The Uzbaks are of the Kut-aghan tribe, which, on the dissolution of the Afghan power, under the successors of Ahmad Shah, Abdalí, became supreme, and annexed Badakhshán to the country now overrun by the Afghans. Previous to the Uzbek irruption the Tajaks were in possession of the plains, and they still form the main population of Badakhshán.

Numbers.

The three districts of Kúndúz, Talikán, and Hazrat Imám, were estimated by Dr.

Customs duties.

Lord in 1838 to contain about 400,000 souls. The customs and transit duties on the roads between Bukhára and Kábul

were then farmed for 40,000 rupees. Kúndúz produces both rice and silk, but the climate is so bad that there is a saying "If you wish to die go to Kúndúz." The mountainous province of Badakhshán to the east is famed for its beauty and salubrity. In it are the celebrated ruby mines, and lapis lazuli quarries,* and through it a traffic between Yarkand and Bukhára, occupying sixty-five days, still continues to pass.

The ancient city of Mashhad (latitude 36° N. long. 59°-35 E.) on

Mashhad.

the route to Teheran contains some 60,000 residents. It is visited annually by about

50,000 Mahomedan pilgrims. Situated on the confines of the Persian, Tatar and Afghan states, it is a principal entrepôt of commerce. Its carpet and shawl manufactures are noted :—Sugars from Yezd, every kind of European silk and cotton fabrics, glass, delf, and

* See Appendix XXIII A.

porcelain, from Teheran, shawls from Kashmir, black lamb skins from Bukhára, asafoetida, *barak shutri* and fur cloaks from Kabul, camels from Khiva, and horses from the Turkaman steppes, form the subject of negotiation between the merchants of various and distant nations, who at noon-day, in sight of the blue dome of Gohur Shah's mosque and the gilded minarets of Imam Reza's tomb, throng the plane-shaded promenade of the Khyaban.

Thirty-five miles west is Nishapur, formerly one of the largest cities of Persia, now containing only 8,000 inhabitants, though still the seat of the Government of Khurasan. The district around is celebrated for its fruits, and produces silk, cotton, and grain. The turquoise mines are famous.*

The old town of Merv is situated on the Upper Murghab between Bukhára and Mashhad. The site is still marked by a mosque and some forts. The country around was formerly fertile, being irrigated by means of a dam across the Murghab. At present a bazar of mud huts stands about twelve miles from the ancient city.

Yezd (lat. $32^{\circ}20'$ N. long. $56^{\circ}10'$ E.), situated about 400 miles to the south-west of Mashhad, has a considerable trade. Persian pilgrims come in great numbers from thence to the tomb of Imam Reza at Mashhad, over a saline desert, much infested by plundering hordes, both Bilochi and Turkaman. The wool of the neighbouring district of Kirman is of the finest quality.

To the north of Afghanistan and Kúndúz are the vast plains through which the Oxus and Jaxartes flow to the sea of Aral, which are

Plains of the Oxus and Jaxartes.

* Vide Appendix No. III.

divided politically into the three great Uzbek states of Khiva, Bukhára and Khokand; and which are traversed by the caravan

Khiva. routes between India and the Russian settlements. Khiva or Urganj, situated

41°40 north lat., 59°23 east long., at the Delta of the Oxus, is poorly cultivated, and inhabited chiefly by Uzbek and Turkaman hordes, who, clothed in coarse linen or woollen, subsisting on a little corn, millet, and milk, and mounted on the high-bred horses of the

Mounted plunderers. Turkaman steppes, are notorious for the length and rapidity of their plundering ex-

peditions. Abbott reckons the area of this State at 450,000 square miles, and the population at 2,450,000 souls. The Government is thoroughly barbarous. Foreigners, particularly the Persians, are constantly kidnapped and sold as slaves.

Slaves. General Mouraviev (1819) stated the number of Russian slaves in the Khanat to be 30,000. Abbott gives the total number at 700,000. It was to check the depredations of this State that the Russians in 1835 established a fort near Mangas-lak on the east coast of the Caspian. The journey from Khiva to

Routes to Orenburg. 'Orenburg (lat. 51°46 N., long. 55°4 E.), occupies from 25 to 30 days. One route

lies between the Aral and Caspian seas, and the other along the east shore of the Aral. The first is that taken by General Peroffski in

Peroffski's expedition. the severe winter of 1840. The time was selected for the expedition as that in which the want of water in the arid steppes would least be felt.

Its failure. But the cold was so intense that the force, consisting of 6,000 men with some 10,000

baggage camels, was forced to return from Ak Bulak, after losing great numbers.

The manufactures of Khiva consist of inferior felts, swords and daggers. The natives barter their flocks and herds with the Russians at Mangas-lak for sugar, cooking utensils, knives, &c. These, with apples, and hides, are sent on to Bukhára.

Manufactures.

The Khanat of Bukhára contains some 5,600 square miles, lying between the 37th and 43rd degrees of north latitude, and the 80th and 88th degrees of east longitude. Only five or six hundred square miles are inhabited

Khanat of Bukhára ; its area and position ; cultivation ; and dwellings.

by a stationary population ; the remainder consists of steppe or desert, on which the wandering Uzbaks pitch their felt *kilibitki*, and tend their flocks of horses and sheep. The total population is

Population.—Uzbaks ; Arabs ; Tajaks ; and Persians. estimated at two millions. It is composed of Uzbaks of various clans, some of whom live in villages, and others are nomad ; of black skinned Arabs, who are chiefly engaged in breeding sheep ; of the aboriginal Tajaks, chiefly inhabiting the city of Bukhára ; and of the descendants of the Persians, formerly transported from Merv. The Uzbaks greatly preponderate, and the ruling family is of this tribe.

Their dress consists of flowing robes of coarse silk stuff, or camel-hair choghas, and of large shawl turbans. In the towns are found several Jewish families. Like other dissenters from the established Mahomedan religion, they are prohibited from wearing turbans or sashes, or to ride within cities on horses. The Khirgiz and Karakalpacs are found to the north of the Khanat, and have large flocks of camels.

Dress.

Jews ; Khirgiz and Karakalpacs.

The territory is watered by the river Amu, Jihún, or Oxus,

River Oxus ; its rise and course ; breadth ; depth and velocity.

and its tributaries, the Zar-afshan and Abi-Shahr-i-sabz. Having its sources in the Karakorum and Pamir mountains,

the Amu runs with a generally north west course, through mountains. It then flows for five hundred miles through sandy deserts to the Sea of Aral, having at Khojasalu, where it was measured by Burnes, a width of 823 yards, an average depth of 9 feet, and a mean swiftness of three and a half miles per hour. Although there are boats at the principal ferries, the river is very imperfectly navigated.

Boats and navigation.

The inland situation of Bukhára renders it liable to the extremes of cold and heat. In winter the Oxus is frozen for two or three weeks.

Climate.

Great attention is paid to gardens, in which the silver poplar is interspersed amongst fruit trees, the vine, pomegranate, fig, apricot, apple, pear, cherry, and *sinjid*. The mulberry is largely grown for rearing silk worms.

Gardens and arboriculture.

“ About ten days or a fortnight after the mulberry trees put forth their leaves, the eggs of the silk worms are removed from the place where they had been preserved during the winter, and being wrapped in a cloth are carried against the naked breast, or still oftener under the arm-pit. Three or five days are quite sufficient for the little insect to be hatched. They are then placed in a vessel, and fed with the leaves gathered from the mulberry ; after ten days, the worms, according to the expression of the Bukhárians, fall into their first sleep or trance, i. e., they take no nourishment three days run-

Silk worms ; how reared.

ning : repeating the same process every ten days until the time it begins to spin the cocoon. When these are finished, the worm inside is destroyed by exposing the cocoon to the heat of the sun. That done, the Bukharians proceed to reel off the silk threads.

“The quality of the silk of Bukhara is much inferior to that of China, and even to the French and Lombard silks, as well in colour as in the softness of the thread.”

Great quantities of vegetables, pumpkins, and melons are grown, as well as tobacco and lucerne. Horticulture ; farming ; and live stock. Cotton is extensively grown for export to the Russian market. Wheat, rice, barley, millet, and janghar, are also reared. The saline efflorescence of the soil is corrected by the application of lime taken from old buildings, and by manure. Horses and sheep are bred in great numbers, as well as horned cattle, which are used in ploughing.

The subdivisions of Bukhara are Bukhara, Samarkand, Katakurghan, Karmina, Jizzak, Karshi, Districts. Banks of the Oxus, called Lab-i-Ab, and Karakul. Of these, Karakul is noted for its black lamb skins.

The capital, (lat. 39° 40 north ; long. 64° 45 east) in past ages successively destroyed by Chenghiz Khan, restored by Taimur Lang, and spared by Nadir Shah, is about 15 days' journey from Khiva. It has a religious celebrity amongst the Mahomedans, and contains numerous double-storied colleges, with open quadrangles, in which the study of the law, according to the Suni in-

* Khanikoff's Bukhara, from which work much of the information here given is derived.

is pursued under the superintendence of lecturers. About half the land revenue is alienated in behalf of these institutions. The administration of the Government is regulated according to the pre-

Priesthood. scriptions of the koran. The priesthood
 have immense influence. Since the year
A. D. 1800, succeeding kings, Shah Murád, his son Haidar Khan,
and his grandson Nasir Ulla Khan, have all been remarkable for
 bigotry. The only aristocracy which
Bigotry of kings.

Syuds and Khojas.

of Mahomet. The Khojas are the descendants of Abu Bekr and Omar by other wives.

Population.

Streets and buildings. paved. There are no less than 360 mosques, but only 8 of any size. The colleges exceed one hundred. The karavanserais are 38 in number. Hamams are much frequented. In the square named the Registan, formed by the palace, colleges, and market stalls, there is a daily concourse of

Uzbaks. traders from all parts of Asia. Burnes remarks that "the Uzbek of Bukhára is hardly to be distinguished as a Túrki or Tatar, from his intermixture of Persian blood. Those from the neighbouring country of Khokand are less changed; and the natives of Urganj, the ancient Kharasm, have yet a harshness of feature peculiar to themselves."

Slaves. The number of slaves in the Khanat is estimated at 100,000. In Bukhára there are a few Hindu merchants, mostly from Shikarpur.

Costume. The dress of the higher Mahomedans about the Court is frequently of Russian brocade. Whether mounted or on foot, men and women wear boots with small high heels. The women, when abroad, wear veils

Fruits, tea, and ice consumed. of black hair-cloth. Grapes, melons, peaches, pears, and plums, are constantly on sale at the stalls. Tea, sugared or salted, with grease or with milk, is universally drank. In the summer, ice, pitted in winter,

Carts. may be cheaply purchased. Light carts drawn by horses traverse the broad streets, as well as riding horse and fine asses.

Communications. The internal roads are narrowed by the bordering cultivation. The bridges are dilapidated, and the communication is often interrupted when rain falls. Trade is carried on by means of fairs.

Situation. Bukhára is centrally placed for the trade between Eastern and Western Asia. Situated almost on the edge of the Russian steppes, it is a convenient entrepôt for merchandize brought from the south. Burnes

Relation to Russia. mentions that "the land route between Russia and Bukhára was first opened in the reign of Peter the Great. In the reign of Alexander, about the year 1820, the Russians endeavoured to cultivate a closer connection, and despatched an ambassador to Bukhára."*

* It is probable that this route was known to the Romans, as they were acquainted with the geography of Khiva and Bukhára. Hallam also mentions, on the authority of a Florentine writer, that "the route to China was from Azoph to Astrakan, and thence to Kambalu, or Pekin. The journey was rather more than 8 months going and returning; and was perfectly secure, not only for caravans, but for a single traveller, with a couple of interpreters and a servant."

The first caravan leaves Bukhára about the vernal equinox.

Caravan to Troitska.

The river Sir is crossed when frozen.

This caravan reaches Troitska (lat. 54° north, long. $61^{\circ}20'$ east) in about 65 days.

The second starts a month later, but does not reach the Sir till May, the merchants joining it in the interim. Its destination is Orenburgh.

The third and largest leaves about the middle of May, and reaches the Russian frontier at Novo Iletsk in forty-five or fifty days. Its

course is by the north-east extremity of the sea of Aral, and over the Mugajar mountains to the sources of the Ilek.

The caravans from Russia set off from the middle of September to the middle of November. That from Troitska, with iron ware bought in the government of Orenburgh, is the earliest. Merchants who have attended the fair at Nijni-Novgorod, send their goods by the great caravans which leave Orenburgh and Orsk in the first half of November. The want of fuel obliges them to scatter in the Russian steppes, but elsewhere the *saksaul* grows abundantly. The Khirghiz are the principal carriers.

There is a caravan route from Bukhára to Petropavlosk, or Kizziljar, (lat. $54^{\circ}30'$ north, long. 69° east) on the Issim, by Tashkand. This

is a journey of 90 days. Russian iron is brought by this route, and is sent to Hissar, Badakhshan, Khulm, and Maimanna. Two caravans arrive yearly from Khokand with Chinese goods; and three from Mashhad.

About 120 miles to the east of Bukhára is the once famous town of Samarkand. Including its numerous gardens, its circuit is very extensive. The population is reckoned by Khanikoff at 25,000. It contains the tomb of Taimúr; and several buildings ornamented with the varnished pottery introduced by Taimúr's Chinese wife. The college which formed the observatory of Ulugh Beg still stands in good repair.

Khokand (lat. 41° north, long. 70° east) is about 300 miles from Bukhára, and is situated near the Sir. The "Khan Hazrat," as the chief who boasts a descent from the Emperor Baber is designated, receives, by permission of the Chinese government, the customs duties realized on the dealings of Mahomedans at Yarkand and Kashghar, and is thus interested in the preservation of the commerce. The rulers of this state have shewn themselves less bigoted and exclusive than those of Bukhára. They have occasionally sent envoys to Constantinople, Peking and India. Colonies of Jews have found refuge under them, and have introduced the art of dyeing. The exiles of Badakhshan also formerly sought the same asylum from the tyranny of Murád Beg, of Kúndúz. The capital is well populated, and adorned with spacious bazars and colleges. Wheeled carts, or "arabahs," are common. The people of the districts consist of Khirghiz, Kazáks, and Kipcháks. The revenue of the state is estimated at about twenty-seven lakhs of rupees.*

The trade between Khokand and China has been long established. It is related by Ferishta, that "when Baber was prince of Ferghan, a rich caravan of Chitta and China, which was crossing

* The following are the sub-divisions of Khokand: Khokand, Marghilan, Andiján, Narmangan, Shehr-i-Khán, Khojand, Nou, Uretappa, Chúst, Kásán, Ispárah, Kelwa, Karakchi, Tashkand, Hazrat Sultán, Gultala, and Peskak.

the mountains of Andijan, was buried in the snow. He ordered all the goods to be collected, and sent messengers to China to proclaim the accident, and bring the owners or their heirs to his court. Upon their arrival, at the end of *two years*, he entertained them hospitably."

Besides the roads to Bukhara, Kabul, and Yarkand, there is a caravan route of 70 days' journey to Semipalatinsk, (lat. 50° 30' north, long. 80° east) on the Irtisch, one of the principal seats of Russian trade; to which there is a shorter road, of 50 or 55 days, from Tashkand, (lat. 43° north, long. 69° east) one of the chief towns of Khokand.* The direct routes to Peshawur over the Pamir steppe are extremely difficult, and can be attempted only in summer. About 300 or 350 miles from Khokand, and about 400 miles from the sea of Aral, is the Russian fort of Ak Masjid, on the Sir. Steamers can approach within thirty miles of Tashkand.

Kopal (lat. 43° north, long. 82° east) is the most southern-ly post possessed by the Russians, and is only three days' journey from the Chinese town of Kulja, (Ghulja) or Ila, containing 40,000 inhabitants. It is placed amongst the "great horde" of mountain Kirghiz, the descendants of those Kilmak tribes who, in A. D. 1771, to the number of 600,000, migrated from the banks of the Volga.

The trade carried on by the Tatar merchants at Semipalatinsk with the Kirghiz tribes, is thus described by Atkinson :—

"They supply them with silk dresses, tea, raisins, and wooden

* See Atkinson's "Amoor."

Articles sent from China,
Khokand and Russia.

bowls from China ; khalats of printed
calicoes from Khokand ; Russian hard-
ware, iron, copper, leather ; for which they receive in exchange,
black and grey fox skins, horses, oxen, and sheep. The horses and

Cattle driven to Siberia.

oxen are driven into Eastern Siberia to
the different gold mines. One of these
Tatar traders told me that he imported 50,000 horned cattle into

Consumed at the gold mines.

Siberia annually, and these are chiefly
consumed at the gold mines. I have met
the Kirghiz with herds of from 3,000 to 4,000 oxen, 1,500 miles
from their homes and 500 from their destination. When the cattle
are delivered at the mines, the men remain a few days and then
start on their return,—a very long ride. Their journey home is by
the post as far as Semipalatinsk, and then to their hovels in
the steppe on horseback. The sheep are driven across the steppe to
Petro-pavlovsk, on the frontier of Siberia, and thence to Ekaterine-

Tallow manufactory at
Ekaterineburg.

burg, where they are killed and their fat
melted down into tallow. More than one
million sheep are brought from the Kirghiz steppe yearly, which are
disposed of in this manner. The whole of the tallow was (till within
the last five years) forwarded to Europe ; now the bulk is converted
into stearine at the large works near Ekaterineburg. This establish-
ment supplies all Siberia with candles, besides sending a great
quantity into Russia."

Entertained in the steppe by a chief, Mr. Atkinson observed
Menage of a Kirghiz Chief, " the ground inside the dwelling covered

and raisins, formed the refreshments, together with boiled mutton
served up on a wooden tray with boiled rice. The chief wore a

Dress,

Chinese silk khilat of varied colors, a fine

shawl round his waist, a brown conical cap turned up at the sides, and a pair of green leather boots, with overshoes or slippers."

The summer costume of both men and women consists of two, sometimes of three, silk or cotton khilats, long dressing gowns.

Opium smoking is prevalent. The drug is sold by the Tatar merchants for its weight in silver. Before the caravans reach the town of Kulja (Ila) and Khoubachak they are met by Chinese, who purchase their whole stock, paying for it in silver, and these men smuggle the opium into the towns.

In the Appendix (No. IV.) is a list by Mr. Atkinson of the principal articles in demand amongst the Kirghiz.

The country about Kopal is said to shew traces of former civilization, and the new town has now a population of 11,000 souls. About 200 miles south west of it is another Russian town named Vernoje. The Tatar merchants established here carry on a profitable trade with the nomad tribes.

Atkinson has described from personal observation the arrival of a caravan from Yarkand at Kopal of a caravan from Yarkand :—

" They were going to Semipalatinsk, but the bad weather and deep snow stopped them. On their way hither they had passed through Kashgar, Khokand, and Kulja, and traded at each place. Among other products they carried were tea, silks, and dried fruits ; for the first and

last of these they found a market, and their suroukas (dried apricots) and kismis (sultanas) afforded us a great luxury. I learned from two of these merchants that they had been in Kabul and Kashmir in the summer, and from the latter place had obtained shawls and other merchandize. They were with us a fortnight, and then proceeded on their journey; but it is doubtful if they would be in time to reach the fair at Irbit; if not, their goods would be forwarded to Nijni-Novgorod."

The sources of the Oxus and Kashghar rivers are separated by the Pamir mountains,* fitly designated

Bam-i-dunia.

"Bam-i-Dunia," the "roof of the world."

Ascending to a stupendous elevation, they present at the summit table-land extending several days' journey. Here the Kirghiz in summer pasture their flocks and herds, living in felt tents called "khirgahs," and trading with Budakhshan and Yarkand. Shawl wool is abundantly produced. The cold is said to be much greater even than in Thibet. The height of the mountains above the Sari-kul lake, from which issues one affluent of the Oxus, is given by Lieut. Wood at 19,000 feet. But, according to Mahomed Amin, the highest source of that river is near the Piriyakh mountain, in the Karakoram

Piriyakh.

range. The Pamir mountains shoot off from the Karakoram chain, until they are met from the east by the Koh-i-Mazat, or Mustau mountains, in which the affluents of the Narin and Sir have their rise. In the valleys of Kashghar and Yarkand, flanked by these lofty ranges, lie the provinces of Turkish Eastern Turkistan. China or Eastern Turkistan. They are

Eastern Turkistan.

* This chain is designated in some maps "Bolor," but as Cunningham has shewn (p. 49) incorrectly.

twelve in number, and take their names from the principal towns, viz., Kashghar, Yarkand, Khutan, Ush Turfan, Aksu, Bai Sairam; Bigar and Kurli; Kuchar; Turfan; Karashar; and Kummul.

The Chinese have garrisons in Kashghar and Yarkand, but otherwise do not interfere directly in the administration, although the Government is represented by "Ambans." The population, with the exception of Chinese and Kilmaks, is Mahomedan, speaking the Turki language. They are mostly of Turk descent, but in the towns there is a mixed throng of people from the surrounding countries.

A large portion of the people of Kashghar, designated "Aktaghees," are under the spiritual influence of the Khojas of Andijan. These military priests, who appear to be of the same stock as those of Bukhara, pretend to be descended from the Caliph ~~Ali~~* They *Omar* formerly ruled at Kashghar. They are revered by the people as saints, and supposed to be invulnerable in battle. The Chinese, when formerly called upon to mediate in some of their internal disputes, took the opportunity of deposing them. They have made repeated attempts to regain their power, but without success. On one occasion one of the family was put to death on taking refuge in Badakhshan. A deficit in the Chinese revenue in 1833 was officially attributed "to the expense of suppressing a rebellion among the Mahomedan Tatars, adherents of Jehangir Kwajeh," who was ultimately captured and sent in a cart to Peking. Attacks have been periodically renewed, and it was during one of them that Adolphe Schlagentweit recently met his death.

* So at least it is stated by Burnes; but Mohammad Amin alleges that their ancestor was Zynulabdin, grandson of the Caliph Ali.

At Kashghar the revenues are collected on account of the Khan of Khokand by a resident Akskál, (grey beard) or consul, who is also responsible for the conduct of all Andijanis.

Yarkand, the principal town, contains a population probably exceeding 50,000. The ascendancy of the Mahomedan creed is there as visible as at Bukhára, in the number and solidity of the endowed colleges; but the women generally go abroad unveiled. It is also an entrepôt of the China and Bukhára trade. Jade is found in the rivers, and a large number of people are employed in collecting it. Cotton grows in the neighbourhood, and is manufactured and sold to the Kirghiz, who are said to prefer the fabric to English calico, on account of its durability. Cotton is also sent to Russia, to be used in candle wicks. Yarkand has five gates, and a mud wall all round, on the top of which a cart might be driven. It is loopholed, but has no ditch. There are no wells: water is supplied by means of tanks. The frost in winter is severe, but snow and rain are rare. Bullocks are used in ploughing, horses for draught, and camels in trade.

The district of Khutan, to the south-east of Yarkand, is very productive in silk and fruits. The people are more in subjection to the Chinese. Elchi, the capital, is a town of considerable size. A variety of minerals are found in the neighbouring hills, jade, sulphur, copper, lead, emeralds, touchstone, rock salt, &c. Manufactures of cotton, silk, and woollens, are carried on. The women of Khutan are noted for their beauty.

From Yarkand, a caravan route goes by Kuchar (Koutche), where the roads from Semipalatinsk and Kulja (Ila) on the north,

and Maimatchin, (Kiachta) the capital of Mongolia, on the north east, meet. Maimatchin is one of the frontier depôts of Chinese trade, and tea to the amount of six million Russian pounds is thence annually exported.

The route from Jalalabad up the left bank of the Kunar river, over the Karakoram range, and across the Pámir mountain to the town of Yarkand, is given from Mahomed Amin's information in the Appendix IV. B. There are 48 stages.

The districts of Ush Turfan, Aksu, Turfan, and Kummul, are situated at the foot of the Mustagh mountains, and are inhabited by a mixed population of Turks, Khirgiz and Kazáks. Shawl-wool is produced in the hills. Large herds of horses, camels, oxen, and sheep are kept. Bai-Sairam, Bigur-Kurli, and Kuohar are less hilly, but in these provinces the people attend much to grazing. Flax is also grown and exported to China. Irrigation is carried on, as in Affghanistan, by means of *Karezes*. The district of Karashar is almost entirely peopled by Kilmaks. Residents of Khutan, Yarkand, Kashghar, Badakhshan and Khokand, are not permitted to enter the town; but this prohibition does not exclude the inhabitants of the other districts, though even they are not permitted to settle. A large Chinese garrison is maintained at Karashar, and a superior civil authority, called "Gurz Amban." Karashar produces shawl wool and flax; and is noted for the production of black vitriol; also for "sal ammonia." The above are articles of export.

The district of Ila lies to the north of the Koh-i-muzat. It is under the direct government of the Chinese, but the population is chiefly Kilmak. It is used as a penal colony for the Chinese.

The Kilmaks are Budhists, worshipping the great Lama of L'hasa. Ila is a great horse-breeding district.

The capital, called by the Chinese Kulja or Gulja, is said to contain 75,000 inhabitants.* Amongst them are numerous Andi-jani merchants. Yarkand sends cotton cloths and thread turbans, goat-skins and opium ; and receives in return, nankins, furs from the Altai mountains, tea, Bulghar leather, rhubarb, horses, sheep, and oxen. But the main trade between Pekin and Yarkand does not pass through Kulja. The Kilmaks are great purchasers of cotton cloths. " Kilmaka buiz, Khatai-ga suiz " is a Turki proverb, meaning " to the Kilmak cotton cloth, to the Chinaman sweet words."

From Yarkand there is a route to Le (lat. 34°-9-30, n. lon. 77°-36-42), and from thence to Kashmir and the British provinces, which will be discussed in detail further on.

There is also an easy communication of seven days journey with the large town of Elchi or Ilitsi (about lat. 37°, long. 80°56 east), the chief town of Khutan. In this province grain, vegetables and fruit abound. The mulberry flourishes, and furnishes sustenance to the silk-worm, which is very generally reared.

Horses, yaks, and sheep, are numerous, and the fleeces of the shawl goats are equal to those of Chan-than. The manufactures comprise woollen camlets, cottons, and silks, and the silk fabrics are celebrated. From Russia are received broad-cloths, seal skins, furs, green velvet, gold and silver

* Burnes.

thread for embroidery, Bulghar leather, hardware, spades, hoes, log wood, loaf sugar, and castor oil.

Raw silk, both white and yellow, is first taken to Bukhára, where it is dyed. It is then purchased by Nogai traders, and carried to various parts of Russia.

Trade in silk and horses.

There was formerly an extensive trade between Khutan and Hindustan. "It is said there was formerly a royal road from Najibabad to Sari-

Former trade with Hindustan.

kia, (Sarighout) half way between Yarkand and Khutan, and that it led through Gurdokh and Rodokh." Captain H.

Moorcroft's opinion.

Strachey also states that he was well assured of the existence of direct passages from Nari-Khorsum to Khutan, though they were entirely unused. Mr. Vans-Agnew again says, in

H. Strachey's.

Vans-Agnew's.

his report on the Boundary of Ladakh (para. 44), that he was informed that there is another road from Yarkand east of the Shayok river to Rodokh, but that it was prohibited by the Chinese Government. Cunningham, however, (page 147) is of opinion that "the road

Cunningham's.

from India to the Niti pass (on the boundary of British Garhwal) through Garoo and Rodokh to Yarkand, is the same as that from L'hassa to Yarkand by the valley of the Indus. The two routes join at Garoo, and follow the Indus to Kakjung, from whence the traveller may proceed either down the Indus to Lé and across the mountains to the Shayok river, or he may across the Tsaka Le and proceed direct to the Shayok by Chushal or Pangkong." This opinion may be correct ; but it is very desirable that a direct route

should be opened between Rodokh and Elchi. The route which

A. Schlagentweit's route to Khutan. Adolphe Schlagentweit travelled in 1857 was not previously well known. He avoided Lé for fear of being impeded, and went to Chang-Chanmo, which is almost due north of Chushal, and "crossed the Karakoram chain by the pass north of Aksai chin* which lies three marches south-east of the Karakoram pass by a new and entirely unfrequented route."†

The route between Chang-Chanmo and Elchi, is given in the Appendix, IV. A. Mahomed Amin, his guide, states that Adolphe Schlagentweit from Brúngsa followed the Karakásh river to Sumgal, on the route to Yarkand. He describes the Chang Chanmo pass over the Karakoram mountains as much easier than that usually taken to Yarkand, and accounts for its disuse by the route not leading to Lé, to which all merchandize must first be taken. The pass over the Kuen Luen mountains, which he calls "Piryakh," is, he says, comparatively low, and open for the whole year, the snow being crusted.

The principal rivers of Khutan are the Karakásh, Yarangkash, and the Karia; in the beds of the two first are found the "yasham" stones, or jasper agate.

The chief article of trade in this region and in Ladakh consists of the fleece beneath the under coat of the Shawl Wool. hair of the shawl goats. It is cut once a How obtained. year; the wool picked out is sent to Kashmir, but the hair is made into ropes, coarse sacks, and blankets. After the hair of the goat has been cut short with a knife in

* Name of a large barren plain.

† Schlagentweit.—Volume I, page 33.

the direction of its growth, or from the head towards the tail, a sort of comb is passed in the reverse direction, and brings away the finer wool almost unmixed with the coarse hair. If not shorn as the summer commences, the animals themselves rub off the wool.

Moorcroft (volume II, page 347) mentions that "by ancient custom and engagements, the export of Long monopolized by Kashmir. the wool is exclusively confined to Kashmir, and all attempts to convey it to other countries are punished by confiscation. In like manner it is considered illegal in Rodokh and Chan-than to allow a trade in shawl wool except through Ladakh; and in the latter country considerable impediments are opposed to the traffic in wool from Yarkand, although it is of superior quality and cheapness." But in these days a good deal of shawl wool is brought by different paths on sheep to Rampur, and sent from thence to the Kashmir colonies in the Punjab.

The goats are found domesticated all over the mountainous country of Western Thibet, particularly Pastures of the shawl goats. in the provinces of Ladakh, Rodokh, and Garoo. Chan-than is the name given to the elevated plateaux, where innumerable flocks are pastured, and which the following description will exemplify :—

"The valley of Rúpshú (in Ladakh) varies in breadth, and Rúpshú. occasionally expands into a broad plain, but in general it is not more than five hundred to seven hundred paces in breadth. The hills on either side were covered on the 12th of June Climate, soil and vegetation. with the winter's snow, and we had occasional falls of hail and snow in the plain. The soil of the latter

was at first loose clay, and afterwards consisted chiefly of micaceous sand, scattered over with stones, and thinly patched with stunted furze ; several rivulets crossed it, and in their beds and on their banks a small quantity of grass was growing, which affords pastur-

age to the flocks of the shepherds of the
 Pasturage ; shepherds ; tents ; furniture. more exposed districts. Near our encampment, a champa, or shepherd and his family, had encamped, and several other tents were near. The tents are of ragged black blanket, about four feet high, and open all along the top. Their interior is furnished usually with abundance of dirty sheep and goat skins, some sewed into coats ; two or three iron pots, and one or two of brass or copper ; some iron spoons, a churn for tea—not for butter—and some wooden milk pails. The rest of the shepherd's equipment is carried about his person, as his tea cup, pipe, tobacco pouch, chakmak, or flint, and tinder, knives, and a small spoon, and several needles.*”

Of the Chinese province of Nari-khorsum, of which Rodokh
 Nari-khorsum. and Gardokh are the principal places,
 Chinese jealousy of Euro- little is known. The local authorities
 pean travellers. have always evinced great jealousy of
 Districts. Europeans, and travellers after a day or
 two are unable to procure supplies. The district *Rodokh*, on the
 north, is said to be encircled by lakes ; *Gugé*, on the south-west, by
 rocks ; and *Paráng*, on the east, by glaciers or snowy mountains.†
 The Indus on the east, and the Sutlej on the west, have their early
 course in this province ; the Indus passing through Ladakh, and the
 Sutlej through Bashaihr. Of the Chinese town of Shipki, which is

* Moorecroft.—Vol. 2, p. 46-48.

† H. Strachey, *Physical Geography of Western Thibet*, page 12.

Shipki. close to the Bashaihr frontier, we have the following description by Alexander Gerard :—

“ Shipki is a populous town of several separate divisions, occupying the left bank of a rivulet rising in Its disposition. the perpetual snow, noteightmiles distant.

The extent of cultivation surrounding the village is considerable ; Crops. the crops luxuriant. They are wheat,

barley, phapur, turnips separated by rows of apricot trees. Although 10,600 feet above the sea, part of the Elevation ; harvest ; local festival ; dress of the men and women. grain was cut, (August 8th) and what remained was yellow. The Sutlej flows

past at the distance of a mile. The great autumnal feast held in consecration of harvest had just concluded on my arrival.....

Crowds of people were dancing, singing, and playing on musical instruments, such as cymbals, drums, and double flageolets. The men are stout and well clothed ; they wear necklaces, on which are strung several large pieces of a substance like amber—called poshil—beads of coral, and some that looked like rubies and emeralds. The females are also stout, and are covered from head to foot with ornaments, as large bracelets, and anklets of pewter or silver, and numerous chains hanging from their shoulders, strung with cowrie shells, and beads of pewter, brass, coral, and colored glass.” Gerard

was prevented from visiting Behkar, a town a little higher up the Sutlej, “ by a Tartar picket of about 30 Tartar Picket. people. They all had horses, which were

running about grazing, and were stout, muscular men, with the Chinese features, all well and comfortably dressed in suklad, or thick woollen cloth ; their outer garment reached below the knees, and had long sleeves ; trousers, and boots with a leather sole ; the part

answering to the stocking was of tartan, and was tied with a garter; they were all bareheaded, the hair plaited into a long tail. Each had a knife six or eight inches in length, with an ornamental brass or silver case, a *gungsa*, or iron pipe for smoking, and a *mepcha*, or steel, for striking fire. The tents appeared comfortable; they were of black yak's hair make into a blanket, double-poled, and round at the ends, from twenty to 30 feet long, ten broad, and six or seven long."*

Chaprang, to the east of Behkar, was formerly the seat of an independant Hindu government, prior to the acquisition of Western Thibet by the great Llama of L'hassa.

The caravan which goes about once a year from L'hassa to Lé passes through Gardokh. The whole distance from Lé to L'hassa is about 1,350 miles, a journey of four months and a half.†

The districts of the province of Ladakh now subject to the government of the Maharaja of Kashmir and Jammu, are Nubra, Ladakh, Zaskar, Rúpshú and Purik, Suru, Dras, and are calculated to comprise an area of 26,036 square miles. The districts under the British

government are Spiti and Lahul, and extend over 4,184 square miles.‡ The

Race and creed; dress; people are of the Thibetan race, and profess the Buddhist faith. The men wear *La-pa-shas*, or cloaks of thick woollen; leggings and boots of felt; quilted, sheep-skin, or fur caps. The Lamas wear cloth of red or yellow. The women are dressed in woollen jackets and striped

* *Tours in the Himalayas*, by Lloyd and Gerard.—Vol. 2, p. 123.

† Cunningham, p. 159.

‡ Cunningham, p. 25.

petticoats, and over them is thrown a sheep-skin with the wool inside. The head-dress consists of a piece of cloth, jewelled, lying flat on the head, with an appendage lined with fur covering the ears. The food of the lower classes is made of soup and barley cakes. Tea is commonly drunk by the higher classes, and a spirituous liquor called "chang," extracted from barley, is in general use. The population has, since the Sikh invasion and conquest in 1834, diminished, and is estimated by Cunningham not to exceed 125,000 souls, whilst the area is calculated at 30,000 square miles. The home manufactures consist of coarse blankets and woollens, and of black mohair tents from the hair of yaks. But Lé is also the entrepôt of a considerable trade between the countries around it. Shawl wool of the finest sort is now imported from Yarkand, as well as Chan-than. Brick tea, in square lumps of 8 lbs. weight, is brought by caravans from L'haasa. Borax received from Puga is refined at Kulu and Chamba, and bought by the silversmiths and braziers from the plains. Sulphur and Black Salt are imported from Chan-than; Charas, Tobacco, Felts, Steel, Russian Leather, Brocades, and Boots, from Yarkand; Opium, and Red Goat skins pass through from the British territory to Yarkand; Shawls and Saffron from Kashmir; Chintzes and Copper tinned vessels from the Punjab.

Immediately to the south of Spiti and Lahul is the district of

Kunawar; its extent;
climate; products; people;
trades.

Kunawar, which forms the largest subdivision of the Bishaihr principality, and consists of a series of rocky and precipitous ravines, descending rapidly to the bed of the river Sutlej. The district is about seventy miles long, by forty and twenty broad at its northern and southern extremities respectively. In middle Kunawar the cultivated spots have an average elevation of 7,000

feet. The climate is genial, being beyond the influence of the periodical rains of India, and the winters are comparatively mild. Upper Kunawar more resembles the alpine region of Thibet. Grain and fruit are produced abundantly ; the poppy also flourishes. The Kunawaris are probably of Indian race, though in manners and religion they partially assimilate to the Thibetans. The people of the north are active traders, proceeding to Lé for charas, and to Gardokh for shawl wool, giving in exchange money, clothes, and spices. The mountain paths are scarcely practicable for laden mules, and merchandize is carried chiefly on the backs of sheep and goats. An annual fair is held in November at the capital, Rampúr, on the Sutlej. The town is of some importance, as the point where the commercial routes from Lé, Gardokh, and Simla meet ; and also as a seat of the pashmina manufacture. In 1840 the value of *pashm* imported was valued by Cunningham at about Rs. 90,000.

The Government agency established at Kotgurh in 1820, was intended to encourage the export of shawl wool to the British territory, whence it was sent to England to be manufactured. In exchange, small quantities of copper, steel, chintzes, and woollens, were bartered. The project did not succeed, and was abandoned. Since that time extensive manufactories have arisen in the Punjab itself, and compete with those of Kashmir for the supply of *pashm*.

The countries and people beyond the mountain boundary of Northern India have now been hastily surveyed. They are, for the most part, still in the nomad state of society, though occasionally large towns are to be found. Though isolated by chains of mountains and deserts from nations more advanced in civilization, much energy is exhibited in overcoming these obstacles to intercourse. The camels of the Povindahs, wending towards Kurrachee

or Benares laden with the carpets of Herat or the fruits of Kandahar ; the kafilas crossing the Hindu Kush with silk from Búkhára ; the thousands of cattle driven towards the Siberian frontier by the Kirghiz ; the tea sent from China overland to Russia ; the " Kirayakashes" following over the Karakoram pass their ponies bearing goods from Yarkand ; the hill men of Bushaihr descending the precipitous paths of the Sutlej with their sheep carrying shawl wool ;—are all so many instances of the trading spirit. Endeavour will now be made to shew what impediments obstruct, and what measures may assist, these adventurous merchants.

PART II.

The commerce passing through Afghanistan and Biluchistan descends by natural avenues to the valley of the Indus. It has been seen that the two countries nearly resemble each other in their indigenous productions, and in the character of their population. Commercially, they may be regarded as one region, inhabited by cognate tribes. The principal outlets of trade are by the Bolan pass, opposite to Shikarpoor, the Ghuwailra or Goleri pass, opposite to Dera Ismael Khan, and the Tatara and Abkhána passes opposite to Peshawur.

The distance from Shikarpúr to Kandahar by the Bolan pass is about 400 miles.* The pass, commencing at Kudta and ending at Kar-lakes, is about 50 kos long,† and is passable either to an army with artillery or to a caravan throughout the year. It is generally level, and, though considerably covered with loose stones, offers in no portion a serious obstacle. It narrows, after leaving Machk, to the breadth of four horsemen, but in general it averages one hundred

* Appendix XI.

† Major Hough gives the distance at 59 miles.

yards. Caravans are sometimes detained by the snow falling beyond Machk, but, it does not fall heavy in the pass. There are

two castes of plunderers that the caravans stand much in dread of, the Doda Marees, amounting to 3,000, and the Damad Kakars, amounting to 5,000.*

Shikarpur still carries on a trade with Herat, which is 346

miles beyond Kandahar; † but since Trade between Shikarpur and Herat; its decline.

Major Leech reported on the subject the value has considerably diminished. In particular, the turquoises

Turquoises, from Nishapur are now valued in thousands instead of lakhs. The export of Indigo, then said to be declining from ten lakhs' worth, on account of the Bengal Indigo being sent by way of Yazd, is now little above one lakh's worth.

Kurachee is rapidly rising in commercial importance. Between

the years 1855-56 and 1859-60, the imports increased in value from £629,813 to £1,712,751, the exports from £604,440 to £947,938, the customs duties from £8,908 to £52,492.‡

Amongst the exports the following are brought down chiefly

* Leech. Major Green, Political Agent at Kilat, states that "it is a mistake to imagine that the Bolan pass offers any difficulties either for traffic or for the march of troops to or from India. The Kakars, who inhabit the mountains bordering the upper portion, are a miserable race of petty thieves, utterly contemptible, and by no means numerous; the lower portion was formerly molested by the Murrees, but since the Khan's march through their country, and the subsequent arrangements which have been made, they have ceased to molest it."

† Conolly.

‡ Appendix XII.

§ The returns for 1861-62 shew that the exports increased to £1,361,724, whilst the imports decreased.

Exports from Affghanistan. through the Bilúch and Affghan mountains :—

			<i>Value.</i>
Madder, ...	...	...	£ 12,228
Assafoetida,	...	...	2,296
Raw Silk,	...	...	17,975
Sheep's Wool,	...	...	315,104
Horses,	...	...	92,651
Fruit,	...	...	14,914

The following are from the territories of the Maharajah of
From Kashmir. Kashmir, or Chanthan :—

Borax or Tincal,	...	...	£6,204
Koot Lakri,	...	...	17,336*

The direct imports from England to Kurrachee have largely increased, especially of cotton piece goods, of which a considerable portion goes to Affghanistan. No wool or asafoetida come down the Bolan pass. The caravans bringing these articles go by Kilat, Khozdar, and Pir-Muggur. The increase in the export of wool is remarkable. Ten years ago its value was only 17,651 rupees. The sheep are shorn twice a year, and the wool is imperfectly cleaned. It is estimated that there is a saving of 12 days in time, and 2 rupees in cost per camel load, by adopting the land route from Shawl to Kurrachee, instead of going to the Indus at Sukkur. In 1861-62 the value of wool exported from Kurrachee increased by nearly £190,000.

The plant yielding the gum resin known as *Naithea asafetida*,

* Exported to China for incense, *viâ* Bombay.

Asafoetida. grows wild in the hills about Herat and Furrah. It is never cultivated, though hundreds of the Kakar tribe from the Boree valley, who collect the gum, remain in the deserts to tend and water the plant.*

Madder. Madder is cultivated in the Ghuzni and Kandahar districts, and takes three years to come to maturity.† Its black berries are also seen growing wild in the Himalayas, near Joshienath. Moorcroft states that the root contains abundant coloring matter, and is used by the Bhotias to dye woollen cloths.‡ Two descriptions are brought from Affghanistan, "Rodung kuhree," grown near Kandahar, and "Rodung phurreah," which is inferior.

Raw Silk. Silk is produced in the western parts of the country, and great quantities are exported from Bukhara for the Indian markets.

Wool. Wool obtained from the fat tailed variety of sheep is used in the manufacture of clothes and carpets, and also exported to India.§ Kilat and the surrounding country produces sheep's wool in great abundance.

Increased export thereof. It is a remark of Burnes', "that our early commercial connection with the countries on the Indus was sought to find vent for British woollens, while the existing trade is almost confined to cottons, and this is the more singular as there is good reason to believe that in return for those cottons we shall shortly receive raw wool from the countries of the Indus." This anticipation has now been completely fulfilled.

* Dr. Bellew's report. Appendix No. VII.

† Lumsden.

‡ Moorcroft.—Vol. II, p. 57.

§ Appendix No. VIII.

The trade in horses is for the most part in the hands of the
 Biluchis. It ceases during the winter.
 Horses. About 2,000 or 3,000 are said to pass
 through Kandahar yearly. The chief breeding districts are
 Sharakhs, Maimunna, and Hazarah.
 Breeding districts. On the spot, the price of an average horse
 ranges from 60 to 120 rupees. The native breed has been improved
 by the mixture of Arab blood.

The abundance and variety of the fruits need no recapitulation.
 They form the principal part of the food
 Fruits. of a large class in Affghanistan through-
 out the year, both in a fresh and preserved state; and in the latter
 condition are exported in large quantities.*

It may be noted that sugar, so generally grown in the
 Sugar. Eastern Punjab, is not produced in
 Cotton. Affghanistan or Bukhára. Cotton is
 scantily grown in some districts. The raw material does not
 appear in Colonel Lumsden's list† of imported or exported articles
 at Kandahar; cotton fabrics are in great demand. The raw
 cotton of Bukhára is bought up by the Russians.

The Indian trade is principally negotiated by Hindu merchants
 from Shikarpur and elsewhere; but the
 Management of Kandahar trade with India; Herat, &c. commerce between Kandahar, Herat, and
 Mashad, is carried on by Persians, who bring down silk, arms,
 turquoises, horses, carpets, &c., and take back wool, skins, and
 woollen fabrics.‡

* Dr. Bellew.

† Appendix No. IX.

‡ Dr. Bellew.

The distance from Dera Ismael Khan to Ghuzni by Durra-
bund and the Ghuwailra pass is about
Trade by Ghuwailra Pass. 323 miles.* The caravan route between
Distances. Ghuzni and Kabul is reckoned at 88
miles, and between Ghuzni and Kandahar by Kilat-i-Ghilzi at 227
miles.† The route between Kandahar and Kabul is closed for four
months by snow.

The severity of the mountain winter and the insecurity of
the commercial roads have given
Povindah merchants. rise to a peculiar class of Afghan
traders called Povindahs. They possess large numbers of camels.
Some are merchants, whilst others are merely carriers or retail
agents. There are five sub-divisions, who
Sub-division. descend to the plains and return to the hills
in the following order‡ :—

I. The Nasir Povindahs, who come down in successive groups,
designated—

- (a) The Ghawaiwal.
- (b) The Gosfandwal.
- (c) Nasirs with small means.
- (d) Nasirs with large stock.

Of these it is estimated that 5,000 men come to India to trade,
with 16,000 camels.

- II. "Niazi Mithi" 600 men, with 3,000 camels.
- III. "Kharothi" 1,800 men, with 6,000 camels.
- IV. "Dutani" 600 men, with 4,000 camels.

* Appendix XIV.

† Appendix XV.

‡ Appendix XVI.

V. " Mian Khel " (a branch of the Lohanis, the rest of whom have settled as agriculturists) 1,400 men, with 6,000 camels.

In the summer, living in tents, they pasture their flocks and herds on the plateaux of Ghuzni and Kilat-i-Ghilzi, and pay to the ruling chiefs a tribute, which is assessed in proportion to the number of camels, cattle, sheep and goats owned by individuals. About October the Kafilas commence moving towards the plains. Some are also engaged in the salt trade between Ghuzni and the British mines at Bahadur Khel. The Kharotis again ply between Kandahar and Herat; others towards Mooltan; Delhi; Calcutta; and to Kurachee. Leaving their families in tents, at the foot of the hills, the largest kafilas proceed to Mooltan, whence parties branch off by way of Bhawalpur to Rajputana, through Sirsa and Delhi to Benares and Calcutta, and to Lahore and Amritsar. Some of these traders have houses at Mooltan, and reside there until in the spring the passes are re-opened. Both there and at Kurrachee goods are disposed of through commissioned agents. Others proceed to the eastern markets of Hindustan, thus obtaining higher prices. On returning about April they will sometimes find, at Jhung or Chuniot, investments of cotton piece goods purchased during their absence by agents, and these they take on to Afghanistan. Others again return with their camels laden from Benares and Delhi. Latterly they have availed themselves of the railway from Raneegunge to Calcutta. They do not use the

Summer resort.

Descent to the Derajat.

Various journeys.

To Herat; Bukhára; Mooltan; Delhi; Calcutta; and to Kurachee.

Disposal of goods.

Return investments.

Go by rail but not by steamers.

steamers on the Ganges or Indus, but always go by those between Kurachee and Bombay. Their camels being their own property, and return to their own country being prevented by the snow, they find it cheaper not to make use of other carriage.

The trade through the passes leading to Peshawur has of late years considerably increased. It has excited the jealousy of the Povindahs who follow the passes leading into the Derajat.

Masson thus describes the commercial character of Kabul :—
 “ The city has scarcely any manufactures of home fabric to offer for sale. Indeed the manufactures do not rise to mediocrity, and are suitable only to the consumption of the lower and less wealthy classes. If great wealth does not prevail, people in easy circumstances are very numerous. A spirit of fashion predominates, and with it an appetite for the novelties and superior fabrics of foreign countries. From the middle classes upwards it would be difficult to find an individual clad in the produce of his native looms. Even amongst the lower many are found little satisfied unless they carry on their heads the lunghis (turbans,) or hide their feet in the shoes of Peshawur.”

The exports from India through the Peshawur passes are valued at £120,643, the imports at £156,513. Gold and silver coins and gold dust find their way from Russia and the Uzbek states to India. But it is probable that a good deal of silver bullion goes from India to Kabul.

A list of the exports from and imports to Peshawur, furnished

Detail of imports and exports by Peshawur passes. by the Native Revenue Collector, will be found in the Appendix XVIII. The value of the trade is considered by the eminent merchant Nazir Khairoolla, of Peshawur, to be rather under estimated :—

Exports.		The principal items of export are—	
Cotton, woollen, and silk goods from England and India,	{	Valued at Peshawur at Rs.	{ £ 51,000
Coarse country cloths from the Punjab,	{	„	{ £ 14,000
Sugar from the Punjab,		„	£ 7,200
Indigo from Mooltan & Hindustan,		„	£ 17,500*

The brocades of Benares, gold thread and lace of Delhi, scarves and leather from the Punjab, groceries and drugs of all sorts and from all quarters, form the bulk of the minor exports.

Imports. The principal items of import are :—

Raw silk and silk fabrics from Bukhára,	{	Valued at Peshawur at	{ £ 79,602
Gold and silver wire, real and imitation, from Russia,	{	„	{ 7,850
Horses and Ponies from Turkistan,		„	10,000
Almonds and Raisins from Kabul,		„	25,115
Bullion,		„	42,387

* Appendix XVIII.

Russian furs and leather, Kabul Kunawez or silk, fox and sheep skins, fresh and dried fruits, groceries, and timber, from Kabul, are amongst the remaining items. But a very small quantity of madder or asafetida reaches Peshawur.

English cotton piece goods sent by way of Peshawur have to a great extent displaced those forwarded through Russia, in the Bukhára and neighbouring markets. This result is the more satisfactory because in Burnes' time the Peshawur route was completely closed to trade by the high duties levied by Sultan Mahomed Khan; and even Khanikoff represents the amount of English manufactures coming to Bukhára from Mashhad as larger than that reaching by way of Kabul. Tea sent by Peshawur competes advantageously with that sent by the overland route from China. The sugar from the Punjab is one of the most profitable exports. Most of the other articles are more or less sent to Turkistan. Indigo in some quantities goes to Khokand.

The routes to Kabul and Bukhára from Peshawur are by the Khybur, Tatra and Abkhana passes, which unite at Dakka in the Jalalabad district. The distance is about 116 kos, equal to 193 miles, to Kabul; and in all 492 kos, equal to 829 miles, to Bukhára by the Bamian route;—being forty days journey.† The route by the Koushan pass is three days shorter but more difficult. From Bukhára to Khokand is 15 days journey; thence to Kashgar eighteen; and on to Yarkand five. The Khybur pass is generally

† Vide Appendix XIX A. B. and Appendix XX A. B. C. D.

Khybur Pass avoided. avoided by caravans. The Afridis even when subsidized will not refrain from plunder, and the Amir of Kabul has therefore recently discontinued the allowances hitherto paid to them. Otherwise the Khybur is by far the easiest route. The others are protected by the Momund chief of Lalpoora, who holds

Other routes protected. his lands on this condition. At the passes tolls are levied on horsemen and foot passengers. The road from Peshawur to Kabul is fit for camels throughout, and possesses the great advantage of being practicable throughout the year, but kafilas seldom travel in the

And open throughout the months of January and February. Between Kabul and Khulm the highest year.

Passes. passes are Hajigak (11,700 feet)* Kalu, and Dundan Shikan. In traversing these, provisions must be carried. This portion of the Hindu Khush is entirely destitute of trees. Camels and ponies are used in the summer. But the former, according to Khanikoff, have only come into use during the last forty years. On this route caravans enjoy a fair degree of security. Several members of the Amir's

Security of routes. family are personally engaged in the trade, and it will be seen from the table of duties in the Appendix†

Customs duties moderate. that the authorized duties are not excessive, though the exactions of minor officials swell the nominal rates.

The broad-cloths and nankins of Russia still hold their ground in the Bukhára market. The Russian goods at Bukhára. iron, copper, furs, and other articles which

* Lieutenant Wood.

† Appendix XXI.

come on to Kabul are also in great demand. Bukhára returns

Bukhára goods sent to about £10,000 worth of raw cotton, a Russia.

large quantity of cotton thread, lamb-skins, foxskins, turquoises, lapis lazuli, &c. The following remarks of Khanikoff may be quoted :—"What our traders should avoid most assiduously is not to be over anxious about the cheapness of their merchandize, to the detriment of the solidity of its texture and colours ; for although the low price of a merchandize may in the beginning attract a greater number of purchasers, its want of durability will not fail in the long run to cool their ardour.

"Manufacturers who work chiefly for the markets of Central Asia must also study more diligently the prevailing tastes of the Asiatics. Thus, for instance, muslin turbans, with gold borders at both ends, as they are manufactured with us, are more sought after than muslins brought from other quarters. The muslins from Glasgow, for example, which have birds represented on them, cannot be used by Mussulmans in making their *nomaz*, for they represent the figure of a living creature".

The receipts from the direction of Khokand are shawl wool, Bukhára trade with Khokand. tea, and raw silk ; in exchange for which are sent part of the goods received from India. About £6,000 worth of black lamb skins are sent to Persia by way of Mashhad,

and a few Kashmir shawls and jamiwars,

With Persia. Russian goods, and tea. The returns are

opium from Ispahan, turquoises, some English broad cloth from Constantinople, Kunawez of Tabriz, and Kirmáni shawl goods,

Kirmani shawl goods. some of which find their way to Peshawur, and which in Bukhára and Persia

have to a great extent superseded the shawls of Kashmir. The collars of Afghan chogas are invariably lined with Kirmani work.

It is very satisfactory to observe that the trade through the Peshawur passes has largely increased since the annexation of the Punjab. The abolition of the frontier duties, and the security of the roads in the Punjab, have greatly conduced to this result. But the Government of the Amir, in restraining the depredations of the Ghilzyes between the Khybur and Kabul, of the Deh Zingi Hazarabs between Kabul and Khulm, and of the Uzbak Lákas beyond, has also effectually promoted traffic. When the marauding character of the population of Afghanistan is considered, the comparative safety of the routes through the Amir's dominions denotes a wise and strong rule.*

It is stated by Nazir Khairoollah that four-fifths of the English and Indian goods entering Peshawur come by way of Delhi, Amritsar and the Grand Trunk Road, and only one-fifth by Bombay, Kurrachee, Mooltan and the Derajat. It is probable that the Bombay trade goes principally by the Bolan pass and by Pir Muggur, Khozdar, &c. The Peshawur traders occasionally make use of country boats in the downward traffic, and of camels in returning, but the great bulk of their merchandize goes by land to Amritsar.

The trade from Yarkand and the western provinces of China

* Vide Appendix XXIII.

Trade from Yarkand and Western China. passes, for the most part, through the territory of the Maharaja of Jammu and

Kashmir. This territory lies between north lat. 32° 50' and east long. 74° and 79°. It comprehends

Territory of the Maharaja. the districts of Balti, Ladakh, Jammu, and the valley of Kashmir. Of these Kashmir is commercially the most important.

The valley, situated about 5,000 feet above the sea, is enclosed by lofty mountains, and extends over Kashmir. 4,500 square miles. It is intersected by the river Jhelum, which escapes through the Baramoola pass. The chief town is Shrinagar, which stands on Shrinagar. the margin of the principal lake. The following extract will shew that the district has, during the present century, suffered some calamitous visitations :—

“ The population of the valley is calculated at present not to exceed 200,000 persons,* to which number Decrease of population. it has in thirty years been reduced from 800,000, by the awful dispensations of earthquake, pestilence, and famine. In 1828 a dreadful earthquake destroyed 12,000 persons, and was in two months followed by cholera, by which 100,000 perished in the course of forty days. In 1833 an unseasonable fall of snow caused the failure of four-fifths of the rice crop. The roads were covered with the corpses of those who perished of want in attempting to emigrate. Pestilence followed. The population of Shrinagar, which was estimated by Elphinstone at from 150,000 to 200,000, is now not more than 40,000” † But since

* F. Von Hugel.—II—358.

† Thornton's Gazetteer.—Vol. I, p. 286.

this was written there must have been a large increase. A recent observer has stated the present population of the city, from native information, at 250,000.* Half that number may not, perhaps, be too high an estimate.

It is here that the "pushm" of the domesticated goat, and the finer "*asali lûs*" of wild animals from the table-lands of Chan-than and Khutan, and from the markets of Yarkand and Gardokh, is manufactured into the celebrated shawls and other fabrics. Moorcroft's elaborate description of the process is given in the Appendix No. V.

Swords and Matchlocks. Kashmir is also noted for the excellence of its swords and matchlocks, wrought of the iron from Bajour; for leather, saddlery, and papier maché work. Physically strong, the people are politically tractable, and their industry is not less than their ingenuity.

Condition of the people. The worst points of their condition may be collected from the following statements by Moorcroft:—"I had at one time no fewer than six thousand eight hundred patients on my list, (at Shrinagar) a large proportion of whom were suffering from the most loathsome diseases, brought on by scant and unwholesome food, dark, damp, and ill ventilated lodgings, excessive dirtiness, and gross immorality.The people are rapidly thinning, though less from emigration than poverty and disease.....Not one-sixteenth of the culturable surface is under cultivation.....The cultivators are in a condition of extreme wretchedness." The government share of the produce is sold at a high rate, below which no individual may offer his own. Their dress consists of a long loose wrapper of woollen cloth, and cotton trousers and turban. Irrigated rice is the staple of cultivation ;

* Calcutta Review.—No. LXV, p. 169.

fruits and vegetables are grown, as well as saffron, in which tribute was paid to the Emperor Akbar on his subjugation of the valley.* Both sugar and salt are principally imported from the Punjab, but an inferior salt is also imported from the banks of the Pong Kong lake, in Rodokh.

At different times colonies of Kashmiris have emigrated, and settled in the British dominions, where they pursue the manufacture of shawls. Colonies in the Punjab. They are to be found in considerable numbers at Amritsar and Narpur, as well as at Ludianah, Tiloknath, and Jalalpur. But the shawls made at these places are inferior to those of Kashmir. The value of shawls sold at the annual auction in London is reported to have risen from £103,000 in 1850, to £264,586 in 1860.† A temporary depression has resulted from increased production, repetition of the same patterns, and inferior work.

The interests of the Maharaja and his manufacturers are identified in the endeavour to retain the monopoly of the shawl wool ; consequently none of the Tûrfani wool Attempted monopoly of shawl wool. from Yarkand, which is the finest, is allowed to pass into British territory, which is entirely supplied from Chan-than.

It is probable that, on the whole, the demand for shawl wool has of late years much increased. Native Increased demand for it. accounts represent that the use of the Tûrfani wool has arisen within the last quarter of a century. It is

* Dow's Ferishta.—Vol. II, p, 281.

† Published proceedings of a meeting of shawl merchants held at Amritsar 24th August 1861.

Importance of the supply. evidently of the highest importance that the supply of the raw material of the exquisite manufacture, peculiar to Kashmir and the Punjab, should be effectually facilitated and protected. There is no doubt that it is inexhaustible; and it is impossible not to admire the felicitous conjunction, in the same region, of a natural product so valuable and of workmen so artistic.

The trade between the British territories and the countries within and beyond the dominions of the Maharaja of Kashmir will now be considered, under the following heads :—

Subdivision of the subject into (1) Routes, (2) Exports and Imports, (3) Customs duties.

1. Routes.
2. Exports and Imports.
3. Customs duties.

1. A list of routes will be found in the Appendix XXIV.

Routes. The following account of their comparative advantages is supported by the competent authority of Captain Montgomerie, Superintendent of the Trigonometrical Survey in Kashmir.

“ Taking Yarkand (the chief town of Eastern Turkistan) as the point to be aimed at, it is apparent, from examination of the general map, that

Route from the sea by the Indus and Skardo to Yarkand. Kurrachee is the nearest sea-port. The most direct route from Kurrachee to Yarkand, taking the water carriage line as far as it goes, would be *viâ* Mooltan, Jhelum, Kashmir, and Skardo.

“ A reference to the more detailed information of the route

	Marches.
Jhelum to Shrinagar, ...	15
Skardo,	12
Yarkand,	25
Total,	<hr/> 52 <hr/>
Jhelum to Shrinagar. ...	15
Lé,	19
Yarkand,	33
Total,	<hr/> 67 <hr/>
Amritsar to Lé by Nurpur, ...	41
Lé to Yarkand,	33
Total,	<hr/> 74 <hr/>

Route by Mandi and Lé.

map shews that this is by far the most direct, and that a modification of this route is, undoubtedly, the one best suited for traffic, viz., that from Kurachee, *viâ* Mooltan, Jhelum, Kashmir, and Lé, to Yarkand.....The roads from Lahore, Amritsar, Jalandur, Hoshiarpur, Ludhiana, and Amballah, as shewn in the route map, all meet at Mandi, which is, in fact, as its name implies, a mart or place of exchange. From Mandi the road to Yarkand is wonderfully direct, considering the gigantic mountains that have to be crossed....

“ The Kashmir route from Amritsar to Lé is actually somewhat shorter than the route by Mandi and Kashmir route shortest and easiest. Kulu. It is, moreover, much easier, in so much as between the plains and Lé the Kashmir route crosses no

Comparison of the above routes. pass higher than 13,450 feet, and the road is, with trifling exceptions, good throughout for laden ponies. There are villages close to every halting place, except one on the Kashmir road; whereas the Mandi-Kulu route crosses three passes of from 16,200 to 18,100 feet above the sea, and for ten days the road is hardly ever below 15,000 feet. Finally, on the Mandi-Kulu road, at 10 or 11 of the halting places, there are no villages of any sort, and only at two or three of them is there any chance of meeting camps of wandering Tartars; consequently provisions for two days have to be carried by the traders, both for men and cattle. Little calculation is required to show

that this item alone must add greatly to the cost of carriage on this route, without taking into consideration the difficulties about fire-wood, and at some halting places as to fresh water. Again, the Kashmir route is open for two or three months longer than the Kulu one, according to the season.

“ The question as to the best route between the Punjab and Eastern Turkistan, in my opinion, lies between the Kashmir and Kulu roads to Lé, no others bearing any comparison with them, either as to facility or directness. Though the Kulu road has tolerably easy slopes throughout, yet, considering the natural difference between the two, I think it may fairly be inferred that the customs dues and other things being equal on all lines, the traders would select the Kashmir route.

“ From Shrinagar to Lé the distance is about 243 miles. The route is open for laden animals from May to November, and for foot travellers from February. The following passes are crossed :—

Zoj-i-la,	...	...	...	11,300
Naniyikala,	...	...	...	12,570
Futo-la,	...	...	...	13,446**

This road, made by the Sikh General Zorawur Singh in 1834, is comparatively easy, and provisions can be procured at nearly all the halting places.

The general use of the Mandi-Kulu route is entirely to be

* Montgomerie.—Appendix A.

Kulu route preferred because within British territory. traced to the security of travelling, and the exemption from customs duties, enjoyed under British administration. "The route by Chamba enjoyed

Course of trade during the Sikh rule. the largest trade during the Sikh rule; next came that by Bashaihr; and lastly, the Kulu route. Now the order of their prosperity is inverted, Kulu drawing by far the largest portion; Bashaihr being a little less prosperous than it used to be; and the trade through Chamba, between Nurpur and Ladakh, having entirely ceased."*

In British territory the chief obstacle to traffic is the passage of the Chandra (Chenab) river at Koksar, 10,000 feet above the sea. Foot passengers and laden sheep can cross by a bridge of twisted birchen twigs, but mules and oxen must be tied with ropes and swim across the swift and frigid torrent, in which they are frequently lost. A permanent bridge would be swept away in the winter by avalanches, but one that can be taken to pieces is being devised.

The passes between Sultanpur and Lé, though elevated, are easy. They are the—
Passes between Sultanpur and Lé.

Rotang Pass,	...	...	13,300 feet.
Bara Lacha,	...	...	16,221 „
Langa Lacha,	...	...	17,000 „
Thang Lang,	...	...	18,042 „†

The Bara Lacha and Rotang Passes are generally closed at the

* Report of Commr. of Trans-Sutlej States, (Mr. P. S. Melvill) Appendix B.
† Montgomerie.

end of October, and are not open again until the end of May or beginning of June.*

The summer and winter routes from Lé to Yarkand are given
Routes to Yarkand. in the Appendix XXIV.†

The summer route is the shorter, and by the best native accounts
Summer route. is about 490 miles journey. It is passable
for only three or four months of the year.
It crosses six lofty passes, of which the Karakorum is 18,600 feet
high. The Hindu Kush, in the Kuen
Karakorum Pass. Luen range, according to Mahomed Amin,
the guide of the Schlagentweits, is much less distressing and difficult than the Karakorum pass, and fit for camels. Men and ponies
Shayok river. are sometimes carried away in crossing
the Shayok.

The winter route is used from November to February. It passes
Winter route. through an uninhabited mountainous
country, and travellers are obliged to
carry provisions with them for the whole distance. The journey is
facilitated in winter by the streams being frozen. In this season
travellers wear garments of sheep-skin with sleeves, the fleecy side
inwards, and the exterior covered with *sooklat*, or blanket; trousers
of the same, and long woollen stockings: above them boots with a
leather shoe stuffed for two inches with wool: gloves of thick
flannel, reaching above the elbows: a blanket round the waist,
another over the shoulders, and a shawl wrapped about the head and
face. The camp is often in the snow.‡ Both routes unite at the

* Cunningham, page 154.

† Appendix XXIV. Table of routes, No. 1, and 1 A.

‡ Gerard.—Vol. II, pages 229-30.

Junction and divergence of the two routes. Karakorum pass, but diverge again afterwards. The heights ascended and the difficulties of the journey are extremely trying both to man and beast. Mr. Vans Agnew remarks that the miserable condition of the cattle on arrival at Lé attested the severity of the journey from Yarkand. The carrying trade is in the hands of Yarkandis, known as "Karaya kushes,"¹ each of whom has a score or two of ponies. They occasionally carry "Kiriana" for sale on their own account. They travel armed, and form themselves into caravans, but are nevertheless occasionally attacked by the robber Kirghiz of Kunjud, in Hounza, on the Badakshan border. The distance by the winter route is reported to be 526 miles.

There are several good routes from the Punjab to Kashmir, which will be found in the Appendix*
 Routes between the Punjab and Kashmir. XXIV. But the Maharaja lately increased the custom duties on all except on that
 Increase of customs duties on all but that by Jammu. *via* Jammu and the Bunihal pass; his object being to make Jammu the great mart of his kingdom, but at the beginning of 1862 he reduced the duties on the Bhimbur route to the old rates.

The trade from Peshawur goes by the Muzuffarabad route, No. X, which is open for laden mules all the year round.
 Route from Peshawur.

Of the route leading to Lé from beyond Rodokh, Cunningham says :—"Nothing whatever is known except that by it the Mongol tribe of Sokpo invaded Ladakh in 1686 and 1687; and again in the begin-
 Route from beyond Rodokh to Lé.

* Table of Routes.—Nos. VII, VIII, IX, and X.

ning of 1841, immediately after Zorawur Singh's death, about three thousand Changpas are said to have entered Ladakh for the purpose of assisting the young Gyalpo."

A route from Rampur to Lé, which has been much improved since the annexation of the Punjab, joins the Kulu route at Sooltanpur. There are two other routes from Rampur to Lé: the longer,* 355 miles crossing the Sutlej at the Wangtu bridge, traverses the Tari pass, (15,282 feet) and proceeds by Danghkar and the Kulzum pass (14,821 feet) to the Bara Lacha pass; the shorter and more difficult, 310 miles, by the Parang pass, (18,502 feet, the Tshomoruri lake, the Nagpo Gonding, (18,000 feet) and Polokonka (16,500 feet) passes to the pass of Thanglang.

A difficult route from Gardokh to Rampur, across the Chinese district of Chumurti, and along the right bank of the Sutlej, is a good deal used by traders, from its avoiding the Maharaja's territory. Cunningham also mentions a smuggling road, which is followed over the Búdhpur pass to the bed of the Para river. From thence a rugged path leads over a lofty mountain to the upper course of the river, which is crossed a second time, and over another range of mountains to the head of the Charpa river. From the bed of the Charpa different routes are followed over the mountains to the upper and uninhabited course of the Chandra river, from whence the northern road leads over the Bara Lacha pass into Lahoul, and the southern road direct into Kulu.

Mr. Vans Agnew (1847) recommended that a road should be

* Route No. II of table of Routes. Appendix XXIV.

Proposed route from Gardokh to Lahoul. opened out from Gardokh to Lahoul from the vicinity of Aktse, on the Para river, *viâ* the Pirsî and Charpa rivers.

The district of Spiti, geographically part of Ladâkh, was purposely annexed to the British territory in 1846-47 in order to prevent the interposition of a foreign State between Rampur and the shawl-wool districts of Chan-than.

The shawl-goat thrives in Spiti, though the wool is not reckoned equal to that of Chan-than. The Spiti is favourable to shawl-goats. The Maharaja was, in 1847, excused from rendering shawl-goats under the stipulation of the treaty, in consequence of the animals dying at Dhurmsala, where they were kept. It is apprehended that sufficient pasturage for any large number could not be found in Spiti.

The mountain paths between Rampur and Spiti are so precipitous that sheep, more sure-footed than larger beasts, are commonly used to carry burthens of from 16 to 20 lbs. "The Paths between Rampur and Spiti, and use of sheep for burthens. The sheep are driven from village to village with the wool on, and as the required quantity is cut from their backs, they are laden with the grain which is received in exchange, and which, when the fleece is all disposed of, is carried into Chinese Tartary and sold at a profitable rate."* "It is the custom for the shepherds of Chumurti to give an order while the crops are yet green, and on the ground, for any amount of grain they may require, which, when the crop is ripe, is stored

* Journal of a trip into Kunawur, by Captain Hutton.—Journal Asiatic Society, part I, page 192.

up by the cultivator until the summer of the ensuing year, when the shepherd arrives with his flock, gives the wool in exchange and receives his grain, which he puts into small bags, and drives back his flock thus laden.”* “Many of these sheep were formerly pur-

Kotgurh wool agency, and cause of its failure. chased by the British Government by an agent appointed for that purpose at Kot-

gurh, but the speculation was abandoned. I have been told that a difficulty existed in inducing the Tatars to sell to the British agent, they preferring to trade with the people of the higher tracts. At present the Tatars would gladly supply any amount required. Had the agent, instead of remaining in the lower hills, paid an

Necessary to deal with the shepherds in the higher mountains. annual visit to Tartary, and purchased his wool directly from the shepherds themselves, instead of taking it from the

hands of the traders, he would not only have procured a better but a cheaper article. The speculator would not probably be allowed to enter the country under the protection of China, but he might with ease and safety every summer repair to Hungrung or to Spiti, where the Chinese shepherds would not fail to meet him by appointment, and furnish any quantity of wool he might have ordered in the preceding year. He would thus be able to select his own fleece and see it shorn before him. For carriage it would be necessary to purchase a large flock of sheep, which, during the winter season would find an abundant pasture in the lower tracts, or even in the plains, and in the summer or rainy season would be roaming over the grassy tracts of the upper hills. With the flock might be taken flour, grain, salt, iron, ghee, butter, cloth, sugar, and other articles in demand among the people.”†

* Ibid. Page 498.

† Ibid. Pages 500-02.

The several routes from Kunawur into Spiti appear all to unite at the fort and village of Dunkhur, situated at the junction of the Pín river with the Spiti, and thither also come the shepherds of Chúmúrti. A small fair might perhaps be established either here or at the large village of Changgo, in the district of Hangrang of Kunawur, an outlying camp of which, named Changrézin, 12,000 feet high, is on the Chan-than boundary. The traffic, which is mostly by barter, might possibly thus be facilitated;—at the same time it would be necessary to improve the existing routes so as to make them passable for yaks and mules.

Junction of routes at Dunkhur.

Improvement of paths.

The route from Rampur to the Tatar towns of Shipki, Chaprang, and Gáru or Gardokh proceeds by the left bank of the Sutlej as far as Wangtu, where the river, at the narrowest point 92 feet wide, is crossed by a “sungha” or wooden bridge;—and by the right bank from Pooree, opposite to which the river is re-crossed. It is generally unfit for laden mules, and the slender traffic is carried on by means of sheep, and even these sure-footed animals when laden occasionally slip off the precipitous path and are lost. Some miles above Wangtu the Buspa falls into the Sutlej, and some traffic comes down the valley. Gerard states “that Sungla, the chief place, although consisting of no more than forty houses, is of great note; it is situated at the base of the outer range of the Himalaya, and from it lead across the passes to the south, south-east, and south-west, no less than twelve in number, besides one to Chinese Tartary, and two to the interior on the north; the southern passes lead to the upper parts of Gurhwal and different portions of Basháíhr. All articles from the plains are imported to Sungla, and

the exports are principally salt, a little borax, and some wool, which come from Stango, Bekhur, and Chungsa in Chinese Tartary. The traders repair to those places by different roads, according to the season ; in favourable weather they proceed up the dell of the Buspa to Chungsa or Nilang, or by Chitkúl and Kámí to Stango ; but in the rains they frequently make a circuit viâ Hàrang Ghat, Murang, and Nisang to Bekhur.”* In the winter traders go on the Sutlej, which is then partly frozen.

On the right bank of the Sutlej, some accession to the trade is obtained from the valley of Spiti. Besides the Tari (15,282 feet) and Manerang (18,612 feet), by which this valley may be approached from the Sutlej, Gerard mentions another pass near Leepe, “ by the gorge of the Pijur, which loaded horses and yaks can travel with ease. The crest is very elevated, but the approach is not impeded by precipitous points, yet there has been no communication by this route for the last fifty years. Formerly, at a period of war between Bushaihr and Spiti, the facility of access favored inroads to plunder,”† and the access to the pass was barred. The exports from Spiti are wool, blankets, borax, lead and salt, which are exchanged for iron and the produce of the plains. Drovers of horses, yaks, sheep, and goats are to be seen, and according to Gerard the wool of the latter is as fine as that of Chanthan.

With the design of facilitating the traffic with the Chinese provinces, the Marquis of Dalhousie in 1850 projected the Hindustan and Thibet road. This is now completed for wheeled carriages from the plains to Simla, and on that section is generally used by traders and passengers. Towards the interior of the hills it is narrower. It

* Gerard. Vol. 2, page 275.

† Gerard. Vol. II, page 266.

avoids Rampur. It is completed to a width of six feet only so far as Surahun, (7,000 feet) the summer residence of the Raja. There remain sixty miles to Chini, the distance completed being 118 miles. From Chini to Shipki is 70 miles. Of the wisdom of the project there can be no doubt. It is certain that the construction of a main road, into which might flow the trade from the markets of Garu and Rodokh, and the valleys of the Spiti, the Sutlej, and the Buspa would, in spite of political restrictions, largely attract the merchants of Khutan and Nari. The work, as originally designed, would have been costly. Strict adherence to an easy gradient would also greatly have increased the distance to be travelled. The new road being unfinished, has not been commonly used, except by the English travelling for pleasure. In 1859 financial causes occasioned the cessation of all expenditure except rupees 2,000 per annum for repairs. The outlay had previously amounted to 2½ lakhs, exclusive of the labor afforded by the Rajah of Basbairh. Sir Robert Montgomery has determined that, at the present time, it is expedient to improve the native routes already in use, and the measures taken with this object will be noticed hereafter.

From an examination of the routes it may be observed, that the best approaches from British territory to Kashmir have of late been barred to all commodities except salt by the policy of the Maharaja; that the best route to Lé, passing through Srinagar, is avoided on account of the high customs duties; that the route to Lé by Kulu, though more tedious and depopulated, is consequently resorted to; that a certain amount of trade goes by the very difficult routes of the Spiti and Sutlej to escape entering the Maharaja's territory at all; and that the route from Lé to Yarkand, in addition to its natural hardships, is infested by plunderers.

It is necessary to treat separately of (a) the trade of the Exports and imports ; British, Kashmir and Jammu territories, sub-division of the subject, with Ladakh, Chanthan, and Yarkand ; and (b) the trade of the British territories with Kashmir and Jammu.

(a) The trade from Kashmir, the Punjab, Kulu, Yarkand, and Chanthan, is concentrated at Lé, and from thence dispersed again. The chief Concentration of trade at Lé. exports * from the west and south are Chief exports from Kashmir and the Punjab to Lé. Opium, grown in Kulu, Bashaihr, and Opium. Kishtwar, and consumed in Yarkund. Quantity. The quantity exported amounts to 210 maunds. The drug is probably largely smuggled, and all accounts Increased exportation and agree that the export has increased in consumption. spite of the imperial prohibition of 1839. Atkinson † states that opium smoking has become prevalent amongst the wealthy Kirghiz. Few caravan traders are without a supply. They are met outside the towns by the Chinese, who purchase the whole stock and smuggle the drug, whilst Smuggling. the merchant enters with the rest of his wares. Goat-skins dyed red at Núrpúr and used for boots and saddlery at Lé and Yarkand ; of late partially supplanted by the Yarkand manufacture. Otter skins from the hills and Kashmir, worn as Postíns by the Yarkandis. Cotton piece goods (English and country) from the Punjab to Yarkand. Russian fabrics and others are also introduced viâ An-

* Appendix A.

† Page 159.

diján and Kashghar. Coarse country cloth is sent from Yarkand to Lé. Pashmína from Kashmir to Yarkand very little in demand.

Kiriana; sugar candy; indigo; tobacco; woollen fabrics; iron; and saffron.

Lúngis from the Punjab compete in Yarkand with those sent from Peshawur via Kashghar. Spices and drugs sold at Yarkand to the value of about 11,000 Rupees. Fine sugar candy from Bikanér to Chan-than and L'hassa for presentation to the Lamas. Yarkand is supplied with sugar from the Chinese provinces, and Russian loaf sugar is occasionally seen in the market. Indigo about 100 maunds. Tobacco from Kashmir. Woollen fabrics of small value, chiefly worn by Ladákis. The Iron from Mandi, declining. Saffron from Kashmir to Chan-than, used at L'hassa in religious rites, declining owing to increased exportation to Europe;—sells at Kashmir for 900 Rupees per maund.

Prime cost of exports. The total prime cost of the exports from the British and Kashmir territories exceeds a lakh and a quarter of rupees.

In the commodities brought from Yarkand * there has of late years been an increase of shawl-wool. Chief imports into Kashmir and the Punjab. This is the produce of the Karakoram, Pámir, and Mazát or Mastau mountains, of which Captain H. Strachey remarks—"Mr. Wood's description of Badakhshan and Pamir presents a remarkable likeness to a province of the Indian Himalaya (such as Kunawur), communicating by a valley gorge (as that of Tsotso) with a Thibetan upland (like Rúpshú). On both the summits we have 15,000 feet lakes embedded in 19,000 feet mountains, with the same zoology of domestic Yak and wild ^{sheep} and the Kirghiz

* Appendix XXIV. Table A. No. II.

even is cousin-german of the Champa of Nari." Moorcroft reports* that the fleeces of the shawl-goats of Khutan are at least equal to those of Ladakh. The *Pashm* from Yarkand known as *Turfani* and *Khuchari* is of the finest description, and is entirely consumed in the manufacture of the best shawls in the Maharaja's territories. It has there to a certain extent superseded the Chanthan wool, which is less fine. It is stated that the art of cleaning the raw wool has only been communicated to the Yarkandis since the Dogra conquest of Ladakh, hence the increased export. Charas, (extract of hemp) con-

Charas.

sumed in the Punjab and Hindustan, has also increased. The same may be said of

Cotton cloths.

coarse cotton cloths, which during the last few years have partly displaced

those from the Panjab. They are bought by the people of Ladakh, and it is difficult to account for the preference which they have obtained, except by admitting the superiority of *samsún* and *zúkh* over the Ludiana *garha* and *gazi*. In other articles from Yarkand there has been a marked decline;—the following may be specified :—

Cunningham (1846-47) mentions† that Yarkandi Bullion was constantly brought into the La-

Bullion.

dakh market. The Chinese silver ingot,

called *yambu* or *kurus*, each worth 166 company's rupees, was greatly in demand by the Mahájans of India. Little or none of this bullion is now brought. The price has trebled, and the Chinese garrison is paid in local currency. Gold coins and dust are still imported.

* Volume 1. page 370.

† Page 253.

Tea, formerly brought from L'hassa, is being supplanted by the sea borne teas from Amritsur. Pashminas, Nankins, Silks, and Spices have greatly declined in quantity. Ponies still arrive in about the same number, and are bought by the Maharaja for his Artillery. A few carpets go to the Punjab; felts to Kashmir. Russian sables, broad cloths, and imitation brocades, to Chanthan and L'hassa. Bulghar or Russian leather appears now to come more frequently by Peshawur. Tobacco in small quantities from Yarkand is consumed by the Karayakashes. According to native information, Cunningham, (whose general accuracy is remarkable) has apparently over estimated this article. It is to be regretted that the silk from Khutan has much decreased.

Khutan silk. A few turquoises from Persia *via* Bukhara still go to L'hassa. An inferior stone called "Yu" brought from L'hassa is used to ornament the *Peraks*, or head-dresses, of the women.

A large quantity of salt is imported from the Chanthan Lakes, and sold or bartered exclusively to the Maharaja's agents, for the use of his army and of the population generally. The *natron*, or sub-carbonate of soda, which comes from the "Thogji Chanmo," or salt covered plain in Ladkah, and in the midst of which lies the "White Lake," is not edible." The water is exceedingly brackish and bitter, and the ground glitters with a saline matter which forms a thick crust of some ex-

Staple trade from Chanthan. and sold or bartered exclusively to the Maharaja's agents, for the use of his army and of the population generally.

Maharaja's monopoly of salt imported from the east. The *natron*, or sub-carbonate of soda, which comes from the "Thogji Chanmo," or salt covered plain in Ladkah, and in the midst of which lies the "White Lake," is not edible." The water is exceedingly brackish and bitter, and the ground glitters with a saline matter which forms a thick crust of some ex-

Borax.

* Cunningham.—Page 141.

tent.* Borax goes to Kashmir, but in larger quantities to Rampúr and from thence to Kurachee. Sulphur is sold exclusively to the

Maharaja's agents. Both these minerals
Sulphur.

are also found at Puga in Ladkah,
(N. lat. $33^{\circ} 12'$, and E. long. $78^{\circ} 15'$).* About 262 maunds of

Brick tea are brought from L'hassa and
consumed in Ladakh, Kashmir and Jamu,

with a few bundles of some aromatic which is burned as incense in temples. To facilitate the slight trade between the Maharaja's dominions and L'hassa, the caravans are allowed to press the native carriers without payment.

There is every reason to believe that the trade of Lé has, with-
Trade of Lé declined. in the last fifteen years, considerably diminished. The civil war in China is

one principal cause of the decline. It does not appear that the
Maharaja's customs duties are oppressive-

ly high, except on the routes which he
Causes. desires to close to traffic. But the road

Unprotected state of the between Lé and Yar-
road between Lé and Yar- kand. kand is not efficient-

ly protected as formerly, and the Kirghiz
robbers from Kúnjad, in the winter frequently attack the armed
caravans. The road from Yarkand to Western Turkistan is under

Road from Yarkand to the protection of the chief of Khokand;
Khokand protected. a circumstance which facilitates the intro-

duction of Russian goods. If, like them, the Maharaja were efficient-
ly represented at Yarkand by an " Akskal" (" grey beard" or elder)
and collected the customs duties on the trade with his territory, he
would probably like them provide for the security of the road. His
attempts to negotiate with the authorities have hitherto been weak
and ineffectual.

* Appendix VI.

(b.) In the Appendix will be found a detailed estimate of the value of the exports and imports between the Maharaja's and the British territories.*

Trade between the British territories and Kashmir and Jammu. This has been drawn up by Extra Assistant Commissioner Pundit Munphool, after careful enquiries both at Jammu and Amritsar. It will be observed that the exports from British territory to Jammu are rated at £132,030, and those to Kashmir proper at only £52,000. The imports from those provinces are in an inverse ratio, viz., from Jammu, £64,600, from Kashmir, £135,350. The difference is partly due to the fact that the Maharaja himself and his court are the principal consumers, and their residence has hitherto been fixed at Jammu. The chief exports are English piece goods, sent from Amritsar and Lahore, the consumption of which has steadily increased since annexation, and is now valued at some four lakhs of rupees. More than three quarters go to Jammu ; and it is alleged that the climate of Kashmir leads the people to prefer homespun Native Cloths. woollen clothing. The fabrics of Hindustan are distributed in much the same proportion, the value being rather above a lakh and a half. Jewels from Amritsar, to the value of three quarters of a lakh, are bought up by the court at Jammu. The largest item of export is rock salt, from the mines at Pind Dadun Khan, amounting to five lakhs and a half, of which two are paid by Kashmir. The greater part of this sum is a direct contribution to the British Government, as the owner of the salt mines. Sugar, indigo, lac, dyes, drugs, copper and tin utensils,

Value of exports to Jammu. From Kashmir.

Value of imports from Jammu. From Kashmir.

Chief exports from the Punjab.—English piece goods.

Jewels.

Rock Salt.

Other exports.

* Appendix XXXIV, Table A, Nos. III and IV.

iron from Bajour, fruits, &c., are amongst the remaining exports from the Punjab. It is observable that the only items for which

Articles more largely exported to Kashmir. the demand in Kashmir exceeds that in Jammu, are tea, porcelain, snuff from Peshawur, indigo and lac.

Nearly three-fourths of the imports into the British territory consist of Pushmina fabrics, and chiefly of the finest shawls. Of these

Imports into British territory.

Pushmina fabrics; their destination.

fabrics only about one lakh's worth is sent to Hindustan, the remainder go to Europe *via* Bombay. The Maharaja has endeavoured to introduce the

Their attempted manufacture at Jammu.

manufacture at Jammu, but the out-turn as yet does not amount to half a lakh.

For the remaining items of import, consisting of woollen cloths, *chob-i-koot*, (sent to China as a kind of incense) saffron, quince seed, apples and pears, raw silk, Kashmir paper, drugs, we are indebted almost exclusively to Kashmir. But about three lakhs worth of timber are the growth of the mountains which form so large a portion of the Maharaja's country.

In this place a short notice of the trade of Amritsar may not be inappropriate. Its total value, according to the estimate of Pundit Munphool, founded on the statement of the best informed merchants of the

Trade of Amritsar; estimate of its value.

city, exceeds one million sterling.* The

Its distribution. subjoined figures will indicate its distribution :—

* The value of the trade has been officially estimated so high as three millions and a half sterling. But this appears to be greatly in excess of the ordinary annual average. The estimate given in the text agrees very closely with the registered data on which the collection of the Octroi in 1858 was based. Still, a considerable margin may be allowed, as all dealings in bullion are omitted.

Names of Articles.	Total Annual Value.	Jummo and Kashmir territories.		Afghanistan, &c.	
		Exported to	Imported from	Exported to	Imported from
Pushmina (shawl fabrics)	23,50,000	...	12,30,000	...	...
"Pushm" (shawl wool),	1,34,000	...	...	...	* 91,000
Raw Silk, ...	14,73,950	...	2,800	...	12,36,750
Silk fabrics, ...	4,86,000	62,000	...	10,500	† 1,000
Cotton piece goods, ...	23,16,000	3,15,700	...	4,69,200	...
Cotton and cotton thread (Europe and country),	1,64,500	...	...	17,000	...
Woollen cloths, blankets, &c., ...	64,000	...	24,500	3,000	1,000
Gold thread and lace, Seemgot, &c., ...	3,72,981	20,000	...	...	† 7,700
Jewels, ...	§ 75,000	75,000	...	...	...
Kirmdana (Cochineal),	65,500	2,100	...	3,500	...
Madder, ...	50,000	...	...	...	50,000
Alum, ...	20,000	...	...	...	...
Indigo, ...	64,000	...	...	260	...
Tea, ...	1,03,000	26,750	...	37,500	...
Opium, ...	40,000	...	3,000	...	...
Churus, ...	3,000	900	¶ 1,800	300	...
Saffron, ...	13,200	...	12,500	...	** 700
"Kiriana" Spices, Groceries, &c., Drugs, &c., Haberdashery, &c.,	6,60,660	1,20,500	15,556	2,00,500	26,900
Fans, ...	2,825	...	...	...	...
Sugar and sugar candy,	6,00,000	30,000	...	80,000	...
Molasses and coarse sugar	1,74,000	...	...	4,000	...
Salt, ...	1,40,840	50,000	...	...	...
Metals and Utensils, ...	2,50,480	50,530	...	13,180	...
Iron, ...	1,75,337	7,975	...	2,900	...
Grain, ...	3,93,000	11,250	...	...	...
Ghee, ...	2,30,200	...	16,500	...	...
Oil, ...	11,200	350	...	700	...
Tobacco and Snuff, ...	34,830	1,991	...	...	200
Leather, ...	47,457	...	...	4,500	...
Paper, ...	17,900	...	700	550	...
Wood, &c., Chobchikree, Chobkoot, Chob Thooth, and Chobchok, ...	1,76,405	...	31,000	...	...
Peera, Palung, &c.,	37,105	...	...	...	...
Ropes, ...	18,484	...	...	...	...
Lime, ...	45,314	...	...	...	...
Corn-mill stones, ...	1,082	...	...	...	...
Reeds, &c., ...	14,300	...	...	...	...
Fruits, ...	90,970	†† 155	2,000	...	89,690
Cattle, ...	3,50,787	...	...	...	...
Total, ...	1,12,68,307	7,75,201	13,40,356	8,47,590	15,04,940

* Khokand and Kirmani wool.

† Bukhara silks.

† Seemgot or Russian silver and gold thread.

§ This sum does not include the jewels made at Umritsur and consumed there or in other districts of the Punjab.

|| Produced in Zila Dera Ismael Khan.

¶ Yarkand churus.

** Persian saffron.

†† Kabul, &c., pomegranates.

The shawl trade bears the highest value, and the profits seem

Shawl trade; its comparative profits in Kashmir and the Punjab.

to be equally divided between the Maharaja's and our own territory. It might be thought impossible for the manufac-

turers of Kashmir, who have to pay not only a heavy stamp duty on their shawls, but also a customs duty on export, to compete with

Superiority of the Kashmir workmanship.

the free industry of the looms in the Punjab, but the fact is, that the fabrics

of the valley have as yet retained the preference of European purchasers. It is said that the weavers in Kashmir are more skilful, their wages lower, and the water and air of Kashmir conservative of the brilliancy of the dyes and the softness of the wool; and it is certain that the genuine Kashmir shawls far surpass those made in the Punjab, both in beauty of design and fineness of texture. But, on the other hand, it does not appear that the manufacturers in the

Greater coarseness and cheapness of Punjab shawls.

Punjab have directed their efforts to the fabrication of *chef d'œuvres*. They have,

as yet, found it more profitable to produce a number of coarse shawls. It is in evidence that the quantity of shawl-goat's wool imported into

Use of mixed wool.

Amritsar has, for several years past, decreased. In its stead, sheep's

Kirmani wool.

wool from Kirman, in Persia, has been

largely introduced into the manufacture of shawls. This wool is

Its use in Persia; in the Punjab.

fine of its kind, and long in the staple.

It is much more easily and quickly worked than the more delicate goat-wool. It is largely used in Persia in the fabrication of *jamewars*, which have superseded the use of Kashmir shawls in that country. Being more or less mixed up by the Punjab weavers with the genuine *pushm*, inexperienced persons

Difficulty of detecting the admixture.

have some difficulty in detecting the inferiority of the shawls made from it,

particularly before they are washed, though the greater weight and coarseness may raise suspicion; and it was only in the year 1861 .

Distaste of English merchants recently signified.

Consequent reduction in the market price of Amritsar shawls.

loss thus caused will probably lead to a greater use of goat's wool in the better kind of shawls.

that the decided distaste of the English merchants was manifested. At the last auctions there was a fall of from 30 to 50 per cent. in the prices realized; and the

The item of English piece goods almost equals the value of the shawl trade. The bulk is brought by way of Calcutta, but the Kurachee route is beginning to gain favor.

Value of trade in English piece goods.

Routes of import.

The silk trade is third in point of value, being nearly £200,000.

Value of silk trade.

Raw silk where produced.

This is an important branch of manufacture at Amritsar, and still more so at Lahore and Mooltan; the raw silk being imported from Kokand, Bukhára, Balkh,

Khulm, Akheha, Shibberghaum, Andkho, and Kashmir; from Saidabad, Moorshedabad, Rampoor Baolia, and Radhanagri in Bengal; and from China, *via* Bombay. No silk has been imported from Khutan for the last four or five years. The raw silk is sent from Amritsar to all parts of the Punjab for manufacture. Silk fabrics to the value of three lakhs are manufactured at Amritsar. Those imported from Europe, Lahore, Bukhára, Bengal, and Benares, are rated at £4,000, £3,500, £8,500, and £2,500 respectively. It would be tedious to go through the remaining items, but the prominence

Other items of trade

of sugar, rice, iron, and tea, will not escape notice.

Comparing the trade of both Affghanistan and Turkistan, and

Comparison of the trade by way of Afghanistan, and of that through the Maharaja's territory, with Amritsar.

in favor of the former ; the trade with Amritsar, by way of Kabul, being valued at £235,253, and that with the Maharaja's territory, at £211,555.

Raw silk is the great staple import by way of Kabul, and pushmina fabrics from Kashmir ; and these items exceed half the value of the trade of both countries. Nearly one lakh's worth of fine wool comes from Bukhára by way of Kabul ;

Kabul wool ; dried fruits ; madder ; drugs and spices ; other articles.

about the same value of dried fruits, half a lakh's worth of madder, a quarter of a lakh of drugs and spices, together with a few bales of Bukhára silk cloths ; gold thread from Russia, and a little saffron from Persia.

Exports from Amritsar *viâ* Kabul.

In return are sent by way of Kabul 4½ lakhs' worth of cotton piece goods, two lakhs of drugs and spices, three quarters of a lakh of Punjab sugar ; cotton thread ; silks of Punjab manufacture ; tea, hardware, woollen cloths, cochineal, &c.

Except pushmina goods, no import from the Maharaja's territory into Amritsar is valued at more than half a lakh of rupees. But raw silk, woollen cloths, opium, churus, saffron, drugs and spices, ghee, paper and chob-i-koot, are sent in small quantities, and indicate that a much larger trade than now exists might be developed.

More than three lakhs worth of cotton piece goods go to the Maharaja's territory ; one lakh and a quarter of spices ; half a lakh of hardware ; half

Exports from Amritsar to the Maharaja's territory.

a lakh of salt ;* more than that value of Punjab silks ; and a quarter of a lakh of Punjab sugar ; three quarters of a lakh of jewels ; gold thread ; cochineal ; tea ; iron ; grain ; tobacco, &c.

The importance of Amritsar as a centre of commerce is prom-

Growing importance of Amritsar. inently exhibited by the foregoing details. This rising city already mono-

polizes the import of raw silk. Until lately it monopolized the import of shawls ; but for the last two years, the Maharaja, anxious to attract trade to Jummú, has sent many direct to Bombay. Amritsar is the principal mart in the Punjab for the cotton fabrics of Manchester, the gold thread of Agra and Delhi, the metal utensils of Hindustan, the sugar grown in the surrounding alluvial plains, and the grain and cattle of the neighbourhood. Founded about one hundred years ago, the town is now the terminus of a railway, and the seat of shawl and silk manufactures, and is advancing yearly in wealth and population.

The customs duties on goods crossing the boundary be-

The Maharaja's customs duties. Farmed ; posts ; and procedure.

tween British and the Maharaja's territory are farmed by His Highness to a contractor. The agents of the contractor are

posted at twenty-four places on the frontier, extending from Mú-zufferabád, on the Kishan-Gunga river, to Budrawár, on the boundary of the Chamba State. At these posts account is taken of the value or weight of goods ; and the duty is generally paid at once by small traders, but the wealthier merchants frequently pay at

Tariff ; at Jummú, and Shrinagar.

Shrinagar or Jummú. A tariff is fixed by the Maharaja. It will be seen from

the statement given in the Appendix No. XXV, that the rates are comparatively favorable at Jummú. At some places beyond, an

* This is from Amritsar only ; a much larger quantity goes by other routes.

addition is made to the rates ; and at Shrinagar, it will be observed, they fall extremely heavy. It has previously been explained that the Maharaja, in his anxiety to attract trade to Jummú, has recently lowered the duties on goods entering that town, whilst those proceeding to Kashmir are exorbitantly taxed.

Tables† will be found in the Appendices exhibiting the various methods of levying the duties whether by weight or tale or value. It will suffice here to note how they fall on some of the principal articles entering the Kashmir province.

It will be observed that the rates on all kinds of pashmina goods exported are comparatively moderate, rarely rising to ten per cent *ad valorem*. But it must be remembered that a stamp duty is previously taken at Shrinagar. The mode of assessing this duty formerly, and, as is believed, still in force, is this :—when any description of shawl web has been advanced to a width of five or six inches, it is officially inspected and valued, and a tax equal to twenty-five per cent, payable in three months, is assessed. The duty is paid by the capitalist, and of course added by him to the price of the article.

On other exported goods it will be seen that the Maharaja's rates are frequently excessive : but they form but a fraction of the trade compared with the pushmina goods.

The duties on imports from British territory destined for Kashmir are excessively heavy. The following may be quoted :—

Duty on imports destined for Kashmir.

† Appendices XXVI and XXVII.

			Rs.	A.	P.	
Long cloth, &c.,	...	...	30	3	0	per cent.
Broad cloth,	...	...	29	11	0	"
Sugar candy,	...	...	85	0	0	"
Sugar,	...	...	126	14	0	"
Molasses,	...	...	150	0	0	"
Coarse sugar,	...	...	100	0	0	"
Tea,	...	...	78	0	0	"
Pepper,	...	...	56	0	0	"
Turmeric,	...	...	40	10	0	"
Indigo,	...	...	38	9	0	"
Lac,	...	...	56	4	0	"
Tobacco (Punjab),	...	...	99	7	8	"

The duties on goods not passing beyond Jummú are considerably lower, but that they are not light
 Import duties at Jummú. may be judged from that on sugar, which is 32 per cent.

After the oriental fashion, an abatement of the duties is made in favor of influential merchants, who
 Abatements. thus find their interest in upholding this prohibitory tariff.

When Sir Henry Lawrence was Resident in Lahore in 1846-47, the Jummú minister, Dewan Jowala
 Engagement to levy duties according to ancient custom. Suhai entered into an engagement on the part of the Maharaja to the effect that customs duties should be levied "according to ancient custom." It has not been found practicable to ascertain what this ancient custom was, and probably it was never systematized, but advantage has been taken of the clause to induce the Maharaja to rescind the

prohibition against goods being taken by the Bhimbur and Aknour

Expected re-opening of routes. routes direct to Kashmir ; and it is hoped that the present hot season will see those roads re-opened to traders.† Still the rates will remain as above quoted.

But, in spite of their severity, trade seems to have increased during the last ten years, and the Maharaja has raised the contract for the customs duties for 1861-62, from three to four lakhs of Company's Rupees. The merchants of Amritsar do not complain of the duties being excessive. Yet it cannot be doubted that they obstruct without necessity the prosperity of Kashmir, for the same amount of revenue might easily be raised from the increased consumption which would ensue if the duties were lowered.

A table of the customs duties at Lé will be found in the Appendices XXIV A and B. They are generally in the nature of a light transit duty on British articles. But on sugar, *goor*, and iron, they are excessively high, and prevent these articles passing beyond Lé. The duties on articles brought from Yarkand are, on the contrary, lighter, seldom rising to five per cent. On the whole, (with the exceptions specified above) these rates of duty must be pronounced moderate. These customs duties are included in the contract given for the whole of the Maharaja's territories. The proceeds are understood to exceed 40,000 rupees, which is 22,000 rupees beyond the amount they yielded, according to Cunningham, to the

† These routes were re-opened in May 1862.

Gyalpos. Owing to the difficulties of the route, *any* duty is

Complaints of traders. felt by the traders. They have for many years complained of the exactions of the officials at Lé.

Mehta Busti Ram, a Kirar Bania

Mehta Busti Ram. of the Punjab, for many years held the first post. He was engaged in the conquest of Ladakh under

His character. Zorawur Singh, and is described by Cunningham as a shrewd intelligent man. But the traders universally complain of his exactions. He has been allowed to trade on

his own account, and there can be little doubt that he has made an

His nephew. undue use of his opportunities. He has lately been succeeded by his nephew, whose character and temptations appear to be similar to those of his uncle. It is probable that

Exactions. the exactions of the officials are much in excess of the customs duties, and, under the present government, one will not be abolished without the other.

Besides the customs duties, half the shawl wool imported from

Maharaja's personal interest in shawl wool. Chanthan, amounting to about 345 English maunds, is purchased and sold

in Kashmir on account of the Maharaja. In the same way tea

In tea, salt, and sulphur. imported from China by way of L'hassa, salt from the margin of lakes, and sulphur, are state monopolies.

PART III.

It has frequently been debated whether British India can

Question concerning competition with Russia. compete with Russia in trading with the countries of Central Asia. Time has

already begun to solve this question. Although the Volga, the

Caspian, the Aral, and the Oxus afford great facilities of water

Trade with Russia still carried on by means of caravans. communication, it seems certain, from Mr. Atkinson's accounts, that the trade with Bukhára is still carried on by means of caravans to Orenburg and other frontier towns. The journey

Distance from Bukahra to Orenburg and Peshawur compared. occupies from forty-five to sixty days, and twenty-eight days* more to Nijni Noogorod. It has been shewn that from Peshawur to Bukhára takes only forty-five days,† and from Peshawur

Distance from Kurachee to Yarkand. Kurachee is, taking boat at Attok, 1,107 miles; or proceeding by land as far as Mooltan, 1,188 miles. Again, from Kurachee to Yarkand is only 74 marches. So far as distance is concerned, Captain Montgomerie's

Advantages on the side of the British trade. remark would appear to be just, that "a glance at the map is sufficient to shew that British goods from India have a very fair chance of underselling Russian goods in Eastern and Central Affghanistan, and also in Eastern Turkistan or Little Bukhára, and in the more easterly towns of Western Turkistan, or Bukhára Proper." It has been

Increase of British trade of late years. shewn that already an increasing amount of British and Indian goods is annually exported to Affghanistan and Bukhára. A preference has been

British cotton stuffs preferred to Russian, but not broad cloths. obtained for English cotton stuffs; but except the broad-cloth known as "Banat-i-Rum," (Turkish cloth) which is sent by way of Constantinople to the port of Rasht, on the Caspian, and thence to Mashhad, none from England reaches Bukhára. It is possible that the quality of the cloth sent to India is inferior, as it is otherwise difficult to account for its exclusion. Indeed, Russian

* Lord.

† Major James.

broad-cloth is still brought to Lé. Still, it may be concluded that, whether in point of distance or of price, our trade has the advantage over that of Russia. The route from Bukhára to Orenburg is certainly not less difficult than that from Bukhára to Peshawur. It is described as crossing successively the Batak-kúm, the Kizil-kúm, and the Kara-kúm deserts, each from 90 to 170 miles broad, and wherein pasture and drinking water are only found at long intervals. It also crosses the Mugujar mountains. On the other hand, the route to Peshawur is generally through a well watered and cultivated country. The laborious passage of the Hindoo Kúsh is the main difficulty.

A second controversy has existed concerning the relative advantages of the route to Yarkand, through Affghanistan and Bukhára, and of those through Kashmir and Ladakh. It has been proved that, under present circumstances, the former is far more frequented, and that the trade by the latter is now insignificant. Still

Question as to the best route to Yarkand.

The route by Kabul and Bukhára now preferred by traders.

the routes by Lé are the more direct to Yarkand and Khutan. Formerly, notwithstanding the extraordinary difficulties, they were much more extensively used. They form the avenues by which an overland trade from Western China would naturally come to Northern India; and it is stated by Mr. Atkinson that "it is a well known fact that the caravans that travel from Kulja (Ila) into some of the interior provinces of China, encounter greater dangers than will be met with between Yarkand, Kashgar, and the Indus."

With regard to the communications within our own territory, the observation of Burnes still holds good:—"The trade is by the Indus

The Indus little used for conveyance of goods.

not on it." Although steamers have been running between Kurachee and Mithunkote for the last twenty years, by far the

Transport chiefly by means of camels. greater amount of goods still goes on camels. This is partly on account of the

camels being owned by the merchants, and in a less degree on account of the delays and uncertainties of the navigation. Sir

Steamers about to run on the Upper Indus. Robert Montgomery has recently obtained the sanction of the Supreme Government

to run steamers between Mithunkote and Kalabagh, or Mukhud; from thence country boats will continue the line of water carriage to Attock and Pubbeh, within 14 miles of Peshawur.

For the conveyance of military stores these will be useful, but

Will be used for conveyance of Government stores, not for the Affghan trade. the Povindah traders will still probably carry their goods on camels, and the connection of the Peshawur merchants

with Amritsar is too strong to be quickly broken. The employment of steamers on the lower Indus has not proved pecuniarily profitable to Government. But there are now two independent steam navigation companies on that section of the river, one of which (Mr. Bourne's) intends running vessels to Ferozepoor. The difficulties

Project of a tramway. of navigation have suggested the expediency of constructing a tramway between

Length and cost; utility. Kotree and Mooltan. The distance is about three hundred and fifty miles, and the expense of such a project would be considerable; but were it consummated, the tramway would immensely enhance the utility of the railroads from Kurrachee to Kotree, and from Mooltan to Lahore and Umritsur, the former of which is completed, and the latter in course of con-

Road from Lahore to Peshawur. construction. The distance from Lahore to Peshawur is 280 miles. The outlay

on the road has already exceeded a million sterling, and in 1863 it will be completely metalled. The importance of this road is in-

Difficulties of navigating the Jhelum.

Increase of Amritsar trade predicted when road to Peshawur shall be completed.

creased by the very great impediments which prevent the successful navigation by steamers of the shallow and obstructed channel of the Jhelum river. When finished this road will greatly facilitate

the trade between Amritsar and Peshawur, and its steady increase may be predicted. A further impulse will be imparted by the construction of a Railway between Amritsar and Delhi, which is about to be commenced.

So far then as the Afghan trade is concerned, every possible

Every effort being made to complete communications of Peshawur with the sea board.

Trade not hampered by customs duties.

effort is being made to improve the communications both by land and water from Peshawur to Calcutta and Kurachee. It has previously been shewn that it is not impeded to any great extent by fiscal exactions.

Major James has expressed an opinion in favour of the es-

Establishment of a fair at Peshawur advocated by Major James.

Difference of the trade by Peshawur and that carried on by the Povindahs.

tablishment of an annual fair at Peshawur. The Povindahs from Ghuzni, prevented by the snow from returning to Kandahar or Kabul, and having their own camels, may prefer to carry their

goods to distant markets; but Major James has pointed out the different circumstances of the trade by Peshawur.

"The Peshawur trade differs in its characteristics from that

Extract from Major James' Report.

of the Derajat. It is carried on in the usual manner by resident firms of Am-

ritsar, Lahore, Peshawur, Kabul, and Bukhára, and by the well known trading tribe of Parachas of Affghanishtan, Turkistan and Peshawur.

“ It is evident that such a trade is capable of any amount of expansion, and that a fair conveniently established would tend to facilitate the exchange. To these men time is important, as every march by which their route is decreased lessens their expenses, and if the space to be traversed can be sufficiently reduced it would be possible to make two trips instead of one. Instead of being dependent, as in the Derajat, on the migratory Lohanees (for by no other means can merchandize be taken through those passes) we possess in the Peshawur route all the elements of an increasing traffic.—We are nearer the markets we wish to supply ; large trading communities are met with all along the route, containing the capitalists and traders whose dealings we wish to facilitate ; and the circumstances of the traffic render a decrease of distance all important,—the very object with which we contemplate the establishment of a fair.

“ I agree with the chief traders with whom I have conversed in thinking that Peshawur itself is the most suitable locality. Established agencies afford facilities for mercantile transactions, which a place of less note would not afford ; the fair would attract the traders of Bajour, Swat, Hazara, Kashmir and the tribes of the Upper Indus, and the Kabul river would bring some kinds of merchandize from Jalalabad and Dacca, on the rafts now used for that purpose, to within six miles of the fair.”

Such a fair has been established for some years at Kurrachee.

Fair at Kurrachee. There is reason to believe that it has
 Its effects. quickened the development of traffic,
 though it has not secured the concourse

of traders at one time. The accommodation provided has not been generally made use of. Traders prefer dealing through brokers and by means of samples, to any public exhibition of their goods, and they have suited their own convenience as to the time of their arrival. They appear to be of the same class as the Povindahs.

Fairs have long been established in Russia. That at Nijni
 Fairs in Russia. Noogorod is known throughout Asia.*

The commercial transactions of that at Irbit amounted in one year to more than £2,000,000 sterling.

Now it is to be observed that the very people who send mer-
 Possibility of establishing chandize to these fairs are those who
 fairs in India. also purchase the commodities exported
 from India. If they attend fairs in Russia, it may be assumed that they will attend fairs in India, which may be approached in a shorter time and by less difficult routes. Familiar with the institution, they probably require only to be made acquainted with its existence, the locality in which it is established, and the kind of merchandize for sale. Information of this nature may easily be disseminated with the aid of the chiefs of Kabul and Kokand. And such a fair might not be without beneficial effects on the character of the tribes on the frontier.

But one precaution must be observed.—Unless the fair be well supplied with the merchandize in demand, great disappointment

* See Appendix XXVIII.

and dissatisfaction will ensue, and it may hereafter be difficult to procure the attendance of traders from Central Asia.

It is also possible that with the assistance of the Amir Dost Mahomed the Commissioner of Peshawur may be able to provide for the safety of the route through the Khyber pass, which would be of the greatest advantage.

There do not seem to be the same facilities for establishing a fair at Mooltan. The traders would not be enabled by the speedy sale of their goods to return to Kandahar before the passes would be closed. Hence they would probably prefer as at present to take their merchandize to the best markets without reference to distance.

Between Amritsar and Kashmir the routes are sufficiently practicable for laden animals. A bridge over the Chenab has been projected by the Maharaja, in aid of his favorite scheme of making the trade pass through Jammu by the Bunnihal route.

With the object of improving the road to Lé so far as it lies within British territory, Sir Robert Montgomery has appointed an Executive Engineer, with a staff of assistants, who will at the same time direct the works on the Hindustan and Thibet road. A bridge will be immediately thrown over the Chandra-bhaga river at Koksar, which is at present a main impediment to travellers. Another bridge will be erected over the Sutlej at Whangtu, and the road to either Shealkur or to Shipki* will be made

* The main traffic goes at present to Shealkur, and from thence, apparently, by the Bodhpa Pass to Tashigong, which is situated about half way between Rodokh and Garoo. But there is also a route from Shipki by Bekhur and Chaprang to Garoo. The former is probably the best commercial line.

practicable for laden mules as early as practicable. A memorandum detailing the steps which have been taken towards opening out these difficult routes will be found in the Appendix F. It is hoped that the direct conveyance of the shawl-wool to our markets will thus be greatly facilitated.

It has previously been shewn that the insecurity of the road between Lé and Yarkand is a principal cause of the decline of the trade between those places. Nominally the Maharaja is represented at Yarkand

by an "Akskal," but in practice this man is regardless of orders received from

Jammu, and the Maharaja's influence with the chief authorities at Yarkand is not sufficient to procure his dismissal and the substitution of another. Under these circumstances it becomes a question whether

it would not be advisable to endeavour, through the British Minister at Pekin, to direct the attention of the local authorities to the injury caused to trade by the absence of proper protective arrangements. So far as can be ascertained, the authority of the Chinese "Ambans" over the "Wang" of Yarkand is unimpaired, and it is probable that due regard would be paid to the imperial mandate. The same opportunity might be taken to procure the re-opening of the route between Rodokh and Khutan, which is stated to be closed at present by orders of the Chinese Government, but which if re-opened would admit of trade being carried on between the British and Chinese territories without passing through the Maharaja's dominions.

Until a fair degree of safety for travellers is secured, it is not to be expected that other measures for increasing traffic will have

much effect.† But when this preliminary object shall have been accomplished, it may then be worth consideration if some steps may not be taken towards the abolition of customs duties on the Lé route, which, as has been explained, is at present the line of trade between the British provinces and Eastern Turkistan. The value of the duties is now small, and might, perhaps, be surrendered by the Maharaja in exchange for territory yielding the same amount, which the great end in view, of securing a new market for the products of India and England, might justify the Government in transferring. Freed from these duties, and from the exactions for which they form the pretence, and under the protection of the British Government, with the physical difficulties of the road partially removed, and the attacks of freebooters prevented, it is probable that the trade would considerably expand.

An object even more to be desired, but far less easy of attainment, is a revision of the customs duties on the frontier between the Kashmir and Jammu territory and the Punjab.

It has been shewn that the Kashmir import duties are so excessive as to be almost prohibitory. This is probably a principal cause of the comparatively small value of British articles sent to Kashmir. Jammu takes four times the quantity of English piece goods sent to Kashmir; double as much sugar; nearly double as much salt; and more than double as much drugs and spices;—whilst the exports from Kashmir are four times as valuable as those from Jammu, which, indeed, except timber, produces little worth exporting. Making full allowance for the colder climate of Kashmir, and for the residence of the court at Jammu, it may be

† Recent successes in Giljit have furnished the Maharaja with the means of influencing Guzunfur, the ruler of the petty canton of Kúnjud, and the instigator of the Kirghiz robbers.

inferred that the consumption of British goods is much contracted by the Maharaja's tariff. Although it may be assumed that the population of the Jammu provinces is much the more numerous, still the natives of Kashmir are so favored in their soil and climate, and so industrious and skilful in their occupations, that, under more fortunate circumstances, they might form the wealthier community, and the readier purchasers of foreign commodities. Shrinagar, too, occupies an advantageous position for trading with Affghanistan and Eastern Turkistan, but this is neutralized by the high customs duties.

The Kashmir duty on English long-cloth and broad-cloth is 30 per cent; that on Punjab sugars of different qualities ranges from 85 to 150 per cent. The duties on spices are in the same ratio. Under these circumstances it is not surprising that the trade with Affghanistan and Bukhára, notwithstanding the immense distance to be travelled, should be more flourishing, or that the easier road through Kashmir to Lé should be abandoned for the circuitous and difficult route by Kúlú.

There is no reason to doubt that the revenue of the Maharaja would increase if he would consent to moderate his demands, but it will be difficult to persuade His Highness of the correctness of this view.

In the mean-time, these duties operate prejudicially to the industry of the Punjab. Jammu and Kashmir form natural markets for the sugar grown in the British territory, and the heavy duties imposed must directly discourage cultivation. It is, also, remarkable that the manufactures of Great Britain should be subject to excessive taxation by one of its own feudatories, more especially as in other parts of India such duties have been commuted.

R. H. DAVIES,
Secretary to Government Punjab.

LIST OF APPENDICES.

<i>No. or Initial of Appendix.</i>	<i>Page.</i>
A to E. Official reports on trade with Central Asia,	1 to 61
I. Description of articles, mostly Russian, found in the Bazar of Cabul, and brought to it by the way of Bukhára, by the mission to Cabul of 1838, i—xii	
II. Extract from Dr. P. B. Lord's "Prospects of Trade with Turkistan, in reference to the con- templated establishment of an Annual Fair on the Indus," xii—xvi	
III. Note concerning the Turquoise mines at Nishapoor, by M. Alexander Chodsko. (From "Ferrier's Caravan Journeys"), ... xvii—xx	
IV. List of the principal articles in demand among the Kirghiz, from "Atkinson's Regions of the Amoor," xxi—xxii	
IV A. Route taken by Adolphe Schlagentweit in 1857, from Sultánpur, in Kullú, to Yárkand and Káshghar, by the Chhangchhinmo Pass, over the Karakoram range and the "Aksai Chin; given by Mahammad Amín, his guide, ... xxiia—xxiic Road from Brangsa to Elchí, capital of Khu- tan, by the Elchi-duwán, ... xxiif	

- IV B. Route from Jalalabad to Yárkand, through
Chitrál, Badakshán and Pamer Khurd; given
by Mahammad Amín of Yarkand, ... **xxiig—xxiio**
- V. Account of the shawl manufacture in Cash-
meer. (From Moorcroft), ... **xxiii—xxxix**
- VI. Note concerning the production of Borax and
Sulphur, in Ladákh. (From "Cunningham's
Ladákh"), ... **xl**
- VII. Extract regarding Asafœtida; from a report
by Dr. Bellew, formerly attached to mission to
Kandahár, ... **xli**
- VIII. Extract from Report on Kandahar by Lieut.
Colonel H. B. Lumsden, C. B., regarding the
trade in wool, ... **xlii—xliii**
- IX. Ditto regarding Imports and Exports of
Kandahar, ... **xliv—xlix**
- X. Statement shewing the increase of the Kura-
chee trade, ... **l**
- XI. Caravan Route from Shikarpur to Kandahar,
by the Bolan Pass, ... **li—lviii**
- XII. Caravan Route from Kandahar to Herat, ... **lix—lxv**
- XII A. Caravan Route from Herat to Bukhára, ... **lxvi**
- XIII. Statement of Imports from Turkistan, Mashad,
Kabul, Kandahar, to Punjab, Scindh, and Hin-
dustan, by the Bolan Pass, ... **lxvii—lxxi**

- Statement of Exports from Hindustan, Scindh
and Punjab, by the Bolan Pass, ... lxxii—lxxiv
- XIV. Caravan Route from Dera Ismail Khan to
Ghazni, by the Ghawaelra or Ghuleri Pass, also
called "Dera Gummul," ... lxxv—lxxviii
- XV. Route from Kandahar to Kabul, by Ghaz-
ni, ... lxxix—lxxxiv
- XVI. Nawab Foujdar Khan's statements regarding
trade carried on by the Povindah merchants, lxxxv—xcv
- XVII. Memo by the Commissioner of Peshawur on
the establishment of a Fair on the Indus, and
the Route to Yarkand viâ Ladakh, ... xcvi—cxi
- XVIII. List of Exports from India, viâ Peshawur,
through the Abkhana and Tatara passes, to Af-
ghanistan and Turkistan, ... cxii—cxxi
- List of Imports into Punjab and Hindustan,
by the same routes, ... cxxii—cxxxix
- XIX. Caravan Routes from Peshawur to Kabul, and
from thence to Bukhâra :—
- A. By the Khaibar, the Tatara, and Abkhana
passes, and thence to Bukhâra, by Bamian, cxxx—cxliii
- B. From Kabul to Bukhâra, by the Hindu
Kush (Koushan Pass), ... cxliv—cxlvii

XX. Caravan Routes through Turkistan :—

A. From Bukhára to Khokand, ... cxlviii—cxlix

B I. From Khokand to Kashghar, by Murghilan, given by Mahammad Amín, ... cl—cliii

B II. From Khokand to Kashghar, viâ Andijan, given by Mahammad Amín, ... cliii

C. Route taken by Moola Abdool Mujeed, from Peshawur to Khokand, viâ Badakshan and Pamir, ... cliv—clvi

D. Route from Kashghar to Yarkand, given by Mahammad Amín, ... clvii

XXI. Table of Duties levied on the road from the confines of Afghanistan, by the Tatar, Khybur and Abkhana passes to Bukhára, ... clviii

XXII. Memo by Pundit Munphool, Extra Assistant Commissioner, on the cultivation and agricultural produce of Bukhara, the general employment of its people, its slaves, sheeps-wool, and trade with Russia, Khokand, &c. ; from information furnished by Nazir Khairoolla Khan, clix—clxxiv

XXIII. Memo by Ditto, on the Afghanistan trade with India, ... clxxv—clxxvi

XXIII A. Extract from Lieut. Wood's Narrative of a Journey to the source of the River Oxus : *Account of the Lapis Lazuli and Ruby Mines*, clxxvii—clxxxi

*No. or
Initial of
Appendix.*

Page.

XXIII B. Table of Distances from Kurachee to Multan and Attok by water, and from Multan to Peshawur by land; from information received from Captain P. S. Lumsden, Assistant Quarter Master General,	... clxxxii
XXIII C. Route from Kurachee to Kilat-i-Nasir in Bilochistan,	... clxxxiii—clxxxv
Route from Kalát to Quetta,	... clxxxvi
XXIV. Memo by Pundit Munphool, Extra Assistant Commissioner, on Trade between the British territories (Punjab), and the countries within and beyond the dominions of the Maharaja of Kashmir,	... clxxxvii—ccii
Abstract of Imports into and Exports from Leh in Ladakh,	... cciii
Totals of Exports and Imports between the Punjab and Yarkund by Leh,	... cciv
Table No. I, Exports from the Punjab and the Jammoo and Kashmeer Provinces to Leh, Yarkand and Changthan,	... ccv—ccxx
No. II, Imports from Yarkand and Changthan, through Leh, to the Punjab and the Jammoo and Kashmir Provinces,	... ccxxi—ccxli

Abstract Statement of Exports, Table No. I,	
Ditto ditto of Imports, ditto No. II,	
Table No. III, of Import Trade between the Punjab and the Kashmir and Jummoo territories,	
No. IV of Export trade ditto, ...	ccxli
No. V, Statement of Merchandize brought from Garo, in Changthan, Ladakh and Kunawur, to the Rampoor Fair in 1861, ...	
Ditto brought from the Punjab, Ghurwal, and the Koolloo hills to ditto, ...	
List of Routes,	... ccxlii—ccxliii
Route No. I. From Umritsur, viâ Noorpoor, Sooltanpoor in Koolloo, to Leh in Ludakh,	ccxliv—ccxlv
Route No. I A. From Leh to Yarkand, compiled from information furnished by Maham- mad Amín and some Ladakh merchants,	ccxlvi—cclxii
Route No. II. From Umritsur to Rampoor, and thence to Leh,	... ccxliii—cclxvi
Route No. III. From Jammoo to Leh, viâ Sooroo, ...	... ccxlvii—cclxviii
Route No. IV. From Rampoor to Chang- than, ...	... ccxlix—cclxx
Route No. IV A. From Mundi, viâ Rampur and Shipki, to Garo,	... cclxxi

Route No. IV B. From Mandi, viâ Kulú,
Rampúr and the Kiobrang Pass, to Tsaprang
and Gar, ... cclxxii

Route No. IV C. Gerard's route from Simla
to Shipki, along left bank of the Sutlej, ... cclxxiii

Route No. IV D. From Mandi, viâ Kulú,
Lahul and Spiti, to Rudok, ... cclxxiv

Route No. IV E. From Mandi, by Tashi-
kong, to Gar (Yarsa), ... cclxxv

Route No. IV F. From Mandi, viâ Chini
and Kuri, to Rudok, ... cclxxv

Route No. V. From Srinugur (Kashmir) to
Le in Ladakh, viâ Dras, ... cclxxvi—cclxxix

Route No. VI. From Le to Changthan, by
Sakhtee, ... cclxxx

Route No. VII. From Umritsur to Sreenu-
gur, by Jammoo and Banihal, ... cclxxxi—cclxxxiii

Route No. VIII. From Goojrat to Sreenugur,
by Bhimbur and Peer Panjal range, cclxxxiv—cclxxxvi

Route No. IX. From Umritsur to Sreenu-
gur, by Ukhnoor, ... cclxxxvii—ccxc

Route No. X. From Peshawur to Sreenugur,
by Hureepoor, Mozuffurabad and Baramoola, ... ccxc

A made road to Huzara frontier, from Huri- poor to Mozuffurabad,	... cccxcii
A Hill road practicable for laden horses, from Mozuffurabad to Sreenugur,	... cccxciii
Route No. XI. From Murree to Sreenugur,	cccxciv
XXV. Table of rates of Customs Duties levied on certain goods exported from the Punjab, in the Jummoo and Kashmir territory,	... cccxciv
XXVI. Table of Customs Duties levied on goods ex- ported from the Punjab, destined for Kashmir, through the Maharaja's territory ; and the per- centage of duty ad valorem,	... cccxcv—cccxcix
XXVII. Table of Customs Duties on articles of export from Kashmeer and Jammoo ; and per-centage of of duty ad valorem,	... ccc—cccvii
XXVII A. Table shewing the per-centage of import and export duties, ad valorem, levied at Leh on goods exported from the Punjab, by the Koolloo route, for Leh and Yarkand,	... cccvii
XXVII B. Do. do. exported from Yarkand to the Punjab,	... cccvii
XXVIII. Extract from M'Culloch's Commercial Dic- tionary regarding Russian Fairs,	... cccviii—cccxi
XXIX A. Geographical description of Turkish Chi- na,	... cccxii—cccxxv

- Geographical description of the Sar-i-kul or
Tashkurghan territory, ... cccxxvi—cccxxxiv
- XXIX B. Sketch of the Modern History of Turkish
China, ... cccxxxv—cccliii
- XXX. Roads leading over the Passes of the Karako-
ram or Hindú Kush range from Western Thibet,
Kunjut and Gilgit, into the Sar-i-kul or Tash-
kurghan and Yarkand territories; and from Af-
ghanistan and the north west frontier of the
Punjab, through Chitral into Badakhshan and
the Pamer steppes, and thence to Yarkand;
compiled by Pundit Munphool, from information
furnished by Mahammad Amín, ... cccliv—ccclxiv
- XXXI. Caravan route from Kunduz to Yarkand,
through Badakhshan, the Pamer steppes, and
the Sar-i-kul or Tashkurghan territory, ditto
ditto, ... ccclxv—ccclxviii
- XXXII. Route from Yarkand to Aksú, (to the east of
Yarkand) ditto ditto, ccclxx—ccclxxi
- XXXIII. Road from Yarkand to Elchí, the capital of
Khutan, ditto ditto, ... ccclxxii
- XXXIV. Extracts from letters from Dr. H. W. Bellew,
of the Guide Corps, and Dr. H. Cleghorn, Con-
servator of Forests, to the Secretary to Govern-
ment Punjab, regarding the produce of Salep,
Asafoetida, &c., ... ccclxxiv—ccclxxvii

OFFICIAL REPORTS.

APPENDIX A.

No. 1.—Copy of a letter from Major T. G. Montgomerie, Engineers, in charge of the Kashmir Series—G. T. Survey, to the Secretary to Government Punjab, No. 173, dated 20th July 1861.

Agreeably to the request of the Hon'ble the Lieutenant Governor, I have herewith the pleasure to send a memorandum on Central Asia. To illustrate the subject generally I enclose a map of all the countries from the Black Sea to Nankin; and from north latitude 29° to 55° . This map gives a rough out-line of the boundaries of the respective countries, the position of the chief places, the courses of the large rivers, and the general direction of the most frequented routes. The map, thus projected, on one sheet, and freed from all unnecessary detail, will I hope assist to put the geographical part of the question clearly before the Lieutenant Governor. For the portion which has come more immediately under my own observation, I enclose a separate route map, on a much larger scale, shewing the routes in use at the present time, with the halting places, passes, &c.

Central Asia perhaps occupies rather an exaggerated space in the eyes of the public, and the very great wealth and general importance of the country has to a certain extent been taken for granted. The energy for which its inhabitants are remarkable has no doubt tended to this, assisted at the same time by taking the "omne ignotum pro magnifico." In drawing up my memorandum I thought it necessary to try and define Central Asia, and the conclusion arrived at is that the area accessible from India, and with which profitable commerce can be carried on, is not very great; and, although boasting of a good many large cities and towns, its population cannot be put down as being very numerous. A glance at the general map is I think sufficient to show that British goods from

India will have a very fair chance of underselling Russian goods in Eastern and Central Affghanistan, and also in Eastern Turkistan or Little Bokhara, and in the more Easterly towns of Western Turkistan or Bokhara Proper. But from the proximity of the Caspian Sea, which is connected by the navigable river Volga with the greater part of Russia, and almost with the Black Sea, it would appear that British goods are not likely to be able to compete on favorable terms with those of Russia in the Western part of Affghanistan and in Bokhara, or Western Turkistan generally. This is known to be the case, as Russian goods of

every kind brought down by the Volga river are to be had at moderate prices in Bokhara, and they are moreover I understand sometimes actually sold in the Peshawur* bazars.

* Some of these goods were English, brought by Russian merchants.

I suppose that detailed information as to the trade with Affghanistan and the countries beyond has been got from our own frontier officers and others; I have consequently confined the remarks in my memorandum chiefly to Eastern Turkistan or Little Bokhara, as I have a more especial acquaintance with its position and the routes leading to and from it.

Though the Russians have secured a factory in Kashgar, one of the towns of Eastern Turkistan, within 20 marches of our frontier, I still think that British goods would have a fair chance of competing there with those of Russia, if the existing restrictions were not so great. The general map shows that, from Yarkund, (in Eastern Turkistan) the nearest point to which there is water carriage is on the side of India (to Jhelum), little more than one-third of the distance from Yarkund to a similar point on the Russian side (on the Caspian). Eastern Turkistan or little Bokhara includes in its area at least 15 large and well known cities, besides numerous villages and a considerable nomadic population, who own large herds of horses and yaks, and flocks of goats and sheep, the latter producing a great amount of the very best shawl

wool. Besides the wool, the country produces large quantities of silk, cotton, hemp, horses and ponies, which they export, as also a great many other articles for their own consumption.

From time immemorial there has always been a trade between Hindoostan and Little Bokhara, and although it has undoubtedly decreased of late years it still possesses great vitality, as is in my opinion proved by the fact of its continued existence notwithstanding the great restrictions under which it is worked, and the very difficult routes by which it is carried on. Indeed I think that the wonder is not that the trade should have diminished, but that it should still survive.

The trade between Hindoostan and Eastern Turkistan having in my opinion undoubted vitality, I think it would be worth while to endeavour to develop it as much as possible by giving it all legitimate encouragement, and by freeing it from all restrictions as far as our own and our protected territories are concerned.

I do not however think that the trade can ever be of such magnitude or importance as to call for any thing further than that, and the exercise of British influence as far as it will go beyond the boundary.

Taking Yarkund (the chief town of Eastern Turkistan) as the point to be aimed at, it is apparent from examination of the general map, that Kurrachee is the nearest sea-port. The most direct route from Kurrachee to Yarkund, taking the water carriage line as far as it goes, would be via Mooltan, Jhelum, Kashmir, and Skardo.

A reference to the more detailed information of the route map shews that this is by far the most direct,* and that a modification of

* LAND CARRIAGE.				
Jhelum to				Marches.
Srinagar ...	...	...	...	15
Skardo, ...	...	...	...	12
Yarkund,	...	...	...	25
Total Marches,				<u>52</u>

this route is undoubtedly the one best suited for traffic ; viz., that from Kurrachee, via Mooltan, Jhelum, Kashmir and Leh (Ladak), to Yarkund.

The greater part of the trade between the Punjab and Eastern Turkistan passes through Māndi and Kullu. The roads from Lahore, Amritsur, Jullundhur, Hoshiarpour, Loodianah, and Umballah, as shewn in the route map, all meet at Māndi, which is in fact, as its name implies, simply a mart or place of exchange. From Māndi the road to Yarkund is wonderfully direct considering the gigantic mountains that have to be crossed.

Leh, the capital of Ladak, is another centre where the trade of the hills would most probably * concentrate, and even now it is not much more than a place of exchange like Māndi. The traders from Central Asia bring their goods to Leh, and exchange them for those of Hindoostan, and only a small number descend into the Punjab.

You ask whether the best way to open communication with Ladak would not be to finish the Hindoostan and Thibet road. I have some personal acquaintance with that road, having been employed on it for a short time. I am doubtful whether it is likely to aid much in a trade between Hindoostan and Eastern Turkistan ; possibly the traffic on it has increased of late, but the extent of it was not very great in former years. It no doubt is useful for the traffic in Himalayan products pro-

Jhelum to			
Srinagar, ...	...	...	15
Leh (Ladak), ..	..	...	19
Yarkund, ...	...	...	33
Total Marches,			<hr/> 67 <hr/>
Umritsur to			
Leh by Nurpur and Kullu, ...	...	...	41
Leh to Yarkund, ...	...	...	33
Total Marches,			<hr/> 74 <hr/>

* At present a place in Chinese territory is very much used as a place of exchange.

curable in the upper basin of the Sutlej and from the Chinese districts round about, whose wool, &c., may be sent round that way to avoid the custom duties of Ladak, but before recommending any increased expenditure it would be as well to get a report as to the present traffic in that direction, its extent, and the exact routes preferred by the traders. This route has at present every advantage, the Kashmir and Ladak roads being hindered by prohibitive duties.

Umritsur is the great centre of the Punjab trade, and at present the traffic between the Punjab and Yarkund is chiefly carried on through Mândi, Kullu, and Ladak, or through Mândi, Rampoor and Western Tibet, avoiding by the latter circuitous route Ladak and the Maharaja's territory altogether.

The reason why these routes are chosen seems to be solely due to the fact that by taking the first, the custom duties in Kashmir are avoided; and by taking the second, both the Kashmir and Ladak duties are avoided.

The Kashmir route from Umritsur to Leh is actually somewhat shorter than the route by Mândi and Kullu. It is moreover much easier, in so much as between the plains and Leh, the Kashmir route crosses no pass higher than 13,450 feet, and the road is with trifling exceptions good throughout for laden ponies. * There are villages close to every halting place except one on the Kashmir road, whereas the Mândi-Kullu route crosses three passes of from 16,200 feet to 18,100 feet above the sea, and for 10 days the road is hardly ever below 15,000

From Umritsur,					Marches,	
To Kashmir,	...	...	...	...	21	
To Leh,	...	...	...	...	19	
Total marches,	...	...	...	...	40.	515 miles.
Umritsur,						
To Kullu,	...	...	...	...	19	
Thence to Leh,	...	...	...	...	22	
					41.	525 miles.

feet. Finally, on the Māndi-Kullu road at 10 or 11 of the halting places there are no villages of any sort, and only at two or three of them is there any chance of meeting camps of wandering Tartars, consequently provisions for ten days have to be carried by the traders both for men and cattle. Little calculation is requisite to show that this item alone must add greatly to the cost of carriage on this route, without taking into consideration the difficulties about firewood, and at some halting places as to fresh water. Again, the Kashmir route is open for two or three months longer than the Kullu one, according to the season.

The question as to the best route between the Punjāb and Eastern Turkistan in my opinion lies between the Kashmir and Kullu roads to Leh, no others bearing any comparison with them either as to facility or directness. Though the Kullu road has tolerably easy slopes throughout, yet considering the natural difference between the two, I think it may be fairly inferred that the custom dues and other things being equal on all lines, the traders would select the Kashmir route.

The routes by which merchants carry on traffic are not I am aware chosen solely because they are the most direct, but also on account of certain conveniences which are not so apparent at first sight; considerable deviations are often made on such an account, such as to take en-route a town with which there is a trade connection, where baggage animals, &c. can be got easily, &c. Nurpur is an instance, a large portion of the Umritsur trade going round that way en-route to Māndi instead of going in a more direct route. A trade connection between two cities would be sufficient to account for the selection of a somewhat longer and more difficult road, and might be urged as the reason why the trade between Umritsur and Yarkund goes via Nurpur, Māndi, &c, if it were not well known that the trade connection between Umritsur and Kashmir is very much stronger if not older than that between Umritsur and Nurpur. Moreover more Yarkundies find their way to Kashmir than to Nurpur, and a good many Kashmiries always live in

Yarkund. I consequently think that, all other things being equal, the trade connection would favor the Kashmir route. Finally, I think it is only necessary to add the fact that camels can be taken for 15 marches on the Kashmir road from Umritsur, and at the outside only ten* marches on the Kullu road, that is the Kashmir route is the cheapest. Summing up, I find that the Kashmir route between the Punjab and Eastern Turkistan is cheaper, easier, less exposed, crossing very much less elevated ground, and more convenient both as to trade connection and halting places than any other route. Kashmir itself at present does not consume very many British goods, but with ordinary custom dues the consumption might be considerable. The present trade between the Punjab on the one side and Eastern Turkistan and Tibet on the other is still considerable, and I am of opinion that, if the transit dues in Ladak and Kashmir are reduced to a reasonable amount, and if all the intermediate restrictions are removed, it will be sufficient to make the traffic expand to many times its present amount.

Every endeavour should of course be made to improve the roads where a small outlay is likely to be effectual, and if possible camels should be taken as far as Kullu if they do not go there already. The Kashmir road offers great facilities for allowing camels to pass, and a very small expenditure would be sufficient to make the present roads passable for camels. The double humped camel has been brought to Leh several times, and it is capable of carrying burdens over the highest passes.† Ladak itself offers but few obstacles to the passage of camels, and I am not without hope that when more enlightened ideas prevail the camels of India may carry loads to Kashmir‡ or Leh, and the dou-

* I have not as yet received satisfactory information as to this point. The Deputy Commissioners of Kangra and Kullu may be able to give it.

† The double humped camel stands the snow well.

‡ The Maharajah has a herd of camels in Kashmir originally about 11; they have thrived capitally and are now in large numbers.

ble humped camels thence to Khutan, Yarkund, and all Central Asian countries. In order to make the most of the trade between the Punjab and Eastern Turkistan, it is first necessary to equalize the custom dues by reducing them to at least a moderate amount on all the roads.

The Kashmir routes from the Sea at Kurachee, via Jhelum, and that via Umritsur, being the best, should if possible be freed from all restrictions; should there be any difficulty about that the Government might find it easier to free the Māndi-Kulu road; and as the worst part of this latter road is actually in British territory, there would be no difficulty in improving the road if the increase of trade warranted it.

*Memorandum on Central Asia and its trade with Hindoostan, by
Captain T. G. Montgomerie, Bengal Engineers, F. B. G. S. &c., 1st
Assistant G. T. Survey, in charge of the Kashmir Series.*

Central Asia is, I believe, generally understood to be made up by the following countries, viz., Canbul or Affghanistan, Western Tartary, including Budakshan, Kokan, Bokhara, Khivâ, &c., and Chinese Tartary or Little Bokhara, including Kashgar, Yarkund, Khâtân (or Kotân,) as well as Aksoo, Ili, &c. These countries comprise an area of about 250 square degrees, (=950,000 square miles), including a large proportion of nearly desolate country and some actual desert. Possibly Ladak, Little Tibet and Great Tibet might be added to the list, but it is doubtful whether the words Central Asia are used for anything more than a general term to express the little known countries north and east of Hindoostan that lie between it and Russia.

In order to give at a glance the relative positions of the various places which I suppose to be comprised in Central Asia, I have projected the accompanying map, as all the maps I have hitherto met with are either too small and defective or so large that the territory under discussion is generally given in three separate maps.

By thus combining in one sheet all the countries under discussion, the general direction and length of the routes between Hindoostan and Central Asia can at once be made out, and comparisons can be made *inter se*, and also with those between Russia, China, &c. and Central Asia.

The trade between Hindoostan and Central Asia is at present carried on by means of Kafilas, and in some few cases by independent parties of traders. The following are, I believe, the great routes used for the same :—1st.—From Sukkur, viâ the Bolan pass, into Affghanistan ; 2nd.—The route viâ Dehra Ismail Khan, and the Derbund pass, into Affghanistan ; 3rd.—From Peshawur, viâ the Khyber pass, to Affghanistan (or Caubul) ; 4th.—From Umritsur, viâ Kashmir and Ladak, to Yarkund and Eastern Turkistan generally ; 5th.—From Umritsur, Julundhur or Loodianah, viâ Nurpur, Mândi, and Kullu, thence by Ladak to Yarkund and Eastern Turkistan generally ; 6th.—Various other routes from the plains across the Himalayas to Ladak ; 7th.—Routes between Hindustan and Eastern Turkistan avoiding Ladak and the Jamoo Maharajah's territories altogether ; 8th.—Routes between Hindustan and Lassa. As to the traffic on the 4th, 5th, and 6th routes, I have made numerous inquiries at different times, and from various individuals. They all agreed in stating that the amount coming through Ladak had diminished very much of late years, that with Yarkund being considerably less, and that with Lassa being nearly extinguished ; the chief articles that are exported from Hindustan to Eastern Turkistan are Opium, coarse Umritsur Shawls, various kinds of Brocades or Kimkab, red leather, cottons, chintzes, sugar and spices. The chief imports from Chinese territory and Turkistan consist of pushm or shawl wool, tea, charas (extract of hemp), silk (made up and raw), silver, gold, borax, sulphur, ponies, &c. The exports through Ladak used to amount to the value of about 3 lacs ; it is doubtful whether it now reaches to 1½ lacs ; the goods exported are in excess of the imports, the difference being made up by the importation of silver and gold. Though the

traffic through Ladak has diminished, a large portion of it has only been diverted to other and more difficult roads, with of course an increased cost for carriage, but to what extent I have not the means of ascertaining, though it is well known that the Chinese send a good many things down the Sutlej, avoiding the Jamoo Maharajah's territories altogether. From the general map it seems apparent that Hindustan would trade with Western Turkistan generally under more unfavorable circumstances than Russia, for Khiva, Bokhara, Herat, Samarkund, Kohân, and Balkh can communicate more easily with the Caspian Sea than with Peshawur, and indeed are generally closer to the Caspian than they are to Peshawur. The Russians have a capital communication with the Caspian by means of the Volga, and the navigation of the Caspian is entirely in their hands. There is indeed little doubt but that they can land goods at any point of the Caspian at a very small cost for carriage. The same applies to the more westerly part of Affghanistan, and at present it is only in the centre and eastern part of Affghanistan that British goods are likely to be able to compete favorably with Russian. In the eastern part of Affghanistan and in Eastern Turkistan British goods ought to have the best demand, though in the latter the Russians seem to have already established their trade so firmly that it will always be a formidable rival, notwithstanding the great distances the Russian goods have to travel by land before reaching Eastern Turkistan. The Russians have already secured a factory, &c., in Kashgar, and indeed hold the Northern portion of Western Turkistau as their own territory. It is not necessary for me to dwell on the routes to Caubul and Western Turkistan as they are already generally very well known, and all detailed information can be got from our own frontier officers and others specially acquainted with those routes and their advantages. The routes between Hindustan and Eastern Turkistan or Little Bokhara are less generally known, and as I have a personal acquaintance with a portion of most of them, and I have had the opportunity of making numerous inquiries, I am enabled to give the following account of them. The routes from Hin-

dustan to Eastern Turkistan consist of those from the Punjab and from the North-West Provinces. There are several routes from the Punjab to Eastern Turkistan, but three only are ever likely to be available for traffic, the first is *viâ* Kashmir, and Leh; the second *viâ* Mândi, Kullu, and Leh; and the third *viâ* Simlah, Garo, and Rudok. The Kashmir route is either direct, *viâ* Skardo or by Ladak; the Mândi road starting from Nurpur, Umritsur, or Loodiamah goes by Kullu, and the Simla route either *viâ* Sultanpur, Kullu and the Baralacha pass, or by the Parung La (pass), or avoids Ladak altogether, traversing the Chinese territories, but all, except perhaps the latter, cross the Karakorum pass.

As to the merits of these routes, it is apparent from a glance at the map that the most direct to Yarkund, taking the sea at Kurrachee as the starting point, is the route *viâ* Mooltan, Jhelum, Kashmir, and Skardo; and although the portion from Kashmir *viâ* Skardo to Yarkund is only passable at certain seasons, yet it is, as may be seen from the route map,* very much the shortest road during the period that the weather is favorable, but it is not generally well adapted for traffic.

The next route to the east of this is a variation of the above, viz., the one from Kurachee *viâ* Mooltan, Jhelum, Kashmir, and Leh to Yarkund, and this is, in my opinion, not only the shortest but the best and cheapest route for traffic from the sea to Eastern Turkistan (*i. e.* to Yarkund, &c.). Water communication exists between the sea and Jhelum, and from thence to Leh (Ladak) the route through the mountains is better than any other that traverses the Himalayas; the road between the plains and Leh crosses the Himalayan range by a very remarkable depression of only 11,300 feet, and none of the passes on it exceed 13,300 feet in height, and they are moreover open for at least 7 or 8 months in the year, and could be crossed at any season in fine weather. There is moreover between the plains and Leh but one, or at the most two, halt-

* And the appendix to this memorandum.

ing places without a village in the vicinity, in itself a very great advantage.

The next passes are those via Kishtiwar and Nurpur by the Butkol, Sachi and Amasi passes, but they are very difficult and are consequently seldom used for traffic, and are not in my opinion adapted for it. The next are the various roads starting from Māndi and reaching Leh by the Bara-Lācha pass; the greater part of the traffic between the Punjab, Leh and Chinese Turkistan, is carried on by the road; and after the road via Kashmir and Leh, it is decidedly the best route from the Punjab to Eastern Turkistan, Yarkund, &c., though the passes between the Chenab (or Chandrah Bagha) and the Indus are very high on this route, yet the slopes are so easy that there is but little difficulty in crossing. The route is open for about 5 or 6 months, being nearly 2 months less than the Kashmir route. There are moreover nine or ten marches over very elevated bleak mountain land without any villages. To the east of the Baralacha, there is no route well adapted for traffic with Eastern Turkistan, though at present, in order to avoid the duties in Ladak, some of the easterly passes are used to convey goods.

Traffic is at present carried on between the Punjab and Eastern Turkistan, and also with Lassa, but between Eastern Turkistan in latitude 36° and longitude 80° , and Lassa in latitude 29° longitude 92° . I know no other place of any great importance at the back or north of the Himalayas that would be likely to afford the base for a large traffic. Kafilas come from Yarkund and Khatan to Leh (Ladak) every year, and one Kafilas or more comes every year from Lassa to Leh, and if there were any large or important towns between, it is most probable that we should have heard of them. There is of course some traffic all along the Himalayas in pushm, borax, &c., which are exchanged for British goods and the products of Hindustan. Lassa can be most conveniently reached from Bengal by Darjeeling, Assam, &c.

If goods sent by the various routes from the Punjab to Yarkund were freed from all excessive imposts, and some slight improvement was made to the naturally good road, there would be every chance of commanding the greater part of the traffic of Eastern Turkistan and also of a portion of Western Turkistan, more especially that of Kokan and its cities.

I have confined my remarks chiefly to Eastern Turkistan or Little Bokhara, which has hitherto been taken little account of, but from its position I think the trade between it and Hindustan would suit Eastern Turkistan best, more especially as they consume many of the products of Hindustan, which are not produced in Russia at any rate, such as opium, sugar, spices, &c. In the first place, the capital Yarkund is (as the crow flies) 990 miles from Jhelum, whereas the nearest point of the Caspian is 1030 miles; any similar point in China is perhaps 3,000 miles, and is separated from Yarkund by the 30 marches across the great desert of Gobi, and consequently there is but little doubt that the routes to Yarkund favor the trade with Hindustan. As to the length of the three best routes from the sea at Kurrachee to Yarkund, I have made the following estimates:—

The 1st route from Kurachee, viâ Mooltan, Jhelum, Kashmir, and Leh, is about 1,550 miles. The 2nd route from Kurachee, viâ Mooltan, Umritsur, Kashmir, and Leh is about 1,600 miles. The 3rd from Kurachee, viâ Mooltan, Umritsur, Māndi-Kullu, and Leh, is about 1,610 miles.

As to Umritsur, which is the great centre of the Punjab, the distance to Leh by the Kashmir route is 40 marches (515 miles) and by the Māndi road is 41 marches, (525 miles), over a very much more difficult country.

1st.	MILES.
To Mooltan by river,	750
Thence to Jhelum by river,	350

Jhelum to Kashmir,	192
Kashmir to Leh,	<u>256</u>
1st Total,	<u>1,548</u>

2ND.

To Mooltan,	750
Thence to Lahore,	300
Lahore to Umritsur,	35
Umritsur to Sialkote,	64
Sialkote to Kashmir,	195
Kashmir to Leh,	<u>256</u>
2nd Total,	<u>1,600</u>

3RD.

As above to Umritsur,	1,085
Umritsur to Nurpur,	90
Nurpur to Māndi,	112
Māndi to Sultanpur,	36
Sultanpur to Leh,	<u>287</u>
3rd Total.	<u>1,610</u>

Goods for Umritsur may be brought by the Sutlej to Hareekhee Ghat.

Route from Umritsur to Sealkote.

No. of marches.	NAME OF HALTING PLACE.	Estimated distance in miles.	REMARKS.
1	Umritsur to Balapind,	10	Cross the Ravee by boat.
2	Ravee (camp on the),	13	
3	Mulhoke,	9	
4	Kullalwala,	9	
5	Budipore,	12	
6	Sealkote,	11	
	TOTAL,	64	

Route from Umritsur viâ Núrpur and Sultanpúr, Kúllú, to Leh.

No. of marches.	NAMES OF HALTING PLACES.		Estimated distance in miles.	Height above sea in feet.	REMARKS.
Total.		Umritsur to Kuthoo			
1	1	Nungul, ...	14		
2	2	Buttala, ...	12		
3	3	Bideepoor, ...	11		
4	4	Goordaspore, ...	10		
5	5	Adinanuggur, ...	9		
6	6	Puthankote, ...	16		
7	7				
8	8	Nurpur, ...	18	90	2,050 feet
9	1	Kotla, ...	14		
10	2	Tiloknath, ...	3		
11	3	Shahpore, ...	9		
12	4	Kangra, ...	13		
13	5	Biwarna, ...	17		
14	6	Bajjnath, ...	13		
15	7	Haurbagh, ..	16		
16	8	Sauri (or Hulu ?) ...	15		
17	9	Mandi, ...	12	112	3,006
		Umritsur to Nurpur, ...	90		
		Nurpur to Mandi ...	112		
18	1	Komand, ...	10		
19	2	Bajaura, ...	15		
20	3	Sultanpur, ...	11	36	4,092
21	1	Naggar, ...	14		
22	2	Jagut Sak, ...	9		
23	3	Phokchan, ...	14		
24	4	Koksar, ...	19		
25	5	Sisu, ...	13		
				13,300	Rotang pass. Cross the Rotang pass, & the Chandra river by a rope-bridge, difficulty about crossing ponies.

Route from Umritsur via Nurpur.—(Continued).

No. of marches.		NAME OF HALTING PLACE.	Estimated distance in miles.	Height above sea in feet.	REMARKS.
Total.					
26	6	Gandlu, ...	11		
27	7	Kardung, ...	12		Left bank of Bhuga.
28	8	Kolung, ...	13		
29	9	Darchu, ...	11		
30	10	Mangba, ...	18	16,221	Baralacha Pass.
31	11	Kilang, ...	16		Cross the Baralacha Pass.
32	12	Charpa, ...	10		
33	13	Sumdo, ...	14	17,000	At foot of pass.
34	14	Sumgal, ...	18		Cross Langalacha pass to river.
35	15	Morechu, ...	10		Pond of fresh water.
36	16	Rukchin, ...	8		Generally a Tartar or Boti camp.
37	17	Debring, ...	15		The nearer the Tagalungla the better.
38	18	Gya, ...	17	18,042	Cross the Tagalungla pass.
39	19	Ugshi, ...	15		Atta-bagh, or Bagh beyond Atta.
40	20	Marchalang, ...	9		Golab-bagh.
41	21	Chachot, ...	11		Cross the Indus by bridge.
42	22	Leh, ...	10	287	11,278
GRAND TOTAL,...			...	525	

T. J. MONTGOMERIE, *Captain, Engineers,*
1st Assistant G. T. Survey.

N. B.—Leh to Yarkund is 33 marches by the longer route.

NOTE.—The route marked in the Route Maps is the shorter route. That by Shayuk not marked in the map is the longer route.

APPENDIX B.

From P. S. Melvill, Esquire, Officiating Commissioner and Superintendent Trans-Sutlej States, to the Secretary to the Government Punjab, No. 118, dated 31st July 1861.

I HAVE the honor to reply to your letter No. 468, dated 19th June 1860.

The trade between this division and the semi-Chinese States passes almost entirely via Kooloo and Ludakh to Yarkund. The trade between Jullundhur and Cashmere is almost nominal. It is less than it used to be;* but such as it is, it flows into one of the channels further westward in the Punjab, and of its statistics in common with those belonging to other districts nearer Lahore you will receive an account from the district officers stationed on the confines of Jummoo. I shall therefore restrict myself to the trade via Ludakh to Yarkund.

3. The answer to your first question is given in detail by Captain Mercer, in an interesting report dated the 12th instant, which he has addressed to you direct. He has omitted the sulphur and antimony produced in Ladakh from his table of imports, and has considerably over estimated the quantity of churus received from Yarkund. He puts it at 1800 puka maunds, but Mr. Bailey, Deputy Commissioner of Kangra, in a letter, No. 114, dated 31st May 1853, estimated it at 600 maunds, and I am assured 300 maunds is a fair average and 400 maunds the maximum.

4. Your second and third questions are regarding the state of the trade now, compared to what it was, and the routes. There are

* Authority Deputy Commissioner of Jullandhur, who enquired from well informed traders.

three routes for reaching Ludakh and Yarkund from this division and its immediate neighbourhood ; viz, Noorpoore and Chumba, viâ Kooloo, viâ Bussahir.

5. Of these routes that by Chumba enjoyed the largest trade during the Sikh rule ; next came that by Bussahir, and lastly the Kooloo route. Now the order of their prosperity is exactly inverted, Kooloo drawing by far the largest portion and making up for the deficiencies elsewhere ; Bussahir being a little less prosperous than it used to be ; and trade through Chumba between Noorpoor and Ludakh having entirely ceased. But the aggregate traffic on the three routes is not less than it was during the time of the Sikhs. In 1857 it was rudely checked, but it has again returned to its level.

6. The state and detail of the route via Kooloo are given in Captain Mercer's report. Of that viâ Bussahir I have but little means of forming an opinion ; and as to Chumba it hardly seems worth while to ascertain the state of a dead tree, encircled as it is by the Cashmeer dominions. No trade will seek a course through petty native principalities when it can find an outlet through British possessions. The main reason however why the trade has left the Chumba route is that Maharaja Goolab Sing imposed transit duties at Zuskur and Padul, both on the route between Ludakh and Chumba.

7. With regard to the route by Kooloo, there are two physical difficulties which may be remedied by us, viz, the road through Lahoul and the passage of the Chundra Bhaga at Koksar.

8. I have no doubt the road through Lahoul is as good as any where further onwards towards Yarkund, but attention should be paid to its improvement, and I think it would be well to put down Rs. 500 in the budget for next year. A reward of a much less sum than this will probably suffice to induce the people to do all

that is necessary. It is not desirable to introduce the practice of regular payment in this locality, the people, as in the hills generally, being bound to keep their roads in repair.

9. Captain Mercer makes a proposition for a superior kind of rope bridge. I have not seen the plan of it, but possibly it may be found too intricate. I am inclined to think that the best kind of bridge would be one known so commonly in the hills as the "Sunga," consisting of two or three layers of stumps, each layer projecting beyond that below it, and trees of the required length resting on the ends of the uppermost layer. The people of the country are adept at making them. The width of the Chundra Bhaga at Koksar is easily manageable in this fashion; and as winter sets in with its avalanches the bridge might be taken to pieces and the timber stored till next year. The Wuzeer Goshaon seemed to approve highly of this suggestion, and volunteered an offer to make the bridge. The cost at the outside would not be more than 500 Rs. The stimulus of two or three hundred rupees held out as a reward would probably amply satisfy the Lahouless for constructing it. The Negee Tara Chand would I doubt not make all the necessary arrangements. I suggest that 500 Rs. be put down in our Local Fund Budget for next year for this purpose. A tax of 4 annas per mule, donkey, or pony, and of $\frac{1}{2}$ an anna per laden goat or sheep would repay the greater part of the outlay each year. Foot passengers should pass over free, as suggested by Captain Mercer, because they appear heretofore to have had the gratuitous use of the frail rope bridge,

10. The answers of your 5th and 6th questions are sufficiently given by Captain Mercer.

11. In British territory there are none of the obstructions contemplated in your 7th question. But in all probability Government will soon be induced to impose an export duty on opium from Koolloo, and an import duty on churus coming from Yarkund.

12. In Ladakh however, the obstructions are greivous. Bustee Ram, the Kardar of the Jummoo Chief, seems to be the demon incarnate of oppression. He takes from traders any goods that may seem advantageous to himself or his master at prices fixed by himself, and sometimes forces back on the victim worthless goods which he has procured elsewhere. From what I have heard of the man no trade can flourish in Ladakh so long as he holds power there.

13. The transit dues in Ladakh are another impediment. Captain Mercer has forwarded a statement of them.

14. Another evil, though forming indeed part of the bane of Bustee Ram, is the monopoly of the shawl wool appropriated by the Maharaja of Jummoo. All the wool from Yarkund, all that produced in Ladakh, goes to Cashmere, as far as the orders of the Maharaja can make it do so ; and I believe that no shawl wool from those regions enters our possessions.

15. The political obstructions are stated to be two, the robber tribes between Ladakh and Yarkund, and the feuds of the Yarkundees with neighbouring tribes, of which that called "Indjan" is the most prominent. The latter difficulty is, I hear, now removed, peace having ensued. As to the robber tribes, it must indeed be a strong native Government that will put them down.

16. Whether a route might be found from Yarkund skirting the Ladakh frontier, and reaching our boundary in Lahoul, or Spiti, via the Pongkong Lake and Rodakh, I am not aware ; but Mr. Vans Agnew in his report* on the boundary between Maharaja Goolab Singh's territory and China, dated 13th May 1847, alludes to the feasibility of such a route in his 48th, 58th and succeeding

* Entitled "few remarks on Maharaja Goolab Singh's boundary with China," forwarded with letter No. 1635, dated 21st August 1850, from Secretary to Board of Administration,

paragraphs. At present the Yarkundees and neighbouring tribes clothe themselves with Russian goods. Our Manchester stuffs are debarred access by the miserable arrangements on the route through Ladakh. Were that route avoided, and a line followed entirely subject to the Chinese Government, there would at all events be a chance of a freer flow of trade. I am not sanguine that any material improvement will ever be made in the Ladakh route till the Maharaja is pinched by the contraction of the trade.

19. I do not think it would be of any use to appoint a native agent at Ladakh, as proposed by Captain Mercer.

20. The total value of the trade with Ladakh and Yarkund via Kooloo may be approximately estimated at $2\frac{1}{2}$ lakhs of Rs., viz.

Imports $1\frac{1}{2}$ lakhs.

Exports $\frac{1}{2}$ lakh.

I have made this estimate from Captain Mercer's statements, excluding the Yarkund and Tibetan wool, of which none reaches our provinces via Ladakh.

APPENDIX C.

From Captain T. W. Mercer, Assistant Commissioner Koolleo, to the Secretary to Government Punjab, dated 12th July 1861.

Para. 1.—I have the honor to acknowledge the receipt of your letter No. 468, dated 19th June, and am glad that it affords me the opportunity of bringing to the notice of Government, some information I obtained during a recent tour into Lahoul, regarding the restrictions put on foreign trade, by the servants of the Maharajah of Cashmere, in the province of Ladakh, also some other obstructions to which traders are exposed both within British dominion, and beyond it on the main road to Yarkund.

My information was obtained from travelling merchants, whose names I am unable to give, from Tara Chund the Government Kardar or Head man in Lahoul, from one Sunguroo a native of Lahoul, who resides chiefly at Sultanpore the chief town in Kulloo, and who himself trades extensively on this commercial line, and from other merchants at Sultanpore who have various interests in

Mogul Mahomed Tookta, resident of Yarkund. Goolbuksh, resident of Rooksha, Ladakh. Lall Geer, of Sultanpore. Mungul of do. Huruh of do.

the trade, whose names are given in the margin. The principal facts were fully confirmed by the Moravian Missionaries in Lahoul, the Reverend H. Jacschke and W. Heyde, who seem to enjoy much of the confidence of the people in those parts, and whose intelligence and high professional character entitle them to credit.

I have endeavoured as much as possible to preserve the order of the questions contained in your letter, treating each heading with as much brevity as the importance of the subject permits.

Question 1.—What trade formerly existed between the towns of our territory and those of the Maharajah, including Leh and Yarkund. Specify the exports and imports?

Para. 2.—The annexed tabular statement No. 1, shows the chief articles of import into British India from Leh and Yarkund, the quantity believed to find its way into British towns, and the assumed value of the same at average rates, calculated on a fair mean between the original cost price of the article in the foreign market, and its selling price in British markets.

Columns 7 and 8 show respectively the average cost price of each article in the towns of import, and the price at which they find a market in British towns.

Para. 3.—Tabular statement No. 2, affords the same information regarding the exports from the Punjab and other parts of British dominion. In this form column 6 shows the *actual* value in Punjab or British markets.

Question 2.—Has there been any falling off, and since when?

Para. 4.—The decline in trade seems to date simultaneously with the internal commotions in British India in 1857, but are not solely attributable to this cause. It is possible that the disappointments and losses which traders suffered during the first year of the mutiny, when the roads were closed and the usual demand was for a time suspended, would effect the imports of the next year, but there is no reason why trade should not have revived with the restoration of peace and prosperity in India, if other causes had not been at work to prevent it.

The causes which have always operated to restrict the flow of trade from Central Asia, and which have more particularly tended to diminish it within the last two or three years, may be classed under the following heads :—

1st.—The natural obstructions offered by the state of the commercial road from the Punjab to Yarkund, via Kulloo, Lahoul and Ladakh.

2nd.—The insecurity of the road through the Karakoram range of mountains, which for several stages are infested with tribes of professional robbers.

3rd.—The disturbances and feuds which have been rife in the province of Yarkund, and other contiguous chiefdoms subject to the Imperial Government of China.

4th.—The obstacles opposed to the free passage of trade through Ladakh and the territories under the rule of the Maharajah of Cashmere.

I propose to treat of each of these heads in their proper order under questions 4 and 7.

Question 3.—By what route were English and Punjabee goods generally forwarded, say, from Umritsur ?

Para. 5.—The route selected by merchants exporting goods direct for Leh and Yarkund, is usually that via Kulloo and Lahoul, it being a great object with them to avoid the repeated transit duties and oppressive demands they are subjected to in passing through Cashmere. The Koolloo route is free from all imposts of this kind until it enters Ladakh, and life and property are both perfectly secure until the boundary of British dominion at Lingtee is passed. Annexed is a detailed route from Umritsur to Yarkund, showing the names and distance (approximate) of each stage, with brief remarks on the state of the road.

Question 4.—State the difficulties of the several routes, the number of stages, approximate distance in miles to Srinuggur, Leh and Yarkund.

Para. 6.—My remarks will be confined to the Koolloo route.

The road throughout the hills from Kangra to the Rohtung pass which separates the small district of Lahoul from Koolloo is in very good order, and bridged throughout. The worst parts are in the native territory of Mundee, where the advantage of level roads is not much appre-

ciated, but this whole distance is quite practicable for laden mules or oxen.

Para. 7.—After crossing the Rohtung pass, which is an easy day's journey, and arriving at the foot of it on the northern side, we meet with by far the most serious obstruction which presents itself along the whole length of the road from Umritsur to Leh, in the passage of the Chundra (Chenab) at Koksar.

The difficulties of this passage offer the most serious impediment to trade.

The river is crossed by foot travellers over a frail suspension bridge, constructed of brushwood ingeniously laced together, but is quite impracticable for beasts of burden, except sheep and goats.

The only way of crossing horses and oxen is by tying a rope to them and swinning them across the river, a passage which owing to the extreme rapidity of the torrent, and the intense coldness of the water, is attended with the greatest risk to the lives of the animals. The day before I arrived at this spot a travelling merchant lost two of his horses, and I am told this is a contingency which almost every owner of cattle prepares himself for when starting with his merchandize. I am able to state from personal observation that the danger of this passage is not exaggerated, and there can be no doubt that of all the natural obstructions this road offers within British territory this is the greatest, and is more dreaded than crossing all the formidable passes which intervene.

I am told that Mr. Forsyth, when Deputy Commissioner of Kangra, visited Koksar some years ago, with the object of determining on the practicability of building a permanent bridge over the Chundra at this place, but that he returned with the impression that it was to be accomplished only at an expense far exceeding what the Government were prepared to sanction, and which the increase of trade it might be supposed to produce would in no way recompense.

The difficulty is not in the construction of a bridge, but in its preservation when built, from the effects of the avalanches which slide from the mountains that over-hang it, with a force and weight that nothing can resist, and which would certainly bear down the whole structure, whether made of iron or masonry. When the snow begins to break up in the spring, these ponderous masses are carried right down into the river, from a height of more than 8,000 feet, at an angle of about 45° , the slope and distance of the face lending an additional impetus to their progress.

Were the river over-hung by precipitous rocks, there would be no such danger. I observed, however, an open and level space on either side of the river not far from the present position, which appeared to me a favorable site for a bridge. But even allowing that a permanent bridge is impracticable, I see no reason why a superior kind of rope or chain bridge should not be constructed at a comparatively small expense, capable of being removed when the winter sets in, and set up again when the road and pass re-opens in the spring.

In 1812 Colonel Sturgeon, of the Staff Corps with Lord Wellington's army in Spain, was employed to restore the communication over a broken arch of Trojan's bridge over the Tagus at Alcantara.

This was done and the bridge rendered practicable for heavy Artillery by throwing over a superior kind of rope suspension bridge, a description of which will be found at pages 313 to 320 of Sir Howard Douglas's essay on the principles and construction of military bridges and passage of rivers, and a sketch and plan of the same in figures 5 and 6, plate 8 at the end of the work, which for facility of reference, I have copied and attach for your information.

The impediment overcome by this bridge was 100 feet, (though the kind of bridge was afterwards used over a river 143 feet wide) which is about the breadth of the river Chundra at Koksar, and the nature of the

ground on either side of the river affords the same facility for its construction. The list of materials used in the construction of Colonel Sturgeon's rope bridge, which is also furnished herewith, will enable you to judge of the expense. Wood and rope could be provided at a very small expense on the spot. The implements and other materials must be brought from the plains.

There are parts of the river near Koksar where the water is not disturbed by boulders, and where notwithstanding the rapid current an ordinary pontoon might be thrown across, but either of these would require the superintendence of a practised Engineer, and I can only recommend for the consideration of Government that the matter should receive the attention it deserves, in order that this serious impediment to commerce may be removed.

It might be considered hereafter expedient to establish a toll here with a charge of 8 annas on every laden mule or bullock, and one anna on laden sheep and goats per head. Foot passengers and village cattle to pass free.

Para. 8.—The road through Lahoul requires a little additional width here and there; it might be completely repaired and rendered very good at a cost of Rs. 500. The people of the country would be glad to undertake it for such a reward.

Para. 9.—The next difficulty is the Bara Lacha pass, but this is one requiring an exercise of patience only, and which cannot be remedied. Trade is not impeded by it.

Para. 10.—Beyond this my information as to the state of the road is not altogether reliable, but it seems to be generally allowed that the road through Ladakh is quite passable *for laden animals*, though it might be much improved at a small expense if the native officials subordinate to the Cashmere Government were disposed to do it.

Para. 11.—Beyond Ladakh the Karakoram range of mountains

present the first real obstacles. Here the road is confined to a simple track which the perseverance of travellers has trodden out, and for 4 or 5 stages neither life nor property are secure from the violent hands of the wild lawless tribes which inhabit these hills, and make plunder their sole occupation.

In order to pass the range in some degree of safety, merchants usually collect on either side into caravans with numerous armed attendants, and even then have often succumbed to the desperate attacks of these ferocious robbers. Merchants are sometimes kidnapped and taken to Toorkistan and Budukhshan, where they are sold as slaves.

I am not able to state what immediate power these tribes are supposed to be subject to, but whoever it is little has been done to disperse them or bring them under control.

It is rumoured that they have got head so much of late that the Maharajah of Cashmere is now equipping a force to send against them, and some other tribes who have opposed his authority and stopped the trade in wool and pushum, and that the Maharajah's troops already occupy Gilgit and are pushing their way beyond. This information is also casually mentioned in a private letter received by Sungurco from his correspondent at Leh.

Beyond the Karakoram range, the road is across a level plain to Yarkund.

The above remarks reply to question 4 of your letter, and dispose of the first two heads adverted to in para. 2 of this letter.

Question 5.—Mention the description of carriage in use on each route ?

Para. 12.—The description of carriage chiefly used on the Koolloo route for merchandize of great bulk and weight are mules, ponies and small

oxen, but between Kangra and Ladakh sheep and goats are much used for light burdens, especially in the rice trade between Koolloo and Ladakh. I have daily met flocks of these little hardy animals, skipping over the rough and rocky roads and up and down their precipitous sides with 12 to 16 seers on their backs, and they travel 10, 12 or even 15 miles a day without any apparent labor or fatigue.

These are used by the poorer classes because they cost less in keeping, but the larger beasts of burden are preferred by those who can afford to keep them, because they require less watching at night from the attacks of wild animals.

Coolies are used by those who transport articles of value but little bulk, such as opium, coral beads, otter skins, and even churus. They are generally engaged as servants, and paid in kind, or by a share in the profits of the trade. The people of Koolloo are rarely to be found carrying burdens of their own accord or for the sake of the wages. In Lahoul the women chiefly carry loads, though not exceeding 25 seers.

Questions 6.—State cost of sending a mule load of English broad-cloth to Leh &c. via Koolloo?

Para. 13.—The following memo. shows the cost of a train of 5 mules (laden) from Umritsur to Yarkund, being 753 miles. Hire of 5 mules, including pay of drivers and feed of mules &c. Rs. 385, or 7 annas 1 pie per mile for five mules. 385 divided by 5 equal to 67, cost of one mule for same distance, or 1-5 per mile for one mule.

From Umritsur to Ladakh, 430 miles, 26 Rs. for one mule, or 11½ pies per mile.

From Umritsur to Sultanpore, 190 miles, 7 Rs. for one mule, or 7½ pies per mile.

From Sultanpore to Ladakh, 247 miles, 19 Rs. for one mule, or 1 anna 2 pies per mile.

From Ladakh to Yarkund, 323 miles, 41 Rs. for one mule, or 2 annas per mile.

N. B.—Somewhat higher rates are paid for the transport of opium beyond Ladakh.

*Rate paid for carriage of one maund of merchandize,
when paid for by weight.*

From Umritsur to Sultanpore, Rs. 2-8 per maund.

Sultanpore to Ladakh, Rs. 6-5-4 per maund.

Ladakh to Yarkund, Rs. 13-1-8 per maund. If opium Rs. 18 per maund.

If charged by weight it is the same, whether conveyed by coolies, mules or ponies or oxen.

N. B.—The rates for mules seem very high, but this information is obtained through the Tuhseeldar of Kulloo from all the chief merchants of Sultanpore, and all coincide.

When mules or ponies are hired, the trader usually enters into a contract for the whole trip, by the weight per maund.

A large number of ponies and mules are usually found grazing on either side of the river Chundra at Koksar, and I was told they were the property of merchants who leave them there to avoid the risk of crossing them, and take them up on their return trip. They require no looking after, and find the richest pasturage on both sides. The ponies of Lahoul and Ladakh are cheap and hardy.

Question 7.—Detail the fiscal or political obstructions to which traders are exposed.

Para. 14.—This brings me to the last question in your letter and

the last two heads of my report, which form by far the most important part of the subject, inasmuch as the present depression in trade is I believe mainly attributable to these causes.

Para. 15.—My information regarding the nature and extent of the internal feuds in the province of Yarkund and those contiguous to it, is very imperfect, and not very reliable.

All I can learn is that they have been fighting amongst themselves for the last two years. That one Wullee Khan is said to be the firebrand amongst them who sets them at variance, and that he at the head of a tribe called the Indijans has once looted Yarkund itself, and another town of some opulence called Kashghur.

He is said to have a rabble of 4,000 or 5,000 unscrupulous soldiers with him, who rob and massacre at will. For months he besieged Yarkund and cut off all trade.

The authorities in Yarkund waited for orders from the imperial Government to fight, and these were so long delayed that Wullee Khan had time to strengthen himself, and suddenly got possession of the city. He is said to be the same chief who directed the murder of the late Mr. Adolphe Schlagentweit, for some supposed want of respect to his person. The people of Yarkund have prayed to the imperial Government for troops to defend themselves against the other factions, but the Government have as much as they can do, holding the central provinces of China in support of the Mantelion dynasty, to take any notice of such distant parts of the empire as Yarkund &c. It is generally believed that these civil wars have done much to diminish the trade in silver ingots, precious stones, coral &c., which are required by the Government to sustain the Treasury.

This information was only picked up in general conversation, and must be taken *quantum val*, but I can quite believe that the present state of discord in China would be felt at Yarkund, and that it is quite as likely to stop trade as the mutiny in India.

Para. 16.—Next as regards the restrictions put on the free passage of merchants by the authorities in Ladakh.

Throughout my journey I heard but one story of the oppressions of the Maharajah's Government in Ladakh, the avaricious and grasping character of the ruler himself, and the utter corruptness of all his people in authority.

It is said that he spares no pains, and sticks at no trifles, to keep the monopoly of the shawl trade in Cashmere, whereby of course he derives a large revenue. Traders in wool are forced to sell their raw materials to the Maharajah's agents in Leh at irremunerative prices. Prohibitions are put on the transit of this article into British India, and heavy duties imposed on those who are permitted to pass. All the superior wools are made to go into Cashmere.

Bustee Ram, the Kardar at Leh in Ladakh, is never mentioned by merchants with any degree of toleration. They rejoiced for a short time in his suspension from office, on account of his oppression and corrupt practices, but he has been recently restored again to his former place at Leh, and has returned to his evil ways with more effrontery than ever. Every merchant has to pay a tribute to the Maharajah, and another to Bustee Ram to keep that one within limits.

The horse merchants are spoken of as special victims. The best horse of a batch is the perquisite of the Maharajah. The next to that Bustee Ram offers to himself, and a few more are taken at little more than cost prices to speculate with amongst his friends in Cashmere, and thus horses which would fetch a high price in the Punjab are frittered away on the route. Under such abuses what trade can flourish! I quote for your information extract of a private letter I received from the Reverend Mr. Jaeschke, Moravian missionary, which has reference to this favored deputy of the ruler of Cashmere.

“ But of Bustee Ram we have not yet been told anything good
“ concerning his dealings with the inhabitants. Three years ago when
“ during the greater part of the summer not one merchant arrived
“ from Yarkund to Leh, this was said to be owing to Bustee Ram
“ having squeezed them so much that the Yarkundees had resolved to
“ punish him by not allowing him any opportunity of getting money
“ from them. Last year he was said to have incurred the Maharajah's
“ displeasure, and in consequence of that removed from his high place,
“ but just now when I was with Mr. Heyde at Patseo, we heard that
“ he had succeeded by means of bribes of a considerable amount to
“ recover his former position, and had already imposed a new duty on
“ borax. That during the latter years of his being Thanahdar at Leh
“ lots of people have left their houses and fields to seek a new home
“ in Lahoul and the neighbouring valleys, we can show by many
“ examples, and they say unanimously that this was merely in order to
“ escape his oppressions.

“ How much of all this he is doing with or without the knowledge
“ and consent of his master we cannot tell, but I should think so much
“ may be certain, that such a rule as his is not apt to encourage
“ either agriculture or trade.

It is needless for me to say more. I believe that the oppressions committed by this one man Bustee Ram are sufficient alone to account for the decline in trade, and I would venture to hope that his restoration to office in Ladakh may be animadverted upon in correspondence with the Maharajah.

Para. 17.—The appointment of some vakeel as a representative of the British Government at Leh in Ladakh would be received by all merchants and others as an augur of great prosperity to them.

There is no doubt that the consciousness that the state of trade, and the abuses of his authority, were regularly reported to the Punjab

Government, would in a great measure keep a check upon Bustee Ram, and the interests of traders from British territory might be protected. A tariff of all transit or other duties might be called for, and Bustee Ram might then be called to account for any exactions, by his master, on the representation of the British Government.

For the present, one of the most respectable merchants' belonging to Umritsur and resident at Leh, of whom there are several, might be accredited as the Government agent and news-writer, and should be encouraged to correspond with Mr. Cope's Exchange at Umritsur, through whom the Government would obtain valuable information regarding trade. Any person in such a position would be glad to undertake the office without salary for the increased influence and dignity it would give him.

Para. 18.—I have written to Tara Chund, Kardar of Lahoul, for a return of all duties imposed on merchandize in transit through Ladakh, and on receiving it will forward it to you without delay.

Para. 19.—Should His Honor the Lieutenant Governor approve of the appointment of an agent as proposed above, I will make enquiries as to the person who by his influence, respectability and character, is best qualified for the appointment (without salary) and submit his name to you through the Commissioner for approval and proper credentials.

STATEMENT OF IMPORTS.

List of Articles forming the chief import trade from Yarkund and Ludakh into British territory, via

Lahoul, Kooloo and Kangra, during the year 1856 and preceding years.

1	2	3	4	5	6	7	8	9
No	NAME OF ARTICLE.	From whence imported.	To what chief market.	Supposed quantity.	Supposed average value in Punjab.	Value at place of importation.	Value in British market.	REMARKS.
1	Churus (a drug),...	Yarkund, ...	Umrtsaur and all large towns,	1,800 mds.,	1,08,000	10 to 20 Rs. per maund,	40 to 80 Rs. per maund,	This deleterious drug might be well taxed. Rs. 5 per md. taken at Sultanpore would yield a good revenue.
2	Coral beads, ...	Ditto,	All parts, ...	One maund,	10,000	2 Rs. per tola,	2-8 per tola,	From China. Report says the mines have failed; very little is now imported.
3	Chouries, (yak tails),	Lassa, Ladakh and Thibet,	Hill states, Simla and Umrtsaur,	About 200	150	8 ana. to 1 Rs. each,	2-8 to 4 Rs. each.	Very few brought now, decline owing to less demand since British rule. Under native rule large number given to chiefs &c., as Nuzurs.
4	Gilr Putr, ...	Yarkund, ...	Umrtsaur and other towns,	5 or 6 mds.	600 to 800	80 Rs. per maund,	150 to 160 Rs. per md.	
5	Gold nuggets and washings,	Kurdog and Lassa,	Hill states and Punjab, N. W. P., and Bengal.	10,000 to 15,000 worth,	...	...	...	Sells in Hindostan at a profit of 25 to 30 Rs. per cent.

6	Horses,	...	Yarkund and Bokhara,	Punjab, N. W. Provinces,	400 or 500	6,000 to 7,000	60 Rs. each	150 Rs. each,	About a fourth part of what are brought from Yarkund reach British territory, the rest are sold to or seized by the Cashmere authorities, taken as Nuzars, bribes &c., some are lost or die on the road. Some bought in Hill states.
7	Mundale,	...	Yarkund, also made in Kulloo and hill states,	Umrtsur and other towns,	About 500 pieces, each $2\frac{1}{4}$ by $1\frac{1}{4}$ yards average size,	1,000	2 Rs. each,	2-4 to 2-8 Rs. each,	
8	Precious stones } Turquoise, Onyx, } Lapis lazuli &c., }		Lassa and Yarkund	Umrtsur and Hill states,	About 6,000 worth,	...	Unknown,	Unknown,	Large quantities go into Lassa, Nepal and Bengal by that route.
9	Pushm, or fine goats hair,		Yarkund, ...	Umrtsur, Loodiana, Noorpore, &c.	About 200 maunds,	20,000	50 Rs. per maund.	100 Rs. per maund,	There is an immense importation of this article from Yarkund, but the Ruler of Cashmere makes every effort to keep a monopoly of the manufacture of pushm woolen articles in his own province, and traders are not permitted to pass Ladakh except under heavy and oppressive taxes and other exactions.

IMPORT STATEMENT.—(Continued.)

1	2	3	4	5	6	7	8	9
No. NAME OF ARTICLE.	From whence imported.	To what chief market.	Supported quantity.	Supposed average value in Punjab,	Value at place of importation.	Value in British market.	REMARKS.	
10 Russian Leather,...	Balkh and Bokhara,	Hill states, &c.,	50 or 60 skins,	800 to 1,000	12 Rs. each,	20 Rs. each,	Were formerly bought for Nuzurs; very few now imported.	
12 Coarse silks, China, Bokhara &c.,	Yarkund, ...	Chiefly Hill states,	20 or 30 thans,	400 to 500	2 Rs. per yard	2-8 to 3 Rs. per yard.		
13 Silver Ingots, ...	Yarkund, ...	All parts of India,	About 500 Ingots,	75,000	150 to 160 Rs. per ingot,	Unknown,	Since Chinese rebellion have been sent into China. Mines belong to Chinese Government now it is said.	
14 Tea, China, ...	Yarkund, ...	Umritsaur, ...	Very little,	...	...	...	This is chiefly imported into Lassa and Nepal, Cashmere Government also seizes it in Ladakh, but little ever comes into Koolloo now.	
15 Wool, ...	Thibet, ...	Umritsaur, ...	1,400 mds.,...	32,500	8 Rs. per md.	30 Rs. per maund,	Sold last year at 40 Rs. per maund at Umritsaur. See remarks under Pushm, which also apply to this article.	
16 Woollen Carpets,...	Ditto,	Ditto,	A few,	...	...	...		
17 Borax, ...	Ladakh, ...	Umritsaur, ...	4,000 or 5,000 maunds,	12,000 or 15,000	1 rupee per maund,	6 Rs. per md.	There will be a fine trade in this article when roads and Railway are open, as also of wool.	

STATEMENT OF EXPORTS.

List of Articles forming the chief export trade from British territory (Punjab) into Yarkund, and other territories north of the Himalayas via Kulloo.

1	2	3	4	5	6	7	8	9
No.	NAME OF ARTICLE.	From whence exported.	To what chief market.	Supposed quantity.	Supposed value in Punjab, of the whole exports.	Value at place of exportation.	Value in foreign market.	REMARKS.
1	Englab: piece goods (cotton chintz &c.)	Umrtsur, Jullunder &c.,...	Yarkund, ...	Unknown,	About 25,000 worth,	Various,	...	Profit to trader in Yarkund estimated at about 25 per cent after paying all expenses.
2	Glass (panes of),...	Do.	Do.	About 200,	...	...	...	Sells for double cost price, often more.
3	Iron (Mundee), ...	Mundee, ...	Do,	200 mds.	...	...	...	So high a duty is now imposed on iron in Ladakh that the exportation has ceased.
4	Indigo, ...	Umrtsur or Jullunder, ...	Do.	60 mds.	12,00	20 Rs. p. md.	40 Rs. p. md.	Formerly about 200 maunds used to go to Yarkund, but the demand there is not so great. It is an illicit article of trade there as on the sea coast of China, but is very largely smuggled in goat-skins &c.
5	Opium, ...	Kooloo and Hill States, ...	Do.	100 mds.	24,000	240 Rs. p. md.	350 to 400 Rs. p. md.	A transit duty of 6-8 per maund is put on this article in Cashmere dominions (Leh.)

EXPORT STATEMENT.—(Concluded.)

1 No.	2 NAME OF ARTICLE,	3 From whence exported.	4 To what chief market.	5 Supposed quantity:	6 Supposed value in Punjab, of the whole exports.	7 Value at place of ex- portation.	8 Value in foreign market.	9 REMARKS.
6	Rice,	...	Ladakh,	400 mds.	800	2 Rs. p. md. in Kooloo,	4 Rs. p. md. in Ladakh.	Is conveyed on the backs of sheep and goats.
7	Skins, Otter,	...	Bengal, N. W. P. and Assam,	2,000 skins,	3,000	30 Rs. p. score,	80 Rs. p. score,	
8	Skins, goat,	...	Punjab,	300 mule loads, at 100 skins per load.	15,000	10 Rs. per score,	20 to 25 Rs. per score,	
9	Spices of sorts,	...	Umrtsaur,	1,000 worth,	...	...	...	Sell for double cost price.
10	Sugar,	...	Kangra and Jullunder, ...	40 or 50 mds.	800	20 Rs. p. md.	40 Rs. p. md.	No great demand.
11	Tin, (unwrought),	...	Umrtsaur,	40 or 50 mds.	3600	90 Rs. p. md.	150 Rs. per maund.	

List of Stages on the Commercial road from Umritsur to Yarkund via Koolloo, Lahoul and Ludakh.

	NAMES OF STAGES.	Distance. Miles.	REMARKS.
	From Umritsur to ...		
1	Kuthoo Nungul, ...	11	In Umritsur and Goordaspore Districts. Excellent road.
2	Buttala, ...	11	
3	Goordaspore, ...	14	
4	Deenanuggur, ...	9	
5	Puthankote, ...	13	
6	Noorpoor, ...	12	Enter the hills. Road good.
7	Kotla, ...	13	
8	Shahpoor, ...	8	
9	Kangra, ...	9	
10	Nugrota, ...	10	
11	Barwana, ...	10	
12	Puprola, ...	9	
13	Hurrebagh, ...	12	
14	Footakal, ...	9	Mundee territory.
15	Jujroo Kuproo, ...	11	Bad road, steep descent.
16	Kumadh, ...	7	
17	Bajoura, ...	12	Cross Bajoura pass.
18	Sultanpore, ...	10	Chief town in Koolloo, good road.
19	Dwara, ...	8	Good road.
20	Kulat, ...	8	ditto.
21	Burwa, ...	9	ditto.
22	Murree, ...	8	Top of Rhotang pass, 15,000 feet. Bad road.
23	Koksar, ...	9	Descend into Lahoul. Very bad road, and cross rope bridge impassable for cattle, over river Chundra (Chenab).
24	Susoo, ...	9	Road good.
25	Gondlah, ...	8	ditto.
26	Kardung, ...	11	Road narrow, but safe.
27	Koolung, ...	11	ditto.
28	Darcha, ...	8	Bare hill, and no habitations. Road good.
29	Putseo, ...	11	Good road.
30	Zung Tringbur, ...	11	{ Cross Barra Lacha pass, generally covered with snow, tho' not deep.
31	Chundur Tulao, ...	10	
32	Lingtee, ...	11	Boundary of British dominion, and enter Ladakh.
33	Toorp, ...	11	Cross two rivers, both bridged. Fair road.
34	Long Sacha, ...	12	A hard and difficult march to top of pass. Altitude 18,000 feet.

List of stages.—(Continued).

	NAMES OF STAGES.	Distance. Miles.	REMARKS.
35	Pung, ...	12	Fair road.
36	Rukshu, ...	12	A large plain, and a thriving town.
37	Tugling, ...	12	Another pass, not difficult. No habitation.
38	Gya, ...	12	A large village.
39	Pheroo, ...	10	Road good. A village. An open plain and well cultivated.
40	Henne, ...	12	A great place for Buddhist priests, large village, good road.
41	Chachot, ...	12	Good road. Village and gardens.
42	Leh, ...	10	Cross river Sund, bridged, the chief town in Ladakh, much trade. Bustee Ram Kardar resides here. 500 Cashmere troops garrisoned here. 430 miles from Umritsur.
43	Suboh, ...	6	Road indifferent, but passable. Village.
44	Deega, ...	15	ditto ditto. Village.
45	Aghim, ...	5	ditto ditto. Village.
46	Logpa Somar, ...	12	Road good. No habitations.
47	Lassa Kyantee, ...	13	Boundary of Ladakh. No habitations, desolate place.
48	Chungtan Joolga, ...	14	In Yarkund, leave the hills, but not inhabited.
49	Doeen Uluk, ...	13	All plain, but very desolate.
50	Mandah Lik, ...	17	ditto.
51	Yatwee, ...	9	ditto.
52	Katlig, ...	7	ditto.
53	Moorghee, ...	7	ditto.
54	Boorsee, ...	13	ditto.
55	Dowlut Beg ooh Dee, ...	16	ditto. Robbers.
56	Oons Brungsa, ...	11	In Karakoram range, infested with robbers, very dangerous to life and property.
57	Mulikshah, ...	7	ditto ditto.
58	Kotak Jilgah, ...	20	An open plain. No habitation.
59	Soogut, ...	6	ditto ditto.
60	Sayudoolla Khoja, ...	12	ditto ditto.
61	Bostan, ...	13	ditto ditto.
62	Sureejot Kullyan, ...	14	ditto ditto.
63	Khutaeetoom, ...	14	ditto ditto.
64	Sogul lih, ...	14	ditto ditto.
65	Urpa lih, ...	12	ditto ditto.

List of stages.—(Concluded).

	NAMES OF STAGES.	Distance. Miles.	REMARKS.
66	Kullyan, ...	7	A large town and police post.
67	Asan Boogreh, ...	11	A village.
68	Beshurah, ...	12	A large town.
69	Karga lig, ...	5	A large town.
70	Posgrun, ...	14	A large town, famous for its
71	Yarkund, ...	6	churus.
	Total miles, ...	753	

APPENDIX D.

*From the Commissioner and Superintendent Rawul Pindee Division,
to the Secretary to Government Punjab, No. 95, dated 31st July 1861.*

In reply to your No. 468, dated 19th ultimo, I have the honor to submit in original, reports by the district officers of the Rawul Pindee, Jhelum, Goojrat, on the trade between Punjab and Cashmere, and countries beyond it.

2. Reply of Deputy Commissioner, Rawul Pindee, only reached me the day before yesterday, hence the delay in replying.

3. From the annexed reports it is painfully evident that, owing to the narrow minded and suicidal policy of the Cashmere ruler, an enormous decrease in the trade between the Punjab and Cashmere has taken place. The duty levied amounts almost to prohibition, and to make matters worse the Maharajah endeavors to force trade through a certain channel. Such a policy could not fail to affect the trade disadvantageously and cause a loss equally to the merchant and the ruler; and in a civilised country, the evil would soon work its own cure, as the customs receipts fell off from year to year, measures would be taken to revive the trade; obnoxious restrictions would be removed, and prohibitory rates reduced; but in a native state like Cashmere, there is no one probably, who dare tell the Maharajah the whole truth.

The management of the Customs department may be in the hands of a clique, who find their gain in forcing the traders to take the Jum-moo route; and even if more favorable rates were adopted and the former routes thrown open, the trade would not revive rapidly and flourish unless some guarantee were given that a liberal policy would be followed in future.

4. It is not always sufficient to prove to a native government that a certain policy must entail loss ; in illustration of which, I may mention that the Scinde Camel Train as first started, ran through Bhawulpore territory to Mooltan ; the Nawab insisted on a ridiculously high transit duty, and rather than abate a jot of it, allowed the Camel Chokees to be removed to the left bank of the Indus, when the train by making a very short detour avoided duty altogether. The authorities, I believe, consented to pay a reasonable transit rate, but no compromise could be effected.

5. The authorities quoted by Deputy Commissioner of Rawul Pindie were some of them questioned by me also, and I am quite satisfied that a great decrease in trade has occurred. Only one person who was asked, a Pind Dadun Khan merchant, denied that trade had decreased.

From Captain J. W. Bristow, Deputy Commissioner, Jhelum, to Captain F. R. Pollock, Officiating Commissioner and Superintendent, Rawul Pindie Division, No. 244, dated 10th July 1861.

With reference to your docket No. 150, dated 26th ultimo, forwarding a printed letter No. 468, dated 19th idem, on the subject of commerce between the British territories and Sirinugger, Leh and Yarkund, I have the honor to reply *seriatum* to the 7 questions contained in the printed letter.

1. Imports from Yarkund are Churus, Wool, and Puttoo. From Sirinugger Woollen fabrics. Saffron, Cummin-seed, Riee and Tea, also Ghee and Goot, (Orris-root). Exports are Salt, common Cotton fabrics, (country) Cotton, Thread, Indigo, Silks, Europe piece goods, Chintzes, Muslins, &c., Henna, dried Ginger, Alum. These articles go to Sirinugger. No traders direct to Leh and Yarkund.

2. I cannot find this out satisfactorily.

3. From Jhelum by Bhimbur and the Peer Punjal.

4. By Bhimbur and the Peer Punjal. Many mountain torrents to cross. Steep mountain tracts. 15 stages by Bhimbur. Distance to Sirinugger from Jhelum 140 miles. I cannot give even approximate distance to Leh or Yarkund.

5. Oxen, Ponies and mules.

6. Hire of a mule from Jhelum to Yarkand, 75 rupees. To Sirinugger, rate of hire charged by the maund, 3 rupees per maund. An ordinary mule will carry two maunds, so the cost of carrying the load of English broad-cloth to Sirinugger would be 6 rupees.

7. I cannot ascertain whether any political obstacles to trade exist, but those of a fiscal nature arise from the heavy foreign duty imposed by the Maharajah of Cashmere; for instance, 30 rupees per maund on Indigo and Europe piece goods, and on Ginger 3 rupees and 12 annas per maund. On cloth of Hindoostanee manufacture 22 rupees per maund. On Salt 4 rupees per maund. At Yarkund no duty is levied, but something of the nature of nuzzerana is paid to the ruler.

II. The information about Yarkund I have got through the Tuhseeldar of Chukowal, who got it from a Khutree of the village of Kuriala, 8 miles south of Chukowal, who visited his brother, after the latter had been 25 years trading at Yarkund, and stayed there 7 months. I regret not having seen this man myself, but time does not admit of this now as Kuriala is 12 miles from this, and this answer is over due. I think the information given is be relied on.

III. The information about trade with Cashmere, I have got from Bhuggut Nikka of Jhelum, who was employed as Collector of Customs dues by the Sikh Government. You may recollect my mentioning this man, in connection with information in respect to the amount of duty

realized by the Sikhs, in the trade with the countries north of the Himalaya ranges, which was, some time ago, called for by the Financial Commissioner.

IV. I have replied in answer to question No. 2 that I cannot answer it satisfactorily. In the written report from Bhuggut Nikka, it is stated that the trade has diminished, and he gives as the reason for this, that the Maharajah employs agents himself for the purpose of trade, but this need not necessarily cause a diminution in trade. It would merely change the direction in which the *profits* arising out of it run ; from the native British subject to the Maharajah's agents ; and what further has rendered me unable to answer this question satisfactorily is this : I happened to be at Pind Dadun Khan on the day I received the reference, and I sent for the principal trader of the place, Looreenda Shah by name. This man deals extensively with Cashmere, and has agents at Sirinugger ; one of these agents was then present at Pind Dadun Khan, and he assured me that trade has not diminished between the Punjab and Cashmere.

Rawulpindee Report on the state of trade between the Punjab and Cashmere.

Question 1st.—What trade formerly existed between the towns of our territories and those of the Maharajah (including Leh and Yarkund). Specify the exports and imports ?

Answer 1st.—The following is a list of the exports and imports of goods, comprising the principal portion of the trade which exists between our territories and those of the Maharajah :—

EXPORTS FROM THE PUNJAB.

1. Cotton piece goods, (country manufacture).
2. Gold thread for embroidery.

3. Silk fabrics.
4. Goolbudun.
5. Cotton piece goods, (English).
6. Broad Cloths, (English).
7. Turmeric.
8. Cardamums.
9. Pepper, black.
10. Cinnamon.
11. Cloves.
12. Dates, dried.
13. Nutmegs.
14. Senna.
15. Sheer khisht,
16. Turanjbeen, } Manna.
17. Borax.
18. Zinc.
19. Brass.
20. Sal Ammoniac.
21. Mujeet, (Rubia Mujeet.)
22. Maeen, (a berry used for dyeing.)
23. Cochineal, (Kirmiz).
24. Crockery (China).
25. Tea.
26. Morubba, (~~a composition used for fixing dyes~~).
27. Indigo. *selection of indigo sulphuric acid*
28. Sugar.
29. Sugar Candy.
30. Jagree.
31. Salt.
32. Ginger, (dried).
33. Mace.
34. Toorbud, (Convolvulus turpithum).

35. Alun.
36. Sujice, (Matron—impure Carbonate of soda).
37. Tin.
38. Sheet Copper.
39. Kansce, (pewter).
40. Cotton thread.
41. Cotton.
42. Goat skins, dyed, and moroccas.
43. Tobacco.
44. Shoes.
45. Opium.

LIST OF IMPORTS.

1. Pushmenas, including shawls.
2. Wool.
3. Saffron.
4. Zeera, (Cummin seed).
5. Binnufsha, (violet flower).
6. Goochee-Khoomb, (Mushroom).
7. Bedana (Quince seed).
8. Puttoos.
9. Loees.
10. Ghee.
11. Gold Tillas, (a coin).
12. Chob Cheenec.
13. Feroza (Turquoise).
14. Ponics.
15. Fruits (fresh).
16. Paper.
17. Pen Cases, &c., Papier Maché.
18. Books.
19. Tea (in cakes).
20. Kheshaneq (Apricots dried).

Question 2nd.—Has there been any falling off, and since when ?

Answer 2nd.—The trade has been rapidly diminishing for the last four years.

The reduction is due to the heavy duties to which all exports and imports are subject in the Maharaja's territories. Of the trade which formerly existed, only one-tenth is said to be carried on now.

Question 3rd.—By what route were English and Punjabee goods generally forwarded ?

Answer 3rd.—Before annexation the usual route by which goods from these parts were conveyed to Cashmere was through Mozufferabad, in the Hazara district. The route through Murree is now generally adopted.

Question 4th.—State the difficulties of the several routes ; the number of stages ; the approximate distance in miles to Sirinugger, Leh and Yarkund.

Answer 4th.—The road from Rawul Pindee to Sirinugger presents no obstacles, and is open all the year round. The road from Sirinugger to Leh is also generally good, but the route for fifteen marches runs through mountainous country, with difficult passes ; villages are not met with for three or four marches, and water is scarce, so that travellers are obliged to carry cooked provisions sufficient to last for three or four days. The most favorable season for travelling is from June to September.

From October snow begins to fall on the higher ranges of mountains and continues till February, but the road is never wholly impassable. The route from Rawul Pindee to Sirinugger is subjoined :—

1. From Rawul Pindee to Barakow.
2. „ Barakow to Tréte.
3. „ Tréte to Murree.

4. „ Murree to Dewul.
5. „ Dewul to Banks of Jhelum.
6. „ Banks of Jhelum to Dunna.
7. „ Dunna to Mihra.
8. „ Mihra to Chukur.
9. „ Chukur to Hutteen.
10. „ Hutteen to Chukothee.
11. „ Chukothee to Esma.
12. „ Esma to Ooree.
13. „ Ooree to Boonear.
14. „ Boonear to Barramoolla.
15. „ Barramoolla to Puttun.
16. „ Puttuu to Sirinugger.

The estimated distance to Sirinugger is 225 miles ; thence to Yarkund, 30 stages, about 300 miles ; and from Yarkund to Leh, 14 stages, about 130 miles.

The above details have been obtained from Bukshee Hurree Sing, who has visited Ladak ; Kumala, Cashmeeree, who has been to Yarkund and Leh ; and Bhaee Ootum Sing, and Hurree Sing who have been frequently visited Sirinugger.

Question 5th.—Mention the means of carriage in use on each route ?

Answer 5th.—Coolies, Mules, Asses, and Bullocks, are employed between this and Cashmere. Towards Yarkund and Leh, Asses and Goats of a large size are used for transporting goods.

Question 6th.—State the cost of sending a Mule load of English Broad Cloth from Amritsur to Leh and Yarkund, via Sirinugger and via Kooloo, or any other route ?

Answer 6th.—The estimated cost from Rawul Pindee to Sirinugger would be Rs. 104, that is Rs. 8 on account hire, and Rs. 96 duty.

The cost to Leh would amount to Rs. 132 only, as no duty is charged beyond the Maharajah's territories.

Question 7th.—Detail the fiscal or political obstructions to which traders are exported?

Answer 7th.—1. The heavy duties to which exports from our territories are subject, have rendered the trade to Cashmere unprofitable. During Maharajah Goolab Sing's reign, the customs duties were farmed for Rs. 1,35,000; the duties have now been augmented to Rs. 375,000. The effect has been to depress, if not to annihilate, the trade which formerly existed.

2.—No articles can be imported to any town in our territories by a direct route. They must be taken to the customs house which the Maharajah has established at Jummoo, where the prescribed duties are levied. By this measure the cost of transit is greatly increased, and traders being exposed to the greatest inconvenience by detention &c., are unwilling to import goods into our territories.

The answers to the above questions have been obtained from the Tehseeldar of Rawul Pindee, Sirdar Nund Sing; Baba Jeewun Doss, Bukshee Hurree Sing, Kumala Cashmeeree, Bhace Oottum Sing, Wastee Ram, Bhace Tuhla Sing, and other traders between this and Cashmere.

Replies of Deputy Commissioner Goojrat, to the enquiries contained in a Circular No. 468, of the 19th ultimo, from the Secretary to the Punjab Government, on the subject of decrease of trade between the British territory and the countries within and beyond the dominions of the Maharajah of Cashmere.

Question 1st.—What trade formerly existed between the towns of our territory and those of the Maharajah, (including Leh and Yarkund)? Specify the exports and imports.

Answer 1st.—The export trade from Cashmere and the countries beyond, was formerly estimated at about 14 lacs per annum, and consisted chiefly of Shawl and Pushmecnah to the value of 10 lacs. Pushm wool, Putto, Blankets, Saffron, Fruits, fresh and dried, Spices, Thibet-tea, Lacquered-work and skins. The import trade into Cashmere from British territory, estimated formerly at 7 lacs, and consisted of salt, value two lacs per annum; Linen and piece goods, value 2 lacs; Sugar, Goor Tea, Huldee, Lac and Indigo. This information was supplied by the Panches and most respectable traders of Goojrat, by the Chowdries of Cashmeerees in the town of Jelalpoor, and by other well informed traders of the district. I am of opinion that they have under estimated both the export and import trade as formerly existing.

In April last when, by desire of the Commissioner, I made enquiries regarding the trade with Cashmere, through Doss Mull Tehseeldar, * I ascertained that the export trade from Cashmere was valued at 23 lacs per annum; and the import at 16 lacs per annum. I should think that the trade as existing four or five years ago might safely be estimated at 19 or 20 lacs exports from and 14 lacs imports into Cashmere.

It must be borne in mind that my informants, many of them connected with the Cashmere trade, have no desire that the full extent of that trade should be known, for in their minds the more extensive the trade, the greater will be assumed by Government the profits of the traders, and the larger the assessments for Income Tax.

Question 2nd.—Has there been any falling off? and since when.

Answer 2nd.—There has been a falling off, to the extent of $\frac{2}{3}$ rds; that is, the trade is reduced to $\frac{1}{3}$ of what it was formerly; this decrease has taken place within the last two years. My informants are those named in my reply to question No. 1. Undoubtedly there has been a considerable falling off, but not to the extent stated by my informants. I should suppose that trade may have diminished about one-half.

Question 3rd.—By what route were English and Punjabee goods formerly forwarded, say from Umritsur ?

Answer 3rd.—The Goojrat and Bhimbur route were always the most popular, and the greater portion of English and Punjabee goods were forwarded from Umritsur and other places in the Punjab by this route, until the Maharajah interdicted traders from adopting any other than the Jummo route. The same informants.

I credit this statement. In talking with Cashmeerees and others who frequent that territory, I find all prefer the Bhimbur route.

Question 4th.—State the difficulties of the several routes, the number of stages, the approximate distance in miles to Sirinugger, Leh and Yarkund ?

Answer 4th.—There appear to be 5 routes from the Punjab into Cashmere, at least as known to people in this part of the country. I detail these routes commencing in order with the most accessible. 1st, the Muzufabad route. This is said to be the easiest as most practicable for beasts of burden, and the ascents less severe there than any other route. From Goojrat to Sirinugger via Muzufabad, is said to be 20 munsils or stage, or about 300 miles, from Sirinugger to Leh 15 munsils, and from Leh to Yarkund 12 munsils.

2nd. The next is the Bhimbur route, the distance from Goojrat 10 stages or 150 miles to Sirinugger. This is considered an easy route, and is as I observed above, the most popular.

3rd. The "Poonch" route, distance 13 stages, or about 200 miles from Goojrat. This also is considered an easy route.

4th. The "Jummoo" route, distance 12 stages or about 170 miles from Goojrat to Sirinugger. This is considered a difficult route, the road bad, and very severe ascents.

5th. The Bodlah route, about 13 stages or 190 miles from Goojrat to Sirinugger. This is considered the most difficult, practicable only for foot travellers.

The above are the only routes known in this part of the country. My informants are those mentioned above. They appeared to have formed tolerably correct estimates of distances as far as Sirinugger, but know little about the route from thence to Leh and Yarkund.

In the table of routes and stages through the Punjab territories, lately supplied by the Punjab Government, much information is given regarding the difficulties of the several routes, distances, &c., also in the printed memoranda on the progress of the Trigonometrical Survey in Cashmere, by Captain Montgomerie, useful information is afforded, both as to the route to and within the countries beyond Cashmere, and also as regards trade. I should imagine that, if applied to, the officers of this Survey now employed in the countries beyond Cashmere, might furnish valuable statistical information in regard to the trade in those countries.

Question 5th.—Mention the means of carriage used on each route?

Answer 5th.—No. 1, Mozufabad route, ponies, mules, donkeys, bullocks and coolies.

No. 2, Bhimber route, ponies, mules and coolies.

No. 3, "Poonch" route, ponies, mules and coolies.

No. 4, Jummoo route, ponies with difficulty, and coolies.

No. 5, Bodlah route, ponies part of the distance, and coolies.

Informants the same as above.

Question 6th.—State the cost of sending a mule load of English Broad-cloth, from Umritsur to Leh, Yarkund, via Sirinugger.

Answer 6th.—The hire of a mule from Umritsur to Sirinugger, is about rupees 12, from Umritsur to Leh rupees 24, and from Umritsur to Yarkund rupees 27.

Question 7th.—Detail the fiscal or political obstructions to which traders are exposed ?

Answer 7th.—The chief obstructions which have led to the decrease of trade with Cashmere, and the countries beyond are as follows :—

1st. That for the past two years, the Maharajah has been endeavouring to close all other routes, and to confine all exports and imports trade to the Jummoo route, which is one of the most difficult and unpopular of all the routes ; much merchandize taken by other routes is confiscated or very heavily taxed.

2nd. The very heavy duties levied along the Maharajah's customs line, has had a tendency to decrease trade.

3rd. The Maharajah's attempts to secure the monopoly of trade for his own agents has had a depreciating effect upon general trade. The Maharajah's agents are in Umritsur, Lahore, Noorpoor, and in all the large trading towns in the Punjab. The trade carried on by these agents is highly taxed, while heavy duties are levied on the goods of other foreign traders.

4th. The reduction of the statute of limitation in our Civil Courts to 3 years for simple debts and accounts has led to a decrease of trade with distant countries. Traders and their agents visiting Leh, Ladak and Yarkund, are frequently absent for years, and a feeling of insecurity has crept in from the notion that a trader may send a consignment of goods to a distant country ;—years may elapse, before he receives an account of that consignment from his agent, owing to distance and difficulty of communication, and yet although the delay has arisen from causes beyond his control, he is liable to be barred from redress in our Courts in case of difference or dispute, owing to the revised statute of limitation.

The above are the obstructions pointed out by the informants I have alluded to. I think myself these obstructions do really exist in a great measure.

From frequent communications with traders passing through this district, I gather that the Maharajah is undoubtedly endeavouring to make Jummoo the one route for the transit of all trade to and from his dominions, and that he is both capricious and exacting in the levy of trade duties. To these measures, may I think in great part be attributed the decrease of trade that has undoubtedly taken place during the past two years. There is too, I think, some justice in the objection raised in regard to the statute of limitation. Certainly the operation of this revised statute has created a feeling of insecurity in the minds of large traders, and has led to their withdrawing in some measure from trading with foreign and distant countries. I think also, there are other causes to which the decrease in trade may be attributed. Commerce, at least as regards trade with countries in Central Asia, has scarcely yet recovered from the shock caused by the mutinies in 1857. Our fiscal arrangements in regard to the introduction of the enhanced Octroi duties of 1859, and the Income Tax of 1860 have created doubt in the minds of commercial classes as to the intentions of Government, and have perhaps, in some measure led to the depression of trade. I feel assured that at present, through doubt, as to what may be the Government measures of taxation, it is the desire and object of trading classes generally throughout the Punjab, to ensure the lowest estimate being formed, as to the extent of their trade and dealings, and in this view they are intentionally keeping trade more slack than it otherwise would be.

APPENDIX E.

MEMO :

Hill roads beyond Simla in the valley of the Sutlej, and through Kooloo.

The road called the Hindustan and Tibet road contemplated communication from the plains of Hindustan at Kalka, via Simla, to Chini on the right bank of the Sutlej. The project of extension beyond this point seems not to have been taken up in the original proposition. It was proposed that the road should be on a large scale, and with easy gradients, for wheeled carriage traffic. It is completed for wheeled carriages to Simla, and has been laid out and constructed (but not of the full width) beyond Simla, on the approved gradients, to the Sutlej at Serahun. From Simla to Nagkhunda it follows the previous road. From that point instead of descending to the Sutlej and keeping along the river, passing through the town of Rampoor, the capital of Busahir, it passes along the south side of the hills rising over the Sutlej and makes the descent to the river near the town of Serahun, thus avoiding Rampoor. Beyond Serahun no arrangements had been made for continuation of the road. It was intended to cross the Sutlej at Wangtoo and thence proceed by the right bank of the river to Chini.

The old road, beyond Chini, continues to follow generally the course of the river for some distance. It then divides. One branch re-crosses the Sutlej and takes a generally easterly direction to Shipkee on the Chinese frontier. The other retains a generally northward course to Shalkur on the Spiti river, and thence proceeds via Dunkar to Lé. The principal traffic is on this northward road, to and from Ládák. The other road is less practicable, and the traffic comparatively small; goods carried for the most part on sheep and goats.

The traffic on both lines directs itself towards Rampoor, where the products of the hills and of the plains are interchanged.

It is proposed to open out and improve the road from Nagkhunda through Rampoor to Serahun, where it is rejoined by the line of the Hindustan and Tibet road, and thence onward to improve the existing roads to facilitate the traffic which takes the direction of Rampoor.

Two lines of road, as above noticed, present themselves. One northward, passing to Ládák,—one eastward to the Chinese frontier. The former carries, at present, the more important traffic. The traffic with Ládák also takes another line of communication between Le and the plains of Hindustan, viz., through Kooloo. From Sultanpoor in Kooloo there is communication with the plains, (1.) via Kangra, and (2.) via Rampoor and Simla. To meet and promote this traffic it is proposed to improve the road from Sultanpoor to the Sutlej at Rampoor, and beyond Sultanpoor, to construct a bridge over the Chandra river at Koksar.

To facilitate and encourage the trade with the Chinese provinces on the east it is proposed to improve the road between Rampoor and Shipkee. It has been observed that this road being common with the other for some distance, crosses the Sutlej at Wangtoo. It thus has to re-cross the river, to proceed to Shipkee. If the main traffic with Ládák can be conducted by the Kooloo route, then in the Sutlej valley only the road to Shipkee would have to be considered. In this case it would appear expedient to carry the road from Rampoor by the left bank of the Sutlej all the way, and so avoid twice crossing the river. From Serahun to the confluence of the Buspa there is no frequented road on the left bank of the Sutlej. At that point (mouth of the Buspa) the road from the plains by the Burenda pass comes down on the Sutlej, and from the Buspa (which is crossed here by a sanga (wooden bridge) the road is continued to Shipkee by the left bank of the Sutlej generally, passing through the town of Pooáree nearly opposite

to Chini. To complete the road from Rampoor to Shipkee by the left bank of the Sutlej and so avoid bridging that river twice, a new road would probably have to be made between Seráhun and the mouth of the Buspa. It is not precisely known what kind of road at present exists, and what degree of facility it presents for improvement. The officer appointed to the executive charge of the roads under consideration, has been directed to report upon this point, after starting work on the section of the road from Nágkhunda to Rampoor. If there are peculiar difficulties, it may be expedient to accept the alternative route on the other side of the Sutlej; in favor of which there is the additional argument that it is common, for a considerable distance, with the road to Ládák. If the Ládák traffic can be entirely turned into the other channel, through Kooloo, this argument will lose its force, and for communication with the Chinese provinces only, through Shipkee, the preference of the route by the right or by the left bank of the river, would turn upon the comparative facilities they present for speedily opening out a good mule road.

The objects, then, in view, are the improvements, with reference to existing means of carriage, of the lines of communication from Simla, (1) by the valley of the Sutlej to the Chinese frontier at Shipkee, (2) through Kooloo to the Ládák frontier, (3) (if found important, in addition to the Kooloo route) viâ Chini towards the Ládák frontier. The 1st and the 3rd are in part common.

An Executive Engineer, of experience in hill road making, has been appointed to the charge of carrying out these measures; with two Assistant Engineers; one, who has for some time been employed as Superintendent of Hill roads in the same part of the country, for the works in the Sutlej valley lines; the second for the Kooloo line, and in the first instance for the special duty of erecting the bridge over the Chandra, at or near Koksar.

The work on the roads is to be limited to the improvement of existing lines, easy or uniform gradients not being aimed at, but the removal or avoidance of obstacles and difficulties,—the reducing of inconvenient or dangerous ascents,—and, generally, the provision of a fair practicable road, for existing means of carriage, poneys, yaks, or mules. The principles on which this work is to be carried out, are laid down in the instructions to the Executive Engineer, of which a copy is annexed.

Application has been made to His Excellency the Commander in Chief, for the services of Sappers and Pioneers to aid in the execution of the work during this season.

The provision made in the budget of 1862-63 for the works connected with these roads, is :—

Widening road, Simla to Nagkhunda, ...	Rs.	5,000
Improvement of road Nagkhunda to Sultanpoor in Kooloo,	„	10,000
Conditional on supplementary allotment being available.		
Ditto Kotegurh through Rampoor, to Serahun,	„	10,000
Continuation, Serahun to Chini,	„	25,000
Road from Sultanpoor to Rohtang pass, above Koksar,	„	10,000
Ditto from Koksar to Ládák frontier,	„	15,000
Bridge over the Sutlej at Wangtoo,	„	5,000
Ditto ditto ditto Chandra at Koksar,	„	3,380

R. MACLAGAN, *Lieut. Colonel,*
Secretary to Govt. Punjab, P. W. D.

APPENDIX I.

Description of articles, mostly Russian, found in the Bazar of Cabool, and brought to it by way of Bokhara.

DUCATS, or Venétians, are a gold coin too well known to require description. They are known in this country by the names of "Boodkee" and "Boojaglee," the former distinction being applied to them on account of their having the stamp of an image. They are taken most extensively to India by the Lohanee and other merchants in exchange for the British and Indian goods, which they bring. Two lacs of rupees worth are imported annually into Cabool, and are thence re-exported to Hindoostan to nearly the same amount. The value of a ducat is 6 Rs. in Cabool, but it is liable to change, rising to 7 Rs. when gold is scarce, and falling to 5 when the contrary is the case. The standard weight of each piece is $52\frac{1}{2}$ grains troy; though some venetians often weigh a grain more or less than it. They are exported secretly, on account of the ruler imposing a duty of 1 per cent. on the import, and $1\frac{1}{4}$ per cent. on export. Boodkees are sometimes strung as necklaces, and worn by the women for ornament, but the Affghans have an aversion for coins with images stamped on them, declaring it idolatrous to keep such things. TILLAS are the gold coins current in Bokhara, Toorkistan, or Tartary, and Cabool, containing good gold, though the gold of the Boodkee is of superior quality, and valued at 7 to $7\frac{1}{2}$ rupees, or about 15 shillings each. "SOOVS" are roubles, the silver currency of the Russian empire, of which 3 are equal to a tilla in Bokhara. The coin is circular, and weighs 6 miscals or a little less than one ounce. "YAMOOS" are silver ingots, in the form of small boats, from China (Khita). They come chiefly from Yarkund, either by way of Bokhara or Koondooz, and are used as bullion, being melted up for that purpose immediately on importation here. They have generally a Chinese stamp in the middle, and are received as pure silver;—one of these ingots, when fused, scarcely

gives a hundred grains of alloy. They are not all uniform in weight, some exceeding a great deal, and others falling short of the standard, which is 328 miscals or $4\frac{1}{2}$ lbs. troy, equivalent to 195 rupees in Cabool.

GOLD DUST is found in the Oxus, and other rivers, and comes also from Russia. It is brought chiefly from Koondooz, Khooloom, Kolab, and Furdab, and is extracted from rivers, in the form of sand, and of bits from 2 to 6 grains in size. From 10 to 15,000 miscals, or from 80 to 130,000 rupees worth of it, is annually exported to India. The price is 8 rupees per miscal, a weight of 72 grains troy.

PISTOLS AND MUSKETS that come from Russia, are pretty good, but high priced. They are generally small, neat, and of a good fashion, but are not much used. Those of a superior kind are purchased only by the chiefs, and other great men; the common soldiers, who cannot afford to buy them, use the rough and clumsy arms manufactured in Cabool.

GUN LOCKS come in large quantities from Russia, there being a great demand for this article in Cabool; but preference is given to English locks in all instances. Russian locks are usually large, and of rough workmanship. Locks which have the East India Company's stamp are much prized, and readily bought.

No good **PADLOCKS** being made in this country, they are extensively imported from Russia. These have generally some ingenious device to deceive and puzzle strangers, with whom it is a matter of great difficulty and perplexity to succeed in unlocking them. There is usually a little peg made somewhere in the lock, this on being pressed with the key immediately opens the shutter of the key hole, as if by a spring, and then it may be unlocked in the usual way. They are rather strong than good looking, but even the best of them cannot be compared to our English locks; and it is certain, no Russian maker of locks, knives, razors, &c., however ingenious, can rival a "Bramah" or a "Savigne" of Britain.

The **KNIVES** that come from Russia are clumsy and blunt, but better than the native ones, and have no more than two blades. English knives are much admired on account of their sharpness, but are not imported to any quantity. If brought of a great variety, they promise a good market, and likely to defeat the Russian instruments. "Juwa-burdas" knives, or those which are watered, are much liked by the natives, they are made here, and are not so shining, but have a curious artificial painting like net work on the surface, which is much admired. The **RAZORS** are pretty good, resembling those of English manufacture, and well polished, but not so superior in quality, though they are much better than the rough and good for nothing instruments of Cabool. In fact no good specimens of cutlery are to be met with in this country.

IRON AND BRASS WIRES are imported from Russia, being useful for making strings of guitars, sentoors,* and other musical instruments, for winding round hooka snakes, and for making ear rings, &c., worn by the poor. They are also employed in making a network of armour for the body.

Almost all the **COPPER** to be found in the bazar of Cabool is imported from Russia. It comes in the form of thin quadrangular plates about a yard in length and two feet in breadth, or of a smaller size. It is manufactured into cooking utensils, waterpots, &c. &c., and is sold at 10 Rs. per seer; about 100 loads, or 20,000 rupees worth, of it used to come annually, but for two or three years past its importation has been discontinued, in consequence of which it is now rather dear. Only eight or ten loads were imported this year, including two loads of "kopes," the copper currency of Russia, known in this country by the name of "Bughrukcha." They are converted to the same uses as copper.

Various kinds of **Russian BOXES** are to be found in Cabool, that have a showy appearance. They are made of a sort of light wood, and

* Sentoor is a kind of Pianaforte on a small scale, very common in Afghanistan.

covered externally with the colored tin, fastened with iron clasps : there are generally a great variety of colors displayed outside in pretty good taste. They have each a lock and key, and a hook on the top for lifting them up. Inside there is all open space, though sometimes a small partition is made. They are used for keeping paper, ornaments, or precious articles, but generally for holding money. The size varies. They are imported to the value of about 900 and 1,000 rupees annually. The Affghans, having learned the use of snuff, keep either small horns, and nut shells finely polished, or little boxes for that purpose. The latter come to a small extent from Russia, and are made of light wood or paper, and sometimes set on pieces of mirror. They are, however, all dear, and promise to sell well if imported from Bombay or Calcutta.

Russian NEEDLES come to the great extent of Rs. 6,000 a year, none being produced in this country. They are of various sizes, and sold at the rate of 3 rupees per thousand, but those of English manufacture might under-sell them if introduced.

More than 4,000 Rs. worth of GLASS, SPECTACLES, AND MIRRORS are imported every year into Cabool. The glass ware of Russia consists of plates, bottles, vials, cups, and inkstands of good fashion ; plate glass is generally in the form of thin small panes, used for making mirrors, and but seldom for setting in windows. Each pane, about a foot in length, is sold for one rupee. Small and thin looking glasses set in wood are also imported, and bought by the common people. The price of a six inch mirror is one rupee. The richer classes use Delhi mirrors that have very thick glass, which is much liked but dear. A Dehli mirror one foot long cannot be had at less than 8 rupees. A few pairs of spectacles also come from Russia, but they are not good. The natives have a liking for spectacles, which sell well here. These things are on the whole very dear and difficult to be procured, only a limited quantity being imported on account of their liability to break on the way. If brought in boats by the Indus from Bombay, glass things, admired as they generally are, will ensure a rapid sale.

PORCELAIN of Russian manufacture comes yearly into Cabool to the extent of 4,000 Rs., consisting of teapots, cups, saucers, plates, bowls, dishes, &c., elegantly flowered and gilt. These are used for ordinary purposes, such as drinking water, tea, sherbet, (lemonade,) &c., and for dining. It is very dear, and is therefore used only by the rich, the poorer classes who cannot afford other purchase a very inferior description of it made in Cabool. If brought from Bombay by a river route it might undersell Russian ware.

FLINTS come both from Russia and India, but the latter are predominant. They are also made in this country of late. A considerable demand exists for this article.

GLASS BEADS of various kinds imported from Russia are much used for women's ornaments ; they are strung upon a thread, and worn as bracelets and necklaces ; **CORAL** comes from the same country to about rupees 3,000 a year, and is used for the same purposes. It is either in the form of square globular beads, or of sticks, and is sent on to India.

SHIRMAHEE, a kind of fish bone, (probably of the whale), is imported from Russia to the amount of Rs. 1,000 a year. It has a smooth surface and a white greyish colour ; that of a shining white color is much prized. It is used for making handles of knives and daggers, also sword hilts. A good bone is not to be had at less than Rs. 20. The natives have a curious notion regarding "Shirmahee": they say a true bone of the kind is of such a nature that it should freeze milk when dipped in it.

Russian PAPER is found of 2 kinds, 1st, blue, polished and unpolished ; and 2nd, white, smooth and rough. These are about the size of foolscap but not so good. At present its import is more than 5,000 Rupees annually, and is sold at $\frac{1}{4}$ rupee per quire. Paper that comes from **Kokan** and **Cashmeer** is much used. No good paper is to be met with in Cabool : in fact, this article of commerce, bad as it is, is also dear,

English, Portuguese, China, and Goozrattee papers, if good, and imported from Bombay, will certainly be preferred to Russian paper, and are sure to promise a good market. Some foolscap and letter papers (gilt bordered) that were brought here lately by a man from Bombay were universally admired for their superior degree of whiteness.

A kind of TEA coming from Russia, called "Banka Cha," is of a very superior quality, and reckoned by some as better than that coming from Canton. It is not unlike our green tea, though approaching a little to black; it has a strong and pleasing flavour. It is very dear and not common; the price is exorbitant, being so much as Rs. 100 per seer. A pretty good description of tea comes from Yarkund and the north-western parts of China bordering on Tartary, via Kokan and Bokhara, or Koondooz and Khooloom. It is of three or four kinds, not much differing from each other, known by the names Kuzzil Kaghuz (red paper); Sheercha, &c., and has scarcely any flavor, for it is not brought with that care always necessary to preserve it from being spoiled. It is extensively used, and annually imported to the amount of about 10,000 rupees. Its price is from 32 to 40 rupees per seer. Canton tea is also imported in small quantities from India, via Umritsur and Bombay, and is rather cheap, being sold at from 24 to 32 rupees per seer.

SALEB MISREE, a medicine, comes a little from Russia. It is considered a good nutritive for the human constitution, and is for this purpose powdered and taken with milk. It is in the forms of flat oval pieces, of about 80 grains each, and is not now easily procurable in Cabool. It is sold at 2 or 3 rupees per ounce.

KIMSAN is a kind of prepared leather from Russia, is imported to about 1,000 Rs. and is used for making shoes, sandals, bags, &c. It is dyed yellow, blue, crimson, &c., and finely polished. It is also prepared in Balkh and Khooloom.

KIEMIZ or COCHINEAL comes from Russia to the amount of about Rs. 10,000 a year, and is like that of India, where it is also sometimes sent from Cabool. It is a very valuable dye, and imparts a bright and crim-

son color to silks. It is disposed for sale at from 50 to 90 rupees per Mun-i-Tabriz, or 10 lbs. English.

BLUE STONE, or rather what is more appropriately called sulphate of copper, is also imported to the amount of about 1,000 Rs. every year. It is used for medicines and as a dye.

A small quantity of IRON TRAYS are imported, and used for household purposes. They are nicely painted and flowered; small ones are sold at 2 or 4 rupees each, while larger ones bring 8 or 10 rupees each.

Russian KALABUTOON or WIRE is imported of several kinds, but chiefly of two sorts, first true, and second false. They are both distinguished into yellow and white. The true gold wire has a superior degree of lustre, but the false is sometimes such as cannot be distinguished except by able judges. White and yellow wires of true gold are sold at the same rate, viz., from half to three-fourths of a rupee per miscal, or about $4\frac{1}{2}$ to 5 rupees per ounce. False wire is very cheap, and much consumed. It is used for ornamenting almost all kinds of apparel, caps, shoes, &c. &c., for making tapes, lines, &c., and for winding round hooka pipes. Gold wire is most extensively employed in embroidery, the Affghans being very fond of ornaments of a showy nature. A great many persons are daily at work with it in the Cabool bazar adorning gold flowers, wreaths, &c., on garments. This work is as dear as the gold wire itself. A finely embroidered "Choga" or pelisse, costs from 20 to 100 rupees, and even more if the gold be closely fixed. It is generally called Kalabutoon, and it is preferred to that of India, which wears away very soon, while this does not. It is cheaper, more durable and good looking, and is therefore much prized; it cannot, I believe, be equalled by Indian skill. It is annually imported into Cabool to the extent of 34,000 Rs. and is of pure Russian manufacture. It may be said to be one of the staples of Russia unequalled by any other country, and goes along with "Simgote" to India, and there competes with its produce. Tickets are always affixed to bundles of this wire, setting forth, in Russian, the names of the patentees, and of the place where it is manufactured.

SINGOT is a kind of thin flat lace, and differs from Kalabutoon (which is a wire) in form and texture only, but not in the substance. It is also of two kinds, false and true, but the former sort is imported in by far the greatest quantity, and much employed in use by the poorer classes of Affghans, for those who can afford it invariably use the gold wire abovementioned. It is useful for the same purposes as Kalabutoon. The import exceeds 20,000 Rs. a year.

The BROAD CLOTH of Russia is rather dear, and does not now come so much as before, on account of the Lohanees and other merchants who bring in abundance of the same description of cloth, but of English manufacture from India, and which has of late undersold the Russian. This latter still comes to the amount of Rs. 4,000 a year, and is sold at from 10 to 20 rupees per guz, a measure of one yard and four inches English. It is of fine close texture, but the rude Affghans are not good judges of thin or coarse articles. They want cheap goods, Blue, sky blue, and green colors are liked.

Russian CHINTZ is imported annually to the extent of Rs. 20,000, and is liked on account of its having less starch (conjee) and being much more durable than English chintz, which is of a very thin texture, and lasts not even a year, while the former remains uninjured for two or three years. The greatest variety of it is to be seen in the bazar of Cabool, but English patterns are more beautiful and alluring. Russian chintz is dearer than English, and is therefore not much consumed; Chintzes concentrate here from all quarters, and are made to compete with each other; they are brought from Mooltan and the Punjab, Upper Hindustan, Russia and England, but the greatest quantity comes from the former and latter countries. The import of chintzes from all parts amounts to about Rs. 280,000 annually, which is a very large consumption. Russian chintz is liked for its durability and costliness, English for its external beauty and inimitable dazzling patterns, and that of Punjab for its permanence and cheapness. It is used chiefly by the middle and poorer

classes, and consumed to about a lac of rupees worth every year. Before the appearance of English chintzes in Cabool, the Russian and Punjab manufacturers had the chintz market solely in their hands, but since its introduction from Britain, the industrious manufacturers of that country have by their superior skill and ingenuity, not only rivalled, but, I may safely say, defeated those foreigners, who possessed before pre-eminence in the commercial transactions of Affganistan.

Russian velvet used to come formerly in great quantities to the extent of 5,000 rupees annually, and even more, but since the introduction of British velvet its importation has entirely ceased, the latter having superseded it. Russian VELVET is very thin, and of an inferior quality; scarlet, crimson, green, blue, and black colours are prized.

Russian ATLAS or SATIN is preferred to English, for the latter wears away soon, and is of thin texture. Another kind of satin comes from Hubub and Shaw, and is reckoned as next in quality to that of Russia, and better than English. Russian satin is sold at 5 rupees per guz, Hububee at 2 rupees, and English at the same rate.

KHOODBAFT is a kind of soft and finely ornamented silk cloth made in imitation of shawls. It comes from Russia to the value of about 1,000 rupees, also from Persia, the manufacture of Yezd and Cashan. No cloth comes from India, though there is a great demand for this article in Affghanistan, which can annually consume a lac of rupees worth of it. It is used by the rich, the price is 4 or 5 rupees per guz.

SHIRJA is a kind of coloured cloth, very much like Nanka, and is imported to the extent of about 3,000 rupees a year.

A trifling quantity of KAITAN or MUSLIN is imported from Russia, and is used for womens' summer shifts. It is made of flax, and is like Indian gauze.

NANKA is imported in the greatest quantity from Russia, and is used for making the outer garments for the people, who have a great

liking to it. It is similar to nankeen cloth that comes to India from China, and is of a strong, durable texture. It is imported every year to the value of about 50,000 rupees, is sold at half a rupee per yard, and is partly sent on to India and the Punjab, where it is used by the Sikhs for cloth.

Nearly 4,000 rupees worth of WHITE SILK CLOTH comes from Russia, and is known by the name "Luttai Feeringee." It is used for ladies' shirts &c.

HANDKERCHIEFS that come to the Cabool market are of two kinds ; 1st, chintz which comes from Russia ; and 2nd, silken, from Bokhara ; the former sort are used by the men, and the latter by the women. The import is about 4,000 rupees yearly. English handkerchiefs from Bombay are imported and extensively consumed.

CHUPPUN-I-KARD is a kind of ready-made garment of wool, which comes to a small extent from Russia.

RAW SILK, chiefly of the fertile districts of Bokhara, Kohkan, and Koondooz, is imported to the extent of about 4 lacs of rupees. About 200 camel loads of silk, each containing, at an average, 26 seers of Cabool, arrive annually at this great commercial mart from different parts. In its original state it is usually of a grey yellowish colour, and is sold at from 90 to 100 rupees per seer or 16½ lbs. English. It is here sorted into different kinds, dyed of various colours, and made into Shoojakhanees, Kunavaiz, and other plain silk fabrics. It passes in transit to India and the Punjab. It is also imported from Herat, Meshid, Shuhri-Subz, Yarkund, Khooloom, and Muzar, and is reared at Cabool in small quantities. It is generally of 6 different sorts, viz., Enamee, Koondoozee, Churkhee, Lub-i-aubee, Shuhr-i-Subzee, and Kohkanees.

The articles above enumerated in detail give an outline of the imports into Cabool from Russia. But Cabool, it may be observed, sends a still greater quantity of merchandize for consumption to Toorkistan

and Russia, for which the returns are made partly in gold, and partly in goods.

(Signed) NOUROZJEE FURDOONJEE,

(Original.) ALEXANDER BURNES,

On a Mission to Cabool.

Cabool, 7th February 1838.

*List of articles, mostly Russian, found in the Bazar of Cabool, and
brought to it from Bokhara.*

- No. 1. Ducats, Tjllas, Soomand, Yamoo. *
- „ 2. Gold dust.
- „ 3. Pistols and Muskets.
- „ 4. Gun locks.
- „ 5. Padlocks.
- „ 6. Knives, Razors.
- „ 7. Wires of iron and brass.
- „ 8. Copper. *
- „ 9. Russian boxes, snuff boxes.
- „ 10. Needles.
- „ 11. Glass, Spectacles, Mirrors.
- „ 12. Porcelain.
- „ 13. Flints.
- „ 14. Beads and Coral.*
- „ 15. Fish-bone.
- „ 16. Paper.
- „ 17. Tea.
- „ 18. Saleb misree.
- „ 19. Kimsan, a kind of leather.
- „ 20. Kirmiz, or Cochineal.
- „ 21. Blue stone, or sulphate of copper.

- „ 22. Iron trays.
- „ 23. Kulabutoon, two kinds.*
- „ 24. Singote.*
- „ 25. Broad cloth. •
- „ 26. Chintz, of sorts.
- „ 27. Velvet.
- „ 28. Atlas (Satin.)
- „ 29. Khoodbaft.
- „ 30. Shirja.
- „ 31. Kaitan.
- „ 32. Nanka.*
- „ 33. White cloth.
- „ 34. Handkerchiefs. •
- „ 35. Chuppun-i-kard.
- „ 36. Silk of Bokhara and Koondooz.

The articles marked thus * are sent on to India.

APPENDIX II.

*Extract from P. B. Lord's "Prospects of Trade with Turkistan,"
"in reference to the contemplated establishment of an Annual Fair on
"the Indus."*

11. The kind of goods it may be most profitable to send may in general be inferred from an inspection of the Appendix, in which the prices and quantities consumed are both entered. I shall therefore only specify a few of the most important. *Broad cloths* command a ready sale, and good price. Those that reach this market are all of a very inferior description; but I am assured by Atma, the principal Hindoo merchant in this country, and farmer of all the cus-

toms and transit duties, that a better description would fetch a proportionably higher price, and, in Bokhara particularly, meet with an extensive demand. He says he himself purchased several pieces of fine cloth brought here by poor Moorcroft, and immediately sold them to considerable advantage. The best colors are scarlet, sky, and garter blue, and bottle green. Dark blue they do not distinguish from black, and dislike. A drab is worn by the graver sort of persons, and a bright yellow is much used by those who have a taste for some thing gaudy. This color is also chosen for saddle cloth. The sale of broad cloth in this single bazar amounts, it will be observed, to from 6,000 to 10,000 rupees a year; a better article sold at moderate profits would, I am inclined to think, quickly double the sale.

12. *Chintzes* and other piece goods already come in quantities from India. Of course with water carriage at our command, there can be no difficulty in supplying such goods at a much cheaper rate than when, as at present, they have reached this market either from Bombay via Palæ, or from Calcutta via Umritsur. Under such circumstances a large increase in the sale of our cotton may be looked for. The stronger fabrics, nankeens, fustians, it will be observed come chiefly from Russia. This demand must now be supplied at the Indus fair, and the prices show that, even allowing the 30 per cent. profit which according to M. de Myendorff, the Bokhara merchant requires, the speculation will still be advantageous. Fustians with watered or damasked patterns similar to what are seen on furniture moreens in England are at present in request here, and such should form part of an investment. Striped patterns are also in good request. The total value of Russian cotton goods, at present sold in the single bazar of Kundooz, amounts to about 15,000 rupees per annum, and at least double that amount should be estimated for the bazars of Khooloom, Talikan, and Huzrut Imaum, also within Murad Beg's dominions. We may thus put down half a lakh of rupees for the yearly value of Russian cottons, consumed in this small state, and not less than four times that amount, or two lakhs of rupees,

for the piece goods of England, Hindoostan, and the Punjab, which principally reach this by the way of Mooltan, Dera Ghazee Khan, or Dera Ismael Khan, and Kabul.

13. The silks of Bokhara, of which I send numerous specimens, next merit attention. It might seem hazardous to attempt a competition in silk manufacture with a silk growing and silk manufacturing country, but the well known instance of our cotton fabrics underselling those of India in the Indian market, shews the project to be not only feasible but profitable. The silks of Bokhara sell to the annual amount of not less than five lakhs of rupees in this country, and therefore well worthy of consideration. They all contain a mixture of cotton, and so should any that may be sent to rival them. Substance is particularly looked for, and flimsy articles would not sell. We can at least have no difficulty in beating out of the field their handkerchiefs, an article of very great consumption chiefly amongst women, and without exception the most wretched fabrics I have ever seen. Their manufacturing skill is so very low, that they cannot even weave a handkerchief entire of more than "alcheen" wide. In each case it is woven in breadths which are afterwards stitched together.

14. In the article *Hardware*, cast iron pots are in great demand, there being no house without one or more, and as they are fragile articles, the demand is constant. I can see no reason why the whole of this trade should not at once fall into our hands, as the freight of a ton of iron goods from England to the mouth of the Indus is considerably less than the hire of a camel to bring quarter of a ton from Orenbourg to Bokhara : on the same grounds, bar iron, steel, copper, and tin, must be all purchased from us as soon as our mart is opened ; and razors, penknives and scissors, in moderate quantities, would form a tolerably good investment, but the high prices (in proportion to their quality) at which they have hitherto been sold has prevented the habit of using them from being established. It would be necessary therefore to avoid glut-

ting the market at once. A moderate supply engenders a habit, which in its turn produces increased demand, whereas an overstock lies heavy on the hands of the native merchant, and deters him from similar speculations in future ; the best pen-knives to send would be those with many blades ; small scissors are preferred ; common razors, if neatly done up in Morocco cases, would take.

15. *Common Glass and China Ware*, under the same restrictions, would be found to answer. The China Ware should be rather bowls than cups, the glass green and white bottles, with small common mirrors. In Bokhara cast and cut glass is I am told highly esteemed, and would fetch a good price.

Tea is an article in the greatest request amongst the whole nation, and the consumption of which is only limited by their means of procuring it. The whole supply is at present brought by Kafilas from Kashgar and Yarkund, a journey of 25 days to Bokhara, and the greater part of it is of a description inferior to any I have ever seen in India. Small quantities of Banca Tea, which is of a very fine flavour, are brought, but the price is so extravagant as to put it beyond the reach of any but the Meer and a few principal merchants. *Ziracha*, a tolerable good green tea, sells in Bokhara for seven (7) tillas the Doneem seer, a parcel weighing 400 tolas. This is equivalent to nearly 2 rupees the pound, and better tea can be got in Bombay even by retail at a lower rate.

We are therefore fairly invited to competition here ; and as the taste for tea is not confined to the Uzbecks, but would doubtless extend to the Afghans were the article placed within their reach, I seem to detect in this establishment of a fair on the banks of the Indus, the commencement of a considerable increase to our already enormous Tea Trade.

16. *Sugar, Paper, Indigo*, and various other articles which it is unnecessary to particularize more fully, will suggest themselves on look-

ing over the Appendix. One general remark may be added before leaving this part of the subject. Bokhara is much further advanced in luxury than the comparatively rude Uzbek states amongst which I am living, and her merchants from long access to the Russian fairs have become fully acquainted with European articles of the best quality, the taste for which they have to a certain extent introduced amongst their countrymen. In preparing an assortment for the Indus mart, this should always be held in view, and while the general supply for the country should be of the coarse and substantial nature I have indicated, a stock of what is more rare and costly will be required for the capital.

APPENDIX III.

Note concerning the Turquoise mines at Nishapoor, by M. Alexander Chodsko. [From "Ferrier's Caravan Journeys," p. 106.]

" These celebrated mines are near the village of Madene, and the only ones known in the world. This village is about 32 English miles from Nishapoor ; the road to it is, for the first five miles, across a plain of great extent, covered with villages, gardens, well cultivated fields marvellously productive, owing to the many streams which flow from the Benaloo Koh and other mountains near. Approaching these the country changes, and we found ourselves riding through hills of sand and a reddish clay, devoid of all vegetation ; their sterile appearance was accounted for by the traces of efflorescent salts, which were seen in large quantities, and would prevent any cultivation.

" Salt abounds in this locality, and we passed the principal mine, Dooletaly, about six miles from Madene. This is an enormous rock, covered on its exterior surface with a thin layer of red clay, similar to that I have already mentioned. Nothing can be imagined more simple than the mode of working out the salt : the miner's mattock is the only instrument used. These mines are the property of the Government, who lease to the highest bidder. At present the rent is only 150 tomauns yearly. A good workman can extract about 800 lbs. a day. The salt is beautifully white, and of a fine grain.

" The road which led to the turquoise mines, the principal object of our excursion, ran through some high and naked rocks, which, by their dark colour, seemed to be of porphyry : I think, however, they were of a hard, compact, calcareous nature, strongly stained, as I did not see any rocks of another system. At their highest elevation they had a metallic appearance, which made me think that iron was the colouring matter ; but, not being sufficiently learned in geology, I could not

positively determine this. In the middle of this rocky and broken ground we came, at length, in sight of two villages, one on the crest of a hill, the other in a pretty valley. Beneath they were fortified by a loopholed wall, and inhabited by about 150 families, who emigrated here from Badakshan under the protection of one of the last of the Persian kings. These colonists speak bad Persian, and have quite forgotten their own language : they show considerable tact and intelligence in working the mines.

“ The turquoises are divided into two classes, according to the positions in which they are found. The first, called Sengui, or stony, are those which are incrustated in the matrix, and which must be removed by a blow of the pick or hammer ; the second are found in washing the alluvial deposits, and are called khaki, or earthy : the former are of a deep blue ; the latter though larger, from being paler and spotted with white, are of less value. If we are to believe the miners, no turquoises have been found except in this group of rocks. The Persian Government never makes any explorations on its own account, and is content to lease the mines at an annual rent of five hundred tomauns. I understood that the most valuable stones are found amongst the débris of the old workings and at the bottom of shafts long since abandoned. Excavations have been made one above the other, but for the most part near the base of the mountain. Here are to be seen galleries, tunnels, and shafts, the largest of which are thus designated : Abdoorryzak, Shahiperdar, Kharydji, Kemer, Khaki, and Goor Sefid.

“ Having given a largesse to the miners to strike a few blows with their picks in honor of the happy planet of the traveller, Bé-talei-sahab, we were permitted to enter the first of these mines to witness the operations. These were simple enough ; the mattock was again the only instrument, but it was very skilfully used, and, when a layer of rock was detached, great precautions were taken to remove it without disturbing the turquoises which might be met with. These are not found in the

hollow of an eagle-stone, like the amethyst, but are seen as if incrustated or glued in the matrix to the number of from twenty-five to thirty, and more or less near one another. Each of these stones is enveloped in a thin calcareous covering, white on the side adhering next to the turquoise, but brown on that next to the matrix. How is it that the colouring substance has stopped precisely at the exterior, and that it has not injured the purity of the turquoise? But I will rather relate what I saw, and not undertake to explain; I will simply state that one finds on the side of this very mountain of Benaloo Koh indications of the carbonate of copper, both blue and green, as are the best varieties of malachite.

“ We were not very successful in our researches, but the best turquoises are found, with the exception I have before stated, in this mine Abdoorryzak; those of Kharyji follow.

“ We next examined the washings in the valley. These are to the south of the village. The rock is not met with here, and the soil is composed of clay, gravel, sand, and rounded stones, evidently an alluvial deposit. Here I was again obliged to try the influence of my planet, after which several sieves were filled with the soil and gravel in question taken from a shaft just opened: these were carried to a running stream close at hand, and the earthy substances washed from them, and, the stones being turned over, the turquoises were soon recognised by their azure tint. Of these we found a pretty good number and of fair size, but they were unfortunately of a pale colour, and therefore of little value. The workmen called them by the name of Tâzé-Madene, or of the new mine, to distinguish them from those of a deeper colour found in the old workings.

“ These worthies affirmed that turquoises are similar to cherries, inasmuch as both one and the other acquire their colour as they ripen; and they added that, although a cherry comes to perfect maturity in one season by the vivifying rays of the sun, a turquoise requires a thousand

to obtain the same result. The miners here do not enjoy a great reputation for honesty, and very fine turquoises are said to take their way to Nishapoor instead of into the pockets of the owners of the mines, being sometimes transferred for a consideration to parties who visit the mines. But here the uninitiated may be taken in, for the miners keep them for some time in a wet cloth, which deepens their colour ; and the purchaser does not find how pale the stone is until he has parted with his money. I was informed that turquoises of immense size are sometimes found in the washings. Futteh Alli Shah, the predecessor of the present monarch, had one made into a drinking-cup ; and it is well known that there was a turquoise in the treasury of Venice which weighed several pounds. A nobleman's harness in Khorassan is frequently ornamented with small turquoises, but these are, of course, of comparatively little value."

APPENDIX IV.

List of the principal articles in demand among the Khirghiz.

Plain Calicoes.

Printed Calicoes of particular patterns, vivid colouring, and highly glazed.

Good silks are obtained from China, but a common kind might sell.

Velveteens are much in request.

Long Shawls, for tying round the waist, are greatly valued ; some of the Sultans have them from Cashmere. The Paisley shawls would be highly prized.

Woollen Cloths, of a bright scarlet, light blue, yellow, and green would find a market ; but none of a sombre shade could be sold.

Red and green baize.

Handkerchiefs, Turkey red.

Ribbons, in one shade, of either red, blue, yellow, or green.

Fringes.

Sewing cotton, white and red.

Thread.

Gilt, glass and fancy buttons.

Imitation pearls.

Coral beads are highly valued.

Imitation coral beads.

Glass beads, crimson and yellow.

Birmingham trinkets, such as ear-rings, rings, and bracelets.

Cheap watches.

Small looking-glasses.

Knives, large and small.

Scissors, large and moderate size.

Needles of various sizes.

Thimbles, brass and steel.

Padlocks.

Axes.

Stirrup-irons.

Sabres.

Guns, single barrel.

Rifles.

Pistols.

Gunpowder and shot.

Percussion caps.

Russia will not supply any of these articles.

A few bad rifles are brought from Persia with matchlocks.

Tea ; that from the Himalayas would supersede brick-tea if brought in cheap.

Loaf sugar ; that brought from Russia is sold at 3*s.* 2*d.* per lb.

Rice, common, which is brought from Kohkan, is sold at 6*d.* per lb.

If this article could be obtained cheaper, great quantities would be consumed.

Tobacco and Snuff.

Opium.

APPENDIX IV A.

ROUTE taken by Adolphe Schlagentweit in 1857, from Sultánpúr, in Kúllú, to Yarkund and Kashghar by the Chhungchhinmo pass, over the Karakoram range, and the "Aksai Chín," given by Mohammad Amín, his guide.

No.	NAMES OF PLACES.	Estimated distance in miles.	REMARKS.
1	From Sultánpur to Nagar, ...	14	The distances as far as No. 17 are taken from Captain Montgomerie's route, see Appendix XXIV, Table of Routes. Route I.
2	Jagat sak, ...	9	
3	Phaikchín, ...	14	
4	Koksar, ...	19	
5	Sisu, ...	13	
6	Gandlak, ...	11	
7	Khardang, ...	12	
8	Kulang, ...	13	
9	Dárcha, ...	11	
10	Mogba, ...	18	
11	Kilang, ...	16	
12	Charpá, ...	10	
13	Samdo, ...	14	
14	Samgal, ...	15	
15	Marecha, ...	10	
16	Rukchín, ...	8	
17	Dabrang, ...	15	
		<i>kos. miles.</i> 135, 225	Near the Taghlung Pass. The caravan route to Le proceeds westward from this place.
		<i>Kos.</i> 15 N. E.	Road in a wide valley, undulating country. Mines of Sulphur and Borax at this place.
18	Púgá, ...	13 "	Village, 100 houses. Road level in the valley. Cross the Chhachot river on the road near Nyimo.
19	Nyimo, ...	15 "	A hamlet. Road in the valley, along the Kágh stream, which runs in a westerly direction. Fine pasture land where large herds of shawl goats and sheep graze.
20	Kágh, ...		

APPENDIX IV A.—(Continued.)

No.	NAMES OF PLACES.	Estimated distance in kos.	REMARKS.
21	Chhushul, ...	15. N.	A kotul, very easy pass, is crossed on the road. Chhushul, a village containing about 50 houses on the Chhushul stream, which falls into the Pong-kong lake. A road strikes off here to Rodokh, and another to Le.
22	Pong-kong, ...	15. N.	Road along the bank of the Pong-kong lake. There are four villages :— <div style="display: inline-block; vertical-align: middle;"> <ol style="list-style-type: none"> 1. Mán, 2. Mirak, 3. Pong, 4. Kong, </div> <div style="display: inline-block; vertical-align: middle; font-size: 2em; margin: 0 10px;">}</div> <div style="display: inline-block; vertical-align: middle;"> each containing 10 or 12 houses, </div> on the road, which runs in a well cultivated plain. The lake lies to the right. Yaks, sheep and shawl goats abound. Supplies plentiful.
23	Foot of the Pong-kong pass, ...	13. N.	An easy pass. No habitation. Grass, water and fuel in abundance.
24	Aghil, ...	12. N.	A cattle shed, in a pasture ground. Road good.
25	Chhangchhinmo, ...	15. N.	An "aghil" or pasture ground. A hot spring; cross an easy mountain; Pass on the road, about midway.
26	Foot of the Chhangchhinmo pass, over the Karakoram range,	12. N.	Road good in a broad valley. The pass lies at a distance of six marches to the south-east of the Karakoram pass.
27	Beyond the pass, ...	15. N.	Crossed the Karakoram range, the ascent up the pass is about a mile, the descent is gradual and easy along the course of a stream which rises near the pass. No snow in summer. This pass is much easier than the Karakoram pass.

APPENDIX IV A.—(Continued.)

No.	NAMES OF PLACES.	Estimated distance in kos.	REMARKS.
			<p>Beyond the pass, lies the "Ak-sai Chin," or as the term implies the great Chinese white desert or plain. It is sandy and gravelly, covered with brushwood. Its breadth here from south to north may be reckoned to be about sixty kos, <i>i. e.</i> from the Karakoram on the south to the Peer yukh, or Kuen luen range in the north. A low range of hills that shoots off from the Karakoram until it joins the Peer yukh range 25 kos above Sumgal, stage 37, is its western boundary. It extends into Chinese territory to the east. It is watered by numerous streams from the Karakoram and the Peer yukh ranges, running in opposite directions. There are also several lakes and gold mines in it. The gold mine of Ichidi in the direction of Karia, one of the principal towns of Khotan, is one of the largest, where 1,500 men (Khutani's) are constantly working for six months of the year (June to November). Each man has to pay a tax of 1 "Ser" or 3 tolas of gold yearly for the Emperor of China.</p> <p>The Aksai Chin teems with wild animals, such as yaks, horses, musk deer, foxes, (black). Ducks in large flocks are seen on lakes.</p>
28	Lake the 1st, about 20 kos in circumference, ...	15. N.	In the Aksai Chin." The old route taken by the Moghul conquerors from Tashkand towards China, passed through the "Aksai Chin." Traces of it are still seen near the 2nd lake.
29	Encamped on the road, ...	12. N. W.	In the "Aksai Chin." Grass, fuel, in abundance. Springs of sweet water.
30	Lake 2nd; an extensive lake size not known,	8 "	Ditto ditto.

APPENDIX IV A.—(Continued).

No.	NAMES OF PLACES.	Estimat- ed dis- tance in kos.	REMARKS.
31	Encamped on the road, ...	10. N. W.	Ditto ditto, water near the sur- face. Dried cakes of cowdung in abundance.
32	Two lakes, ...	8 "	Ditto. No grass, no wood. The water of one of the lakes is black and of the other reddish and brackish. They are about 100 paces distant from each other.
33	Kurghan-i-Isfundiar, or Mukam-i-Sikan- dar, ...	12. W.	In the Aksai Chin. No grass. Water and fuel in plenty. Here are the remains of an old fort.
34	Brangsa, at the foot of the pass, in the Karakash valley,...	13. W.	Crossed over the range which forms the western boundary of the Aksai Chin, by an easy pass in- to the valley of the Karakash river. This river, rising from the Karako- ram range to the east of the Karako- ram and west of the Chhangehthinmo passes, runs down northward be- tween two ranges of hills (viz. the one above alluded to and the Kizil- karam range), as far as Suget* (stage No. 20 on the Tabistanee route be- tween Leh and Yarkand), thence turning to the north-east, flows to the city of Karakash, one of the cities of Khotan, 7 kos to the west of Elchee (Iltse) the capital of that province. Jade is found on the banks of this river. A road from Brangsa leads north- east and north to Elchee, across the Elchee Duwan over the Peer yukh range (Kuenluen), 6 days journey. The route is appended to this.
35	Balghunbashi, ...	12. N. W.	In the valley of the Karakash river. This is the commence- ment of a forest. No habitation.

* Halting place No. 40 of this route.

APPENDIX IV A.—(Continued.)

No.	NAMES OF PLACES.	Estimated distance in kos.	REMARKS.
36	Arish, ...	15. N. W.	A stream falls down into the Karakash at this place. Good pasturage.
37	Sumgal, ...	15. "	An "Aghil" or cattle shed in good pasture land in the Karakash valley.
38	Gulbashar, ...	12. "	In the Karakash valley. A tomb. Jade quarries and salt lakes in the vicinity.
39	Balackchi, ...	7. "	In the valley. Good pasturage. The road here separates from the river.
40	Suget, ...	5. "	A staging place on the Tabistance route between Leh and Yarkand. The river Kurakash is about two kos distant from this place to the east. Hence Adolphe Schlagentweit went to Yarkund by Kilian, and thence to Kashghar, where he was killed.
Total estimated distance, ...		419	

APPENDIX IV A.—(Concluded.)

Road from Brangsa to Elchi, capital of Khutan, by the Elchi-duwan.

No.	NAMES OF PLACES.	Estimated distance in kos.	REMARKS.
1	From Brangsa to the foot of the Kuenluen or Peer yakh range, ...	15. N. E.	Here the Piryakh or Kuenluen range is joined by the range that shoots off from the Karakoram and forms the western boundary of Aksai Chin.
2	Uria Kotal, beyond the Elchi-duwan pass, ...	15. „	Cross the Kuenluen range by the Elchi-Duwan pass. Ascent gradual for about three kos. The range is covered with perpetual snow, hence called Piryakh. Impassable for laden horses, yaks are forthcoming on the Elchee side of the pass.
3	Aghil, ...	15. „	Pasture ground where pastoral tribes graze their cattle. Yaks, sheep, shawl goats, &c. The road lies along the river Elchee (which rises in the Piryakh range near the pass,) as far as Kumat, in a plain fertile country. Here the stream divides itself into two branches, one goes to Elchee and the other runs in an easterly direction to Yurungkash, another large town of Khutan.
4	Unsha, ...	10. „	A village, 50 houses. Jade quarries.
5	Kumat, ...	12.	Jade quarries. The stone here found is superior, and sells for its weight in silver.
6	Elchi, ...	15.	Capital of Khutan.
	Total estimated distance from Brungsa to Elchi, ...	82	
	Ditto from Sultanpur to Brungsa,...	353	
	Total from Sultanpur to Elchi, ...	435	Estimated distance.

APPENDIX IV B.

Route from Jalálábad to Yarkund, through Chitral, Badakhshán, and Pamer Khurd—given by Mahammed Amin of Yarkand.

No.	NAMES OF PLACES.	Estimated distance.	REMARKS.
1	From Jalalabad to Kunar, ...	12 kos	A large town. River Kunar. A fort.
2	Asmár, ...	12 „	A large place. A fort. A Nalla or stream from the Bajour direction joins the Kuner river, near this place. Road along the left bank of the Kuner river as far as stage No. 27, Chatteboi.
3	Shál, ...	8 „	A fort. About 200 houses.
4	Saughar, ...	4 „	Do. do. 100 do.
5	Birkot, ...	4 „	Do. do. 50 do.
6	Narsat, ...	8 „	A large place containing about 500 houses, and a fort. Fertile country. Rice grown in great abundance.
7	Rafak Zinbardar, ...	3 „	Steep ascent for about half a mile at this place. The river "Bashghalok," which runs through the Sujaposh Kafiristan, joins the Kuner river at this place.
	Kalkatak, ...	5 „	The Chitral territory commences. A fort. About 100 houses.
9	Kila Durus, ...	4 „	A fort, a large place, having about a thousand houses.
10	Kis, ...	6 „	A village. 100 houses.
11	Burúz, ...	8 „	Ditto 200 do.
12	Chumur Kun, ...	5 „	Ditto 100 do.
13	Yughur, ...	3 „	Ditto do. do.

APPENDIX IV B.—(Continued.)

No.	NAMES OF PLACES.	Estimated distance.	REMARKS.
14	Danin, ...	6 kos.	The city of Chitral is about a kos distant from this place on the other bank of the river. Danin is a village containing about 100 houses.
15	Koghuz, ...	20 „	A village 200 houses. On the road are 2 places called "Rah" and "Kari," where the road is very narrow.
16	Maroi, ...	6 „	A village. 100 houses.
17	Barins, ...	6 „	Do. do. do.
18	Reshun, ...	12 „	Do. 200 do. Road narrow.
19	Buni, ...	12 „	A village, 200 houses.
	Avi, ...	5 „	A large village. A road from this place across the river leads to Shagram, Miragam, 2 large places.
20	Mistuch, ...	15 „	A fort. 200 houses.
21	Chivinj, ...	4 „	A fort. 50 houses.
22	Bepur, ... (Bherup in the map.)	8 „	A village containing about 100 houses.
23	Khuráz, ...	6 „	A village. 50 houses.
24	Pour, ...	9 „	Do. 100 do.
25	Darband, ...	4 „	A fort containing a small garrison. No habitation.
26	Kilu Ziabeg, or "Sari-Yarkhun," ...	8 „	No habitation. Rich valley, Pasture.

APPENDIX IV B.—(Continued.)

No.	NAMES OF PLACES.	Estimat- ed dis- tance.	REMARKS.
27	Ab-i-garm, or "Chat- tiboi," ...	15 kos.	<p>No habitation. A hot spring and a lake at the foot of the Chitral pass, which is at times closed, like the Khumdan (Shayuk) glacier at the foot of the Karakoram pass, by avalanches from the pass (Chitral) for 2 or 3 years continuously, after which it bursts forth in a torrent which falls into and swells the river Kuner, that rises in the pass (Chitral) and runs about a mile to the west of the lake. It is a small stream here, and is known by the name of the pass.</p> <p>NOTE.—The boundary of Chitral ends here.</p>
28	Pir khar, (in the Bu- dakhshan territory,)	15 „	<p>Beyond the pass, which runs across the range ("Karakoram") for 11 kos : thus :—</p> <p>From the base near Chattiboi to the summit, a gentle gradual ascent for about 3 kos.</p> <p>Thence a plateau or elevated level plain about 4 kos wide, flanked by high ridges on either side, through which the road lies, in length from south to north about 5 kos.</p> <p>The descent from the northern extremity of the plateau to the base on the other side of the range, equally gentle and sloping with the ascent. A staging place at the base called "Kampir pilat." 3 kos.</p> <p>The plateau which is known by the name of the "<i>Dusht-i-Birughil</i>" is a rich pasturage where both the Badakhshani and Chitral people* take large herds of cattle, sheep, goats, horses, camels and yaks, to graze in summer.</p>

* Badukhsan, or rather Wukhan, lies to the north, and Chitral to the south of the pass.

APPENDIX IV B.—(Continued.)

No.	NAME OF PLACES.	Estimated distance.	REMARKS.
			Laden camels and horses pass through the "Dara" (Pass) with ease, it is practicable also for laden carts. It is closed by snow for 3 months : December, January and February.
29	Sarhadd Wukhan,	5 kos.	In a plain open country. The river Oxus, called here Duryai "Punj," is crossed on the road. It is here fordable throughout the year. "Surhadd Wukhan" is a town containing 1,000 houses.
	Bank of the Abshor stream, ...	10 "	No habitation. At the foot of an insulated range of the Pamer mountains. The Abshor stream which rises in these mountains, joins near this point the river Jihan, or Oxus, which is here called "Duryai Punj." Road in the valley of the Oxus along the right bank of the river.
30	Langar Sirak-cho-pan, ...	6 "	Road as above. Much snow falls during winter, but the road is never closed. Water, grass, and fuel in plenty on the road.
31	Dasht-i-Mirza Murad, (in Pamer Khurd, subject to the Babashbeg, or Ruler of Sirikul or "Tashkurghan"), ...	6 "	Road in a plain level country, (Pamer steppe) full of verdure.
32	Karawan balasi, ...	6 "	Do. Do.

APPENDIX IV B.—(Continued.)

No.	NAMES OF PLACES.	Estimat- ed dis- tance.	REMARKS.
			<p><i>Two roads separate here to Tashkurghan : one to the right by Karanchunkar pass, the other. to the left through Pamer Khurd.</i></p> <p><i>The road to the left, which is both shorter and easier, is as follows :—</i></p>
33	Chakmaklig, ...	10 kos.	In the Pamer steppe. Road good. No habitation ; grass, water and fuel, in plenty.
34	Aktash, ...	10 „	As above. Several springs of water. A road to Kashghar branches off at this point due north. It is followed by caravans bound to Kashghar.
35	Foot of the “ Barzash ” pass, or Dara Sirikul, ...	10 „	As above.
36	Nizatash, ...	10 „	Beyond the pass. Easy ascent and descent ; passable for laden yabús (horses) and camels. No habitation.
37	Jangalak, ...	10 „	No habitation. The road lies along a stream (Ab-i-Barzash”) in a valley, full of vegetation, water and fuel.
38	Tiznif, ...	10 „	A large place containing more than 100 houses.
	Tashkurghan, ...	1 „	Capital of the Sirikul or Tashkurghan territory held by Babashbeg, who is nominally subject to the Yarkand Umban.

APPENDIX IV B.—(Continued.)

No.	NAMES OF PLACES.	Estimated distance.	REMARKS.
			<p><i>Two roads divide, one to the right which passes through a difficult mountainous country with three high passes, viz. the "Kandar," covered with perpetual snow: the "Arpatallak"; and the "Ughriat"; and the other to the left, which is much easier, and runs as follows:—</i></p> <p>In a plain (valley of Tashkurghan). No habitation. Water, grass and fuel in abundance. Road good. A cattle shed in a pasture land at the foot of the Yambulak and Chachiklik pass.</p>
39	Dasht-i-Safarikho, (in Ilaka Tashkurghan), ...	12 kos.	
40	Aghil, (Do.) ...		
41	Dahn-i-tangitar, beyond the pass, a halting place on the bank of the small stream "Tangitar," (Do.) ...	15 "	<p>The pass which commences at Aghil and ends at Dahn-i-tangitar is about 4 kos wide, covered with vegetation, with gentle ascent and descent. The road for the most part winds along the course of the Tangitar stream (which rises in the Chachilak mountain) in the pass. Little or no snow falls in winter. Never closed.</p> <p>No habitation.</p>
42	Pasrabat, (Do.) ...	5 "	<p>A village containing about two hundred houses of pastoral Kirghiz, in a rich fertile valley (between two low ranges of hills—the "Kiziltah," and the "Charling") which extends to Kaiz-Aghzi, stage No. 44, following:—</p> <p>The road between Nos. 41 and 42 lie along the Tangitar stream, which takes here the name of Pasrabat, and running in an easterly direction joins the river Yarkand at Chiraghtang.</p>
43	Tughan, (in Ilaka Yarkand, ...	15 "	<p>In the valley. Road lies along the Charling stream, which is fordable all the year round, as far as Kaiz Aghzi, No. 44.</p>

APPENDIX IV B.—(Continued.)

No.	NAMES OF PLACES.	Estimated distance.	REMARKS.
			<p>Tughan is inhabited by pastoral Kirghiz. An insulated mound or ridge covered with grass called the "<i>Chihil Gumbaz</i>" (a dome containing 40 tombs) is crossed on the road about 8 kos distant from Pas-rabat.</p>
44	Kaiz Aghzi, at the foot of the Tik-i-Saghrik pass, ...	15 kos.	<p>The valley ends here. At the confluence of two streams, the "<i>Kiziltagh</i>" and the "<i>Charling</i>," which flowing in a south-east direction for about 10 kos fall into the Yarkand river.</p>
45	Yulbashi, (a spring of water,) ...	15 "	<p>Beyond the Tik-i-Saghrik pass (a low range of hills, where little or no snow falls in winter,) which extends for about a mile. It is rather a difficult pass, with steep ascent and descent, not practicable for laden animals except the Yak. Yulbashi, (Habitation of Nomad Kirghizes,) lies in the Dasht-i-Shaitangum, a large barren desert containing patches of greenish sand and hard gravelly soil, commencing at the foot of the Tak-i-Saghrik range and running for about 40 miles in the direction of Yarkand (north-east) to within a short distance of Yakrik, following stage. There is no habitation, and no water on the road through the desert except at Yulbashi. Travelers carry water with them in a water bag ("<i>Kokowur</i>," Turki name) made of Yak skin by the Kirghiz.</p>
46	Yakrik, on a canal cut from the river Yarkand, ...	20 "	<p>Road through the desert to nearly a kos of Yakrik, a large village which has an "<i>Urthang</i> or Chinese police post, and about 500 houses inhabited by Yarkandis.</p>

APPENDIX IV B.—(Continued.)

No.	NAMES OF PLACES.	Estimated distance.	REMARKS.
			On the road there is a halting place where travellers put up under a tree, called Yulghuz Tughrak.
47	Khojerik, ...	12 kos.	A village containing about 200 houses in the plain of Yarkand. Road along a canal.
48	Yárkand, ...	12 „	City. Road along the Urpí canal.
	Total estimated distance in kos, ...	450 „	

NOTE ON THE ABOVE ROUTE.

The road from Jalalabad to Chattihoi lies in the valley of the Kuner river along the left bank of the river. The valley is thickly populated and well cultivated.

The Chitral pass is perhaps the easiest of all the passes over the Karakoram, or Hindu-kush, range that lead from Ladakh, Iskardo, Kunjud, Chitral, &c., into Turkish China, Budukhshan, &c., excepting the Changchinmo pass, for which see Appendix IV A.

There is no habitation between No. 31 Dashti-Mirza Murád, to No. 38 Tiznif. Travellers take provisions for this journey from Sarhadd-i-Wukhan, No. 29.

The Shaitán-i-gum desert is another uninhabited tract. Travellers carry provisions from Tughan (43) or Kaiz-Aghzí (44).

The route is open throughout the year except for 2 or 3 months, December, January and February, when the Chitral pass is closed by snow.

APPENDIX IV B.—(Concluded.)

ROAD from Akhtash to Kashghar.

No.	NAME OF PLACES.	Estimated distance.	REMARKS.
1	From Akhtash to Rankuil, in a valley, ...	15 kos. North.	Road in the Pámer steppes (Pámer-i-klurd) along the course of the Akhtash stream. This is a small lake of red water. The valley is inhabited by nomad Khirghiz.
2	Dasht-i-Alai, ...	12 kos.	Dasht-i-Alai, is a large plain at the foot of the Alai mountain, full of vegetation and watered by numerous streams. Inhabited by pastoral Kirghiz who keep large flocks of shawl goats, sheep, yaks, camels, horses, &c. They are subject to the Khan of Khokand, who takes one out of every 40 head of cattle. There is a mine of rock salt in the Dasht.
3	Yaghrustam, ...	15 „	The "Kizil yart" kotul or range, not very difficult, is passed on the road about 3 kos distant to the north of "Rankuil."
4	Nugharchuldee, ...	10 „	Nos. 3 to 13 are stages Nos. 16 to 24 of the route between Khokand and Kashghar.
5	Kurghan Rámákuil, ...	6 „	
6	Yasse kuchik, ...	8 „	
7	Kotal Shah Mashraf, ...	20 „	
8	Uksalür, ...	8 „	
9	Kurgha Shunkani, ...	12 „	
10	Ghaujü Ghalik, ...	12 „	
11	Bash Kurawal, ...	10 „	
12	Karawul Mingyal, ...	20 „	
13	Káshghar, ...	40 „	
Total from Akhtash to Kashghar, ...		} 182	
From Julalabad to Aktágh, ...		} 286	
Total from Julalabad to Káshghar, ...		} 468	Estimated distance.

APPENDIX V.

Account of the Shawl Manufacture in Cashmere. [From Moorcroft.]

The first task of the spinner is to separate the different materials of which the fleece consists, usually in about the following proportions :—

Coarse Hair,	...	...	1½ seers.
Seconds, or Phiri,	...	...	0½
Dust and Foreign Substances,	...	...	2½
Fine Wool,	...	...	2
			6 seers, or 1 tarak.

Much attention is required to free the wool from the hair, and the process is a tedious one. The next step is cleaning and separating the wool. A quantity of husked rice is steeped in clean cold water, for a day and a night, or longer, until it becomes soft, when it is ground or bruised upon a stone slab to fine flour. Thin layers of this and of the picked wool are laid alternately, and squeezed with the hand until they are completely intermixed. A little water may be occasionally sprinkled over the heap, if the weather is hot and dry, else it is not necessary. Soap is never used, as it makes the wool harsh; and its employment in Hindustan being communicated to the Kashmirians, induced them to boast that in this matter at least they were more knowing than Europeans. After being thus treated for about an hour, the flour is shaken out, the wool opened and torn to pieces, chiefly by the nails, and made into somewhat square, thin, elastic pads, called Tumbu. In this process the Phiri, or secondswool, is extricated. Though too coarse for fine shawls, it is used in the manufacture of those of inferior quality, and of a strong shawl-cloth called Patu. The tumbu is then worked out into a thin flat roving, about half a yard long, which is called

a Málá. The Málá is folded up to the size of the tumbu, and deposited in a deep pot of red earthenware, called a Taskas, to be out of the way of dust or accident, till required for the spinning wheel.

The wheel is constructed on the same principle as that used in Hindustan, but varying in neatness of form and finish, according to its price ; the rudest, the Takhtidar, or Pachimdar, costs a half rupee ; the Katzker, which is the most serviceable, three or four rupees ; and the Pakhchedar, which is used by those who spin for amusement only, costs from six to sixteen rupees. The iron spindle is enclosed in a cylindrical tube of straw or reed-grass, and instead of one line of radii or spokes, supporting a continued circular wooden rim, there are two circular and parallel walls of flat spokes in contact at their edges, leaving between them, at their outer circumference, an empty space. A hair cord, fastened to the loose end of one of the spokes, is carried across the space or trough, to the end of the next spoke but one on the opposite side, and having been passed round, it returns to a spoke on the side from which it began. By a continuation of this process a rim is formed of a surface of hair-cord, over which runs a small band, that is said seldom to be cut by the friction to which it is exposed. The principle kept in view by this arrangement of spindle and of rim, is to produce a continuance of soft elastic movements, without jerk or stiffness, to prevent the yarn breaking on the occurrence of any slight interruption in drawing it out.

Women begin to work at day break, continue with little interruption the whole day, if not taken off by other domestic affairs, and extend their labour until very late in the night, spinning by moonlight, when available, and when they cannot afford to purchase oil for a lamp. The fine wool is spun commonly into about seven hundred gaz, each gaz consisting of sixteen girahs, about equal to nails. This yarn is doubled and formed into twist, which is cut into two hundred lengths, each length of three gaz and a half ;—this measure being suited to the length

of the warp for a shawl. From the Phiri, or seconds-wool, about one hundred gaz of yarn are also produced. The yarn of the fine wool is sold sometimes by measure and sometimes by weight. A hundred lengths of yarn of fine wool doubled, and each three gaz and a half, bring ordinarily seven tangas, or about seven pence. But if the same kind of yarn be sold without being doubled and twisted, the price is regulated by weight, a pal bringing from twelve annas to one rupee four annas, according to the demands of the market. The yarn from Phiri, or seconds-wool, is sold only by measure, but the gaz employed consists of no more than twelve girahs, or nails, that is, of four girah less than the gaz in ordinary use. A hundred yards of Phiri twist, and each of two short gaz, or of twenty-four girah, sell for one and a half tanga three pice, or about three half pence. Although calculations upon this matter can be little more than approximations, yet three pence or three-pence-half penny a day, or from three rupees to three rupees eight annas, or from six to seven shillings a month, may be taken as the general earnings of an industrious and expert spinner in Kashmir, out of which, however, must be subtracted the price of the wool,* leaving only one rupee eight annas for her labour.

If shawl-wool be furnished to a spinner to clean and to spin, eight annas are paid for spinning one pal, or three and one-third rupees' weight of yarn of the requisite quality for shawls. Sheep's wool, spun by contract, is paid for by the pao, or quarter of a seer, at the rate of from two tangas, or four pice, to twelve annas per pao, according to the fineness of the yarn; and the spinning of this quantity into yarn suited for shawls will occupy a woman for eight days. There are several varieties of thread, distinguished by different degrees of fineness. From one pal of clean fine shawl-wool a spinner will draw from a hundred to a thousand threads of three and a half gaz each. There is not such a difference between the price of coarse and of fine yarn as might be ex-

* Thirty-two Tangas or annas, equal two rupees.

pected, owing to the greater expenditure on the former of a material that is dear, and on the latter, of labour that is cheap. Shawl-wool is sometimes spun by men, with a loose spindle like that used in Ladákh. These men are called Trakhans, and the yarn thus spun is the finest ; but very little of it is now made. Girls begin to spin at the age of ten, and a hundred thousand females are employed in this occupation in Kashmir. About one-tenth of this number are supposed to spin for the purpose of obtaining shawls for themselves, or for other members of their families, and nine-tenths to earn their livelihood.

The Puimangu keeps a shop for the purchase of yarn, but also sends people to collect it from the houses of the spinners, who give notice of their approach by ringing a bell. The yarn is sold to the weavers at a profit of from one pice to a tanga in the rupee. As a large stamp duty is levied on shawl-goods when finished, the exportation of the yarn is forbidden, and the prohibition is enforced by heavy fine and imprisonment. Much of it is, nevertheless, exported to those places in the Punjab where the expatriated weavers have settled.

Having ascertained the kind of pattern most likely to suit the market, the weaver applies to persons whose business it is to apportion the yarn according to the colours required ; and when this is settled, he takes it to another, whose function it is to divide the yarn into skeins accordingly, and each skein is delivered to the rangrez, or dyer. When the body of the cloth is to be left plain, the Phiri, or seconds-yarn, is alone given to be dyed. This is generally about the thickness of common cotton sewing thread, is loosely twisted of a coarser quality than the yarn used for the cloth, and is preferred for employment in flowers, or other ornaments, from its standing higher, and being, as it were, embossed upon the ground.

The dyer prepares the yarn by steeping in clean cold water. He professes to be able to give it sixty-four tints, most of which are permanent. Each has a separate denomination ; as for instance, the crimson

is termed Gulanar (pomegranate-flower) ; the best kind is derived from cochineal, imported from Hindustan ; inferior tints are from Lacand kirmis (chermes), distinguished as Kirmisi, Kirmdana, and Kirmisi lac, or cochineal and lac chermes ; logwood is used for other red dyes : blues and greens are dyed with indigo, or colouring matter extracted by boiling from European broad cloth. Logwood is imported from Mooltan and Indigo from India. Carthamus and saffron, growing in the province, furnish means of various tints of orange, yellow &c. The occupation of a dyer is invariably hereditary. The whiter and finer the fibre of the wool, and the finer the yarn into which it is made, the more capable it is said to be of receiving a brilliant dye ; and this is one reason why the fine white wool of the goat is preferred to that of the sheep.

The Nakatu adjusts the yarn for the warp and for the weft. That intended for the former is double, and is cut into lengths of three gaz and a half, any thing short of that measure being considered fraudulent. The number of these lengths varies from two thousand to three thousand, according to the closeness or openness of texture proposed, and the fineness or coarseness of the yarn.

The weft is made of yarn which is single, but a little thicker than the double yarn or twist of the warp. The weight of the weft is estimated at a half more than that of the warp. The Nakatu receives the yarn in hanks, but returns it in balls : he can prepare in one day the warp and weft for two shawls.

The Pennakamguru, or warp dresser, takes from the weaver the yarn which has been cut and reeled, and stretching the lengths by means of sticks into a band, of which the threads are slightly separate, dresses the whole by dipping it into thick-boiled rice-water. After this the skein is slightly squeezed, and again stretched into a band, which is brushed and suffered to dry : by this process each length becomes stiffened, and set apart from the rest.

Silk is generally used for the warp on the border of the shawl, and has the advantage of showing the darker colours of the dyed wool more prominently than a warp of yarn, as well as hardening and strengthening, and giving more body to the edge of the cloth. When the border is very narrow it is woven with the body of the shawl; but when broader, it is worked on a different loom, and afterwards sewn on the edge of the shawl by the refugar, or fine drawer, with such nicety, that the union can scarcely be detected. The silk is twisted for the border warp by the tabgar. The warp differs in breadth, the narrowest consisting of twenty, and the broadest of a hundred threads. From the tabgar the silk is handed to the Alakaband, who reels it, and cuts it into the proper lengths.

The operation of drawing or of passing the yarns of the warp through the heddles, is performed precisely in the same way as in Europe, and the warp is then taken by the shal-baf, or weaver, to the loom. The weavers are all males, commencing to learn the art at the age of ten years. In all transactions there are two parties, the master, or Ustad, and the scholar, or Shagird, the former being the capitalist, the latter the mechanic. Work is executed under four different conditions. First, for wages, when it almost always happens that a system of advances has occurred, by which the workman is so deeply indebted to his employer that he may, in some sort, be considered as his bond-slave. Secondly, upon contract, of which the common term is, that one pice is paid for every hundred needles carrying coloured yarn that shall have been each once passed round as many yarns of the warp. Third, a sort of partnership, in which the Ustád finds all the materials, and the workmen give their labour. When a shawl is sold the outlay of the Ustád is deducted from the price, and the remainder is divided into five shares, of which one goes to the master, and the other four to the workmen. The fourth mode is an equal division of the proceeds; in which case the master not only finds the materials, but feeds the workmen. Three men are employed upon an embroidered shawl of an ordi-

nary pattern for three months, but a very rich pair will occupy a shop for eighteen months.

The loom differs not in principle from that of Europe, but is of inferior workmanship. An *ustád* has from three to three hundred in his establishment, and they are generally crowded together in long low apartments. When the warp is fixed in the loom, the *nakash*, or pattern drawer, and the *tarah-guru*, and *talim-guru*, or persons who determine the proportion of yarn of different colours to be employed, are again consulted. The first brings the drawing of the pattern in black and white. The *tarah-guru*, having well considered it, points out the disposition of the colours, beginning at the foot of the pattern, and calling out the colour, the number of threads to which it is to extend, that by which it is to be followed, and so on in succession, until the whole pattern has been described. From his dictation, the *talim-guru* writes down the particulars in a kind of character or short hand, and delivers a copy of the document to the weavers.

The workmen prepare the *tujis*, or needles, by arming each with coloured yarn of the weight of about four grains; these needles, without eyes, are made of light, smooth wood, and have both their sharp ends slightly charred, to prevent their becoming rough or jagged through working. Under the superintendence of the *tarah-guru*, the weavers knot the yarn of the *tuji* to the warp. The face, or right side of the cloth, is placed next to the ground, the work being carried on at the back or reverse, on which hang the needles in a row, and differing in number from four hundred to fifteen hundred, according to the lightness or heaviness of the embroidery. As soon as the *ustád* is satisfied that the work of one line or woof is completed, the comb is brought down upon it with a vigour and repetition, apparently very disproportionate to the delicacy of the materials.

The cloth of shawls, generally, is of two kinds, one plain, or of two threads, one twilled, or of four. The former was, in past times, wrought to a great degree of fineness, but it has been, of late, less in

demand. The various twilled cloths are usually from five to twelve girahs, or nails wide. Shawls are twilled, and are commonly about twenty-four nails broad, and differ in their extent of field. Two persons are employed in weaving a cloth of this breadth. One throws the shuttle from the edge as far as he can across the warp, which is usually about half way. It is there seized by the second weaver, who throws it onwards to the opposite edge, and then returns it to his companion, who, in his turn, introducing his fingers into the warp, forwards the shuttle to the edge whence it started, and then recommences the operation. The cloth thus made is frequently irregular, the threads of some parts of the woof being driven up tightly, and in others left open, from which results a succession of bands, sufficiently distinguishable whilst without colour, but still more obvious when dyed. The open texture is, in a degree, remediable by the introduction of fresh threads; but there is no sufficient cure for that which has been much compacted. One might be led to suspect that there existed some radical defectiveness in the principle of this mode of weaving not readily mastered, were not pieces of cloth found occasionally of an almost perfect regularity of texture. But the greatest irregularity is discoverable in those shawls which have the deepest and heaviest borders, and a further examination compels me to retract an observation somewhere made of the artist being so much engrossed by attention to the work of the pattern as to neglect the structure of the field. The edge of the warp in the loom is filled with the heavy thread of the phiri, or seconds yarn, charged also with colour, so that in a few lines the front of the worked part advances beyond that of the plain part or field, and an endeavour to equalize this betrays the weaver into a work which proves fruitless; and, in general, the heavier the embroidery on the border, and, of course, the higher the price of the shawl, the less regular is the structure of the cloth. Such, indeed, in some instances, is the degradation of the cloth in the field, as to induce some foreign merchants to cause it to be removed, and another piece to be engrafted within the edge of the

border. But in this case there is no other remedy than in a judicious selection of a sheet of the same breadth and fineness ; for, although two breadths of the narrow cloth might fit the vacant space, yet these must be joined by the refugar in the middle ; and although this can be so done that the band differs not in thickness from the rest of the cloth, yet the joint is discernible when held between the eye and the light, from the threads in the joined breadth being not continuous in the same line ; whereas any irregularity of this nature is drowned in the edge of the border. The best practice to ensure a good field seems to consist in weaving the border, in every case, separately, and inserting the field by the refugar.

When finished, the shawls are submitted to the purusgar, or cleaner, whose business it is to free the shawl from discoloured hairs or yarn, and from ends or knots : he either pulls them out severally with a pair of tweezers, or shaves the reverse face of the cloth with a sharp knife : any defects arising from either operation are immediately repaired by the refugar. At this stage of the manufacture the shawls are sent to the Collector of the stamp-duties, by whom an ad valorem duty of twenty-six per cent. is levied, and each piece is then stamped and registered.

The goods are now handed over to the wafarosh, or person who has advanced money on them to the manufacturer, and to the mohkim, or broker, and these two settle the price, and effect the sale to the merchant ; the former charges interest on his advances, the latter a commission, varying from two to five per cent. The purchaser takes the goods unwashed, and often in pieces, and the fine-drawer and washerman have still to do their part.

When partly washed the dhobi brings the shawls to the merchant, that they may be examined for any holes or imperfections ; should such occur, they are remedied at the expense of the seller : if there are none, the washing is completed. This is done with clear cold water,

using soap very cautiously to white parts alone, and never to embroidery : coloured shawls are dried in the shade ; white ones are bleached in the open air, and their colour is improved by exposure to fumes of sulphur. After being washed, the shawls are stretched in a manner which answers in some degree to calendering : a wooden cylinder is two parts is employed for this purpose, round which the shawl, folded so as not to be quite as broad as the cylinder is long, is carefully wrapped, being occasionally damped to make it fold tighter ; the end is sewn down : two wedges are then gradually driven between the two parts of the cylinder at the open extremities, so as to force them asunder, and the surrounding folds of the shawl are thus stretched to as great an extent as is consistent with its texture. The piece remains in this state for two days, when it is removed to be packed. The packages are of various dimensions, but they are formed on one principle : the shawls are separated by sheets of smooth, glazed, and coloured paper, and they are placed between two smooth planks of wood, with exterior transverse bars, which projecting beyond the planks, offer a purchase for cords to tie them together : the whole is then placed in a press, or under heavy weights for some days, when the planks are withdrawn, the bale is sewed up in strong cloth and the whole is sewed up as smoothly and lightly as possible in a raw hide, which, contracting in drawing, gives to the contents of the package a remarkable degree of compactness and protection.

An immense variety of articles of shawl stuff are manufactured in Kashmir, besides the shawls themselves : of them also there are two chief varieties, those made in the manner described, and the worked shawl (*doshali amli*), in which the whole of the embroidery is worked on the cloth, with needles having eyes, and with a particular kind of woollen thread, instead of the silk employed in the usual embroidered work. In the *amli* shawl the pattern, which is in every case delineated, but which at the loom is read off in certain technical terms from a book, is covered with transparent paper, upon which the outlines of the

composition are slightly traced with a charcoal twig, and the traced lines are permanently defined by being pricked through with a small needle. The cloth intended to receive the pattern is rubbed strongly upon a smooth plank, with a piece of highly-polished agate or cornelian, until it is perfectly even and regular. The pricked pattern is then stretched upon the cloth, and some fine coloured powder, charcoal, or chalk, is passed slightly over the paper, which penetrating through the holes, transfers the outline to the cloth underneath. This is next more accurately delineated with some coloured powder, rendered tenacious by mucilage of gum arabic, which, when the work is completed, is readily detached in dust by the hand.

The use of patterns by the chain-stitch embroiderer, and the carpet weaver of Kashmir, is more restricted to a confined number of forms, by being transferred from a wooden block to the cloth, in regard to the former, and to paper in respect to the latter.

The following are the chief articles of this manufacture, with their usual prices.

Shawls in pairs form the principal article of this manufacture, and have different names, according to their nature and quality, as plain white coloured, embroidered in the loom, or by the hand with the needle : *viz* :

Patu Pashmini, sometimes made of Asalties, but more frequently of the coarse kinds of shawl-wool, is in length four gaz, and in breadth one and a half gaz. This is thick, and used as a blanket, or for outer clothing. Price from 5 to 6 rupees per gaz.

Shala phiri, as its name denotes, is made of phiri, or of seconds-wool. Its length is from three and a half to four gaz, and breadth one and a half gaz. Price from 20 to 30 rupees per piece.

Halwan, or plain white cloth, of fine shawl-wool, without flower, border, or other ornament, differs in length, but is twelve girahs in

breadth, and is used for turbans and for dyeing. Price from 3 to 6 rupees per gaz.

Jowhar Shala Sadu, or shawl with a narrow edging of colored yarn, is from three and a half to three and three-quarters gaz in length, and one and a half in breadth. Price from 50 to 60 rupees per piece.

As all the following shawls are of the same dimensions, *viz*, three and a half gaz in length, and one and a half gaz in breadth, it is unnecessary to affix the measures to their several names.

Shala Hashiadar, is edged by a single border, 60 to 70 rupees.

Shala Dohasiadar, has a double border, 40 to 70 rupees.

Shala Chahar Hashiadar, has four borders, 60 to 70 rupees.

Hashiadar Khosar, or Khalil Khani, has two borders and two tanga, sometimes with, at others without, a flower in the corners, 40 to 50 rupees.

Hashiadar Kiungreedar. This has a border of the usual form with another within-side, or nearer to the middle, resembling the crest of the wall of Asiatic forts, furnished with narrow niches or embrasures for wall pieces, or matchlocks, whence its name, 100 to 150 rupees.

Dhourdar, has an ornament running all round the shawl, between the border and the field. 200 to 2,200 rupees per pair.

Mathandar has flowers or decorations in the middle of the field. 300 to 1,800 rupees per pair.

Chanddar, has a circular ornament or moon in the centre of the field. 500 to 1,500 rupees per pair.

Choutahidar, has four half moons, 300 to 1,500 rupees per pair.

Kunjbutthadar, has a group of flowers at each corner. 200 to 900 rupees per pair.

Alifdar, has green sprigs without any other colour, on a white ground or field. 120 to 1,150 rupees per pair.

Kaddar, has large groups of flowers somewhat in the form of the cone of a pine, with the ends or points straight, or curved downwards.

Dokaddar, has two heights of such groups ; Sekaddar, has three rows ; and so on to five and upwards : in the latter case, however, the cones are somewhat small. 100 to 800 rupees per pair.

The ornaments of shawls are distinguished by different names, as Pala, Hashia, Zanjir, Dhour, &c., and these are divided into different parts. By the term Pala is meant the whole of the embroidery at the two ends, or, as they are technically called, the heads of the shawl.

The Hashia, or border, is disposed commonly one at each side in the whole length, and if double or triple, gives particular denominations to the shawl.

The Zanjir, or chain, runs above and also below the principal mass of the Pala, and as it were confines it.

The Dhour, or running ornament, is situated to the inside in regard to the Hashia and the Zanjir, enveloping immediately the whole of the field.

The Kunjbutha, is a corner ornament, or clustering of flowers.

The Mattan, is the decorated part of the field or ground.

Butha, is the generic term for flowers, but is specifically applied, when used alone, to the large cone-like ornament which forms the most prominent feature of the Pala. Sometimes there is only one line of these ornaments, extending from the lower Zanjir to the upper one. When there is a double row, one above the other, the Butha is called Dokad, Sekhad, up to five, after which it takes the name of Tukaddar.

Each Butha consists of three parts ; viz, the Pai or foot or pedi-

ment of leaves generally ; the Shikam or belly, and the Sir or head. The head is either erect, or straight, or curved, or inclined. If the Butha slope generally, it is named Butha kaj. The Shal, or net, is the work which separates the different Buthas, but sometimes the interstice is without ornament.

Jamawar, signifies literally a gown piece. The length of this cloth is three and three-quarter gaz, and the breadth one and a half gaz.

This article branches into many varieties, as Khirkhabutha, large compound flowers, consisting of groups of smaller ones. This is used by the Persians and Afghans.

	<i>Rupees per piece.</i>	
Rezabutha, small flowers thickly set, ...	200 to	700
Shaldar, net work,	500	1,700
Islimi,	250	400
Mehramat,	150	300
Khatherest,	150	750
Marpech,	200	350
Kahnkar,	300	1,000
Lakhe Angur,	300	500
Chaporast,	300	7,000
Dogul, Sehgul, Chahargul &c.,	500	1,000
Barghe bed,	250	400
Gulisaut,	200	900
Duazdhe khat,	700	1,500
Duazdeh rang,	800	1,400
Gule parwane,	300	450
Kaddhar,	300	2,000
Kayhama, Subzkar, Safed,	120	130

These are made by the shawl weaver alone, and go largely into Hindustan, where they are dyed, the small green flowers being previously

tied up in hard small knots, so as to be protected from the action of the dye, and are, of course, when untied, each surrounded by a small white field. Small eyes of spots of yellow, red, and of other colours, are supposed to harmonize with the green flowers and the new ground, and these are added by embroiderers of Chikkandoz.

Kasabeh, or Rumal—women's veils—square shawls. These are from one and a half to two and a half gaz square, and are called

Khathdar,	...	...	...	300 to 500 rupees
Mehramat,	...	...	...	150 to 300 do.

Islimi, with the thirteen other patterns of the Jamawars; and in addition there are

Chaharbagh,	...	...	...	300 to 350 rupees
Hashia,	...	..	...	100 to 175 do.
Chand,	...	...	...	50 to 200 do.
Chautahi,	...	...	...	150 to 400 do.
Shash Mantahi,	...	...	...	250 to 200 do.
Feringi,	...	...	...	100 to 500 rupees.

Exported chiefly to Russia,

Tara Armeni, 100 to 250 rupees; exported chiefly to Armenia and Persia.

Tara Rumi, 120 to 300 rupees; exported chiefly to Turkey.

Sada, 12 to 15 rupees; for domestic use.

Shamlas, or girdles for the waist, worn by the Asiatics, are eight gaz in length, and one and a half gaz broad, and of various colours and patterns, and vary from 50 to 2,000 rupees a piece, according to the richness of the work.

Doshala, or shawls, which contain three palas instead of two, go only to Tibet, and sell for 100 to 150 rupees.

Goshpech, or Patka, or turbans, are in length from eight to ten

gaz, breadth one gaz, and of all colours. One variety has two palas, two Zanjirs, and two hashias, 150 to 800 rupees.

Mandila, another variety, sometimes has a Zanjir, and sometimes is without this ornament. This latter is from eight to ten gaz in length, and about twelve giras broad, 45 to 70 rupees.

Khalin Pashmina, shawl carpets. This is sold at 20 to 40 rupees the square gaz of only three-quarters, and is made of any size in a single piece.

Nakash, trowsers. Some are with, others without, seams. The former are made of two pieces, which are sewn together by the rafugar, the latter by the jarab saz, or stocking maker, 200 to 500 rupees a pair.

Chaharkhana, netted cloth. Length indefinite, breadth one and a half gaz, used by women. 5 to 10 rupees per gaz.

Lungi, girdles. Length three and a half gaz, breadth one and a half gaz. These differ from Shamlas by being in narrow check, and bordered by lines of different colours, 50 to 70 rupees.

Takhin, caps. 8 annas to 4 rupees.

Jarab, short stockings. Guldar and Mehramat, flowered and striped. 1 to 5 rupees.

Moze Pashmina, long stockings. 5 to 25 rupees.

Sakkab Posh, canopies. 300 to 1500 rupees.

Darparda, curtains for doors and windows. Same price as Jamavar by measure.

Kajjari Asp, saddle-cloths, by measure.

Kajjari Fill, elephant's housing, ditto.

Balaposh, or Palang Posh, quilt or coverlet. 300 to 1,000 rupees.

Galaband, cravat, 12 to 300 rupees

Pistanband, neckerchief, 5 to 15 rupees.

xxxix

Langota, waistbelts, 15 to 30 rupees.

Postin, cloths left long in the nap to line pelisses. 500 to 1,000 Rs.

Paipech, leggings. Length two gaz, breadth one gira, of all colours.
2 to 10 rupees.

Yezar, or Izarband, waist strings, 1 to 15 rupees.

Takkia, pillow-bier. Same price as Jamawar.

Khalita, bags or purses. 8 annas to 2 rupees.

Kabbar Posh, shrouds or covers for tomb-stones. Same price as
Jamawar.

Takposh, covers or hangings in front of recesses or cupboards.

And Khwanposh, dish covers or napkins, of various qualities and
patterns, from 30 to 500 rupees a piece.

APPENDIX VI.

Note concerning the production of Borax and Sulphur in Ladákh.
 [From Cunningham.]*

Borax.—The Borax and Sulphur Mines are found together at an uninhabited spot named Puga, on the Rulang-chu, a small stream which is full of hot springs, and which joins the Indus on its left bank, miles above Lè. Puga stands in North latitude 33 degs. 12 mins., and East longitude 78 degs. 16 mins., at an elevation of 15,264 feet above the sea. The borax is ejected in the bed of the stream by the numerous hot springs at various temperatures, from 80 degs. upwards. The salt (borate of Soda) is found along both banks of the rivulet for about two miles, in conjunction with Chloride of Soda. It is in a damp state, owing to the vapours emitted by the hot springs. In collecting the borax, the surface of the salt, which is generally of a light pink creamy hue (sometimes inclining to green), is carefully scraped and collected in bags. When dry, it is of a dull white colour. In this state it is collected by the shepherds, who pasture their flocks on the rich summer grass of the plains of Pukchu. The quantity of this borax annually exported is stated at 500 maunds, or 16,000 lbs.; the value, at the rate of sixteen seers per rupee, being only rupees 500.

Sulphur.—The Puga Sulphur Mine is situated at a short distance from the stream, at the foot of a gypsum cliff. The mineral occurs chiefly in the form of thin laminæ disseminated throughout the rock; but in all the fissures there are numerous detached crystals, quite transparent, and of all sizes, from that of a grain of sand to one-eighth of an inch. In detaching the sulphur, the crystals are mostly reduced to powder, and partially mixed with the gypsum rock; and in this state it is carried to the markets of Nurpur, Kangra, and Rampur. The vague statements of the shepherds make the annual supply about 500 maunds, or 3,200 lbs., but I should think that it rarely amounted even to one-half of that quantity.

*(Cunningham's Ladak, pages 239-40.)

APPENDIX VII.

Extract concerning Asafœtida from report by Dr. Bellew, (formerly attached to Mission to Kandahar.)

The frail vaginated stem, or the lower cluster of sheathing leaves, the former belonging to old plants and the latter to young ones, is removed at its junction with the root, around which is dug a small trench about six inches wide and as many deep. Three or four incisions are then made round the head of the root, and fresh ones are repeated at intervals of three or four days; the sap continuing to exude for a week or fortnight according to the calibre of the root. In all cases as soon as the incisions are made, the root head is covered over with a thick bundle of dried herbs or loose stones as a protection against the sun; where this is not done, the root withers in the first day and little or no juice exudes. The quantity of asafœtida obtained from each root varies from a few ounces to a couple of pound's weight, according to the size of the roots, some being no bigger than a carrot whilst others attain the thickness of a man's leg. The quality of the gum differs much, and it is always adulterated on the spot by the collectors, before it enters the market. The extent of adulteration varies from one-fifth to one-third, and wheat or barley flour or powdered gypsum are the usual adulterants. The best sort, however, which is obtained solely from the node or leaf-bud in the centre of the root head of the newly sprouting plant, is never adulterated, and sells at a much higher price than the other kinds. The price of the pure drug at Kandahar varies from four to seven Indian Rupees per "man-i-tabriz" (about 3 lbs.), and of the inferior kinds from one and a half to three and a half Indian rupees per "man." The asafœtida is commonly used by the Mahommedan population of India as a condiment in several of their dishes, and especially mixed with "dal." It is not an article of general consumption in Affghanistan, though often prescribed as a warm remedy for cold diseases by the native physicians, who also use it as a vermifuge. The fresh leaves of the plant, which have the same peculiar stench as its secretion, when cooked, are commonly used as an article of diet by those near whose abodes it grows. And the white inner part of the stem of the full grown plant, which reaches the stature of a man, is considered a delicacy when roasted, and flavored with salt and butter.

APPENDIX VIII.

Extract regarding the trade in Wool, from Report on Kandahar by Lieutenant Colonel H. B. Lumsden C. B.

" The following are a few particulars regarding this trade. At Birgand, Hazara, Herat, and Kandahar, when advances are made to the nomads on the future crop, the price on the spot is about 12 Company's annas per Kandahari maund of 4 Company's seers ; but if purchased at the time of shearing, it costs rupees 1-4-0 for the same weight ; and if taken on credit rupees 1-8-0. A load of 48 maunds Kandahari, or 192 company's seers, is carried to Kandahar from any of the other districts above mentioned for company's Rupees 12-8-0 ; and from this point to Kurrachi for the same sum. The reduced rate for the latter distance is accounted for by the road being better, and, below Dadar, perfectly safe. The gomashtha or agent proceeding with the investment receives $\frac{1}{3}$ of the profits, taking an equivalent share of risk ; but if the arrangement with him is made on the Mahommedan principle (known as Mozaribat) when the agent runs no risk, one-fifth of the profit is absorbed in his pay.

The agents in Kandahar say that the tariff of boat-hire from Kurrachi to Bombay varies so much, that it is impossible to give even a fair approximation to the expenses of transit, but that the price in Bombay may be put down as 192 rupees per kundi of sixty Kandahari maunds. Pure white wool is the most marketable, but brown and white are frequently mixed. The wool of Birgand and Herat is generally shorn twice a year, and if not exported is manufactured into carpets, bala-zins, masnadi namads, and common felts. The fine wool known as kurak is procured from goats in the Herat, Gazak, and Hazara districts.

The Birgand and Herat carpets, sold in Hindustan as Persian, are woven in looms by 6 or 8 men at each, much in the same way that carpets are usually made in our

jails, but of a much finer texture ; and the wool is always dyed before being spun into thread, which is said to make the carpets keep their colour much longer. Carpets are purchased from the manufacturer at 10 Herati rupees (each 4 Company's annas) per square yard, and fetch in Hindustan 10 Company's rupees.

In making masnadi namads, the great art is in having the wool thoroughly carded and cleaned first, and then lightly

Namads or Felts. made up into a sort of half felt foundation, on which are placed pieces of colored wool of the required pattern anointed with soap ; the whole is placed on a frame of reeds, and rolled up and out again till the wool is worked thoroughly into one homogenous sheet of the required firmness ; the namad is now opened out, and well rubbed under the feet ; and lastly, after a second coating of soap, the whole is finished by hand-rubbing. Each masnadi namad sells at from 7 to 15 rupees on the spot.

Bala-zins or saddle cloths are made as above, but without figured patterns of any sort, and are of the finest picked wool, or even coarse kurak, and fetch 6 or 7 rupees each at the manufactory. Kurak is procured from goats by combing them once a year, with fine iron combs, by which only the finer parts of the under coat is taken off ; this wool is generally used for making warm under clothing for people of rank, and is worked up like bala-zins, but in much thinner sheets, being little, if at all, inferior to pashminahs, selling at from 7 to 20 rupees each on the spot."

APPENDIX IX.

Extract concerning Exports and Imports, from Report on Kandahar, by Lieutenant Colonel H. B. Lumsden, C. B.

"The following is a list of prices in the Kandahar market of articles imported from various quarters."

FROM BOMBAY.

IMPORTS.		PRICES.			
<i>Names of Articles.</i>		<i>From</i>		<i>to.</i>	
Long cloths, per piece,	...	...	7 0	6	8
Ditto (unbleached,)	...	...	4 8	3	0
Madapollams (white,)	...	...	9 0	6	0
Alwan (shawl stuffs) (red.)	...	...	10 0	8	0
Ditto (orange,)	...	...	9 0	5	0
Ditto (green,)	...	...	9 0	5	0
Ditto (white,)	...	...	8 0	5	8
Khasa,	...	...	3 0	2	0
Jaconet (grey,)	...	...	3 0	1	8
Ditto (white,)	...	...	3 8	2	8
Dimity (white,)	...	...	4 0	3	0
Ditto (rose,)	...	...	9 0	7	12
Flowered Muslins (all colours,)	...	...	3 0	1	8
Coloured Muslins,	...	...	3 8	1	9
Net, per yard,	...	...	1 0	0	7
Drill, (white) per piece,	...	...	10 0	0	7
Flowered Muslins (golden), ditto,...	...	...	6 0	3	0
Velvet (black,) per yard,	...	...	0 12	8	0
Ditto (red,) per yard,	...	...	1 12	1	0
Majut Imported, per yard,	...	...	7 8	5	0
Broad cloth, per yard,	...	...	7 8	5	0

Chintz, scarlet, (red) a piece, ...	12	0	8	8
Do. do. (black) do., ...	8	0	6	2
Chintz, (scarlet and rose coloured,) a piece, ...	5	0	3	0
Ditto do. (white) a piece, ...	8	0	5	0
Chintz, black and other colours, a piece, ...	5	8	5	0
Do. Shakar kouz (a colour,) ditto, ...	9	0	6	0
Khasa, scarlet, a piece, ...	5	0	3	8
Shawls, each, ...	6	0	4	8
Merino, per yard, ...	2	0	0	12
Molasses, per seer,	0	8	0	0
Sugar, per 3½ seers,	3	0	2	8
Black pepper, ditto,	2	0	0	0
Sal Ammoniac, ditto,	2	0	0	0
Cloves, ditto,	2	8	0	0
Green and black teas, ditto,	20	0	12	0
Turmeric, ditto,	2	0	0	0
Dry Ginger, ditto,	2	0	0	0
Preserved ginger, per jar,	4	8	3	0
Orpiment (yellow,) per 3½ seers,	2	0	0	0
Ditto (black,) ditto,	2	0	0	0
Cinnamon, ditto,	4	0	0	0
Cardamums, (small) ditto,	3	0	0	0
Ditto (large,) ditto,	3	8	0	0
Thread, (per bundle),	6	0	0	0
Cocoa nuts, per 3½ seers,	3	0	0	0
Satin, per yard,	2	8	0	0
Flannel, do.,	1	0	0	0
Russian Satin, do.,	1	8	0	0
Cambric, per piece,	5	0	3	0

Penknives, two bladed, 1-8 ; one blade 1. Large Sailor's knives, 4 annas. Quantities of Pottery ware of all descriptions are imported ; as

also needles and thread, and a few English medicines, which however kill many more than they cure ; for being administered by a Native hakim who knows nothing of their properties, but tries the effect of the first which may be at hand, and regulates the quantity given by the price.

N. B.—The pieces of cloth above alluded to are of all sizes, 40, 31, and 29 yards, and the Affghan gaz (or yard) is $3\frac{1}{2}$ English feet.

The following are the Kandahri weights :—

A Kandahari seer weighs Company's Rupees, 8 0

A Charak is 10 seers, or ditto 80 0

4 Charaks are one Maund.

1 Miskal is $4\frac{1}{4}$ Masha.

1 Masha is 8 Ruttis.

COINS.

6 Cabuli Rupees 5 Company's Rupees.

1 Kandahari Rupee $\frac{1}{2}$ ditto.

12 Shahi make 1 Rupee Kandahar.

6 Pice Kandahari, or 4 Company's pice, 1 Shahi.

2 Shahies Kandahari, 1 Miskal.

4 Shahies Kandahari, 1 Abbassi.

The whole of the copper coinage is called in every two or three months, at the will of the ruler of Kandahar (who regulates the value of the Shahi, and usually brings them down to half price, for a few days before they are called in,) and taken at half price, stamped and re-issued at their full value. All which remain in the market of the old supply (unstamped) are called ghaz.

IMPORTS FROM UMRITSUR.

<i>Names of Articles.</i>	<i>PRICES.</i>			
	<i>From</i>		<i>to</i>	
Pashmina Shawls, according to quality.				
Molasses, per Kandahar, maund		2 4	0 0	
Turmeric, 		1 8	0 0	

Punjab shoes, Penholders, Lungies, Cloth, Cashmir Shawls, Puttu Cashmiri, Zinc, Saffron, Cashmiri 16 rupees a Kandahari maund and Peshawur Lungies.

FROM MOOLTAN.

Rough cloth,	per 100 yards		9	0	0	0
Colored sheets for women,	20 do.,		17	0	0	0
Chintz, Nasrkhani, 20 pieces or 160 do.,		20	0	0	0	0
Do. Lalgurie, do.	do.,		8	0	0	0
Alacha,	4 yards		1	0	0	0
Buffaloe's hides, cured,	20 do.,		60	0	0	0
Goats,	20 do.,		17	0	0	0
Shoes, according to quality.						

FROM BOKHARA.

Russian gold lace, per tola,	..	...	2	0	0	0
Bokhara silk, per Kandahar maund,	...	...	35	0	0	0
Labani Ditto Ditto	...	...	25	0	0	0
Kokani Ditto Ditto	...	...	25	0	0	0
Gardanzi Ditto Ditto	...	...	33	8	0	0
Bokhara Tomujabin Ditto	...	...	2	8	0	0
Gold lace (imitation) per yard,	...	...	4	0	0	0
Gulbadan (a silk cloth) Ditto	...	...	1	0	0	0
Kanawez Ditto Ditto	...	...	1	0	0	0
Postins, (fox skin) each,	...	...	20	0	0	0
Postins, (rat skin) each,	...	...	25	0	0	0
Sinjal Postins, each	...	...	40	0	0	0
Sinabunds and Postins, Samuri,	...	...	600	0	100	0
Choghas, (Alghani)	...	...	50	0	0	0
Russian boxes of all sorts and prices.						

FROM MASHAD AND KHORASAN.

Nishapur ~~P~~erozes (Turquoises) at all prices.

Opium, (Gunabad) per kandahar maund,	...	35	0	0	0
Ditto (Yezd)	Ditto	...	45	0	0
Kanawez, per yard,	...	...	1	8	0
Silk Lungies, each,			9	0	0
Ditto (Yezd,)			5	0	0
Razaies from Yezd,			3	0	0
Silk handkerchiefs, (black)			4	0	0
Bulghar skins,			15	0	0
Balazins,			20	0	10
Black boots, a pair,			8	0	7
Abrak (rahdar,) each			280	0	0
Abrak (Mashadi,) do.,			50	0	15
Ditto Kirmani do.,			9	0	0
Pittu,			12	0	0

Besides the above, Mashadi double barrelled guns, pistols, and swords, choghas, namdas, sinabunds of kurk, white and grey drills, and chintz of all sorts and prices.

FROM CABUL.

Postins, each,			25	0	0
Sinabands,			10	0	6
Pattu,			30	0	15
Rice, per Kandahar maund,			1	0	12
Walnuts, do. do.,			0	8	0
Cabul Molasses, do.,			1	0	0

Besides the above, Lungies, Barrak, and Janab.

FROM ANARDARRAH.

From this district are brought the famous pomegranates, which are perhaps the finest in the world, as also asafœdita : this trade is chiefly in the hands of the Tajaks and Kakars.

The Tajaks of Anardarraah are all under Mīr Mahamud, Ahmud Khan, and Syad Musa of their own clan, who are respectively at the head of 800, 200 and 200 families. The lands of these Tajaks are all laid out in fruit gardens, producing jujubes, pomegranates and figs, the value of which may be estimated from the fact of the tribe paying 12,000 Herati rupees (Rupees 3,000) to the Governor of the province annually.

Almost the whole of their produce is exported. The low ranges adjacent to the Anardarraah basin are the great asafetida producing tracts : during the three hottest months in the year, numbers of Kakars resort there to collect that gum. All parties, previous to proceeding to the ground, are obliged to find security to the governor of the province for the payment of six rupees privilege duty per head, and have to pay a further tax of 3 annas per maund upon the asafetida collected.

The following articles exported, cost in Kandahar.

Exports.

Almonds, per Kandahar maund,		1	0	0	0
Mashad and Herat silk, (chatta) per maund		40	0	0	0
(Twela,) Ditto		35	0	0	0
(Tuni,) Ditto		30	0	0	0
Anab (jujube fruit.) Ditto		1	0	0	0
Zerisk (a berry from Herat)		1	8	0	0
Saffron, from Birgand,		90	0	16	0

APPENDIX X.

STATEMENT showing the increase of the Kurrachee trade.

COUNTRIES.	1855-56.	1859-60.	RESULT OF 1859-60 COMPARED WITH 1855-56.	
			Increase.	Decrease.
IMPORTS.				
England,	1,57,800	33,94,784	32,36,984	...
Bombay,	55,81,212	1,27,28,155	71,46,943	...
Concan,	2,464	15,667	13,203	...
Cutch,	74,986	1,81,856	1,09,870	...
France,	...	3,509	3,509	...
Goa and Domaun, ...	4,532	5,929	1,397	...
Guzerat,	57,608	87,102	29,494	...
Kattiawar,	1,29,322	1,16,865	...	12,457
Malabar,	97,632	51,086	...	46,546
Mauritius,	1,894	...	...	1,894
Mekran,	11,065	19,923	8,858	...
Moulmein,	...	2,53,830	2,53,830	...
Persian Gulf,	1,79,619	2,65,811	86,192	...
TOTAL, ...	62,98,134	1,71,27,517	1,08,90,280	60,897
EXPORTS.				
England,	35,139	3,64,596	3,29,457	...
France,	...	3,57,309	3,57,309	...
Bombay,	53,74,320	74,67,074	20,92,754	...
Calcutta,	...	21,068	21,068	...
Concan,	...	...	...	...
Cutch,	1,12,401	2,38,687	1,26,286	...
Goa and Demaun, ...	...	3,954	3,954	...
Guzerat,	11,747	43,889	32,142	...
Kuttiawar,	1,21,485	1,26,858	5,373	...
Malabar,	1,69,154	5,25,142	3,55,988	...
Mauritius,	17,568	92,991	75,423	...
Mekran,	35,895	36,263	368	...
Australia,	...	13,369	13,369	...
Persian Gulf,	1,66,694	1,88,188	21,494	...
Singapore, Ceylon, &c.,	...	...	...	...
TOTAL, ...	60,44,403	91,79,388	34,34,985	...

APPENDIX XI.

CARAVAN ROUTE from Shikárpur to Kandahar by the Bolán Pass.

	NAMES OF PLACES.	Distance in miles.	In kos.	REMARKS.
	<i>From Shikárpur to</i>			
1	Jagan,	17½	10½	In Sindh. Road through a jungle country. A village and a fort.
2	Rojhan,	22½	13½	Do. Do. But little water. The country from this to Noushaihra, a desert for 96 miles.
3	Barshorí,	26½	16	Over the desert in Bilochis- tan. A large village.
4	Mírpur,	14½	8½	A village in Do.
5	Bhag,	22	13	A town. Do. river. The villages of Syud Kazan- shah-ki-Jhok and Ustad, on the road.
6	Maheshur,	16	10	A village in ditto. A place called Shahr Haji on the Road. A stage.
	Noushaihra,	15½	9	
7	Dadur, 743 feet above the sea, ...	7	4½	Large town. River.
	Total, ...	141½		

APPENDIX XI.—*Continued.*

	NAME OF PLACES.	Distance in miles.	In kos.	REMARKS.
8	Kohandilan (904 feet) or kandi, ...	11		<p>In the Bolan Pass.</p> <p>The entrance to the Bolan Pass commences within a short distance from Dadur.</p> <p>After entering the Pass, the road lies north-west. At about 4 miles the mountains begin to close from north-east to south-west. The hills which immediately enclose the Pass are not very high—are irregular in height, and barren, their strata most confused, and their formation of coarse pudding stone changing near the surface to loose clay and pebbles. The distance from hill to hill on each side varies, but in few places within the command of musquetry. Road over rough loose stones and shingle. Bolan stream. At about 8 miles a spot called "Drabbi" where there is a small valley.</p>
9	Kírta, (1,081 feet) or "Garmab" ...	10½		<p>The valley here is from 3 to 4 miles broad; loose stones and shingle.</p>
10	Bíbí naní,	9		<p>Valley barren. Bolan stream.</p>
11	Ab-i-gum, (2,540 feet,)	8½		<p>The road passes through 2 valleys, between which the distance of the hills which bind the road may be 2 to 300 yards in some places.</p>

APPENDIX XI.—(Continued.)

	NAMES OF PLACES.	Distance in miles.	In kos.	REMARKS.
12	Sar-i-khajur, or "Machk,"	6		In the Pass. Here are some Khajúr trees on the right of the road on a rising ground. A spring of water.
	Sar-i-Bolan (4,494 feet),	3½		In the Pass. A spring from which the stream of Bolan has its source.
13	Kharlake. Head of the Pass,	10		At about 5 miles some stunted trees. On each side of the road the precipices become more abrupt—the ascent considerable. Pass gradually narrows until it winds through some high hills. For the last three miles to the head of the Pass. Road in many places good, but this is the most command- ing part of the Pass.—Road in some places 40 to 60 feet wide, with perpendicular rocks 100 feet high. The ascent of the ghat or head of the Pass is gradual, and only about 100 yards in length. Loaded camels can walk up and down. After the descent, which is not great, a plain or valley ("Dashl be dowlut" or "Dashl kuchute").

APPENDIX XI.—(Continued.)

	NAMES OF PLACES.	Distance in miles.	In kos.	REMARKS.
14	Sar-i-ab.	18½		Road through the Dashi bedowlut. At 2½ miles from the head of the Pass, the elevation above the level of the sea is 5,793 feet. The valley is extensive to the right and left after three miles. No habitation at Sar-i-ab. Slight ascent in the country at about 14 miles from last stage, where there are Karezes.
15	Shalkote, (Quetta) 5,637 feet,... ..	8½		Road in the valley, which is watered by numerous streamlets. Shalkote, a town in Bilochistan, on a mound. Seat of a Hakim. There are three roads to Candahar from this place. That followed by Caravans is here given.
	From No. 8 to No. 15,	86		
	From 1 to 7,	141		
		227	136	Distance according to the account of this route, published in "Major Hough's army of the Indus."—pages 47 to 60 and 427 and 428, from which the information above given is mostly derived.

APPENDIX XI.—(Continued.)

From Shalkot the Caravan route proceeds as follows, as given by the principal merchants of Shikarpur :—

	NAMES OF PLACES.	Distance in miles.	In kos.	REMARKS.
16	Nari	...	8	Habitation.
17	Lora	...	10	A stream. Village.
18	Karez Gulistan	...	10	A village, and Karezes or subterraneous water courses.
19	Nari (2nd)	...	12	No habitation. Valley on the road.
20	Chahi Nadir	...	12	Do. do. Water from a well.
21	Registan	...	7	No habitation.
22	Houz-i-Madad Khan	...	12	Village.
23	Pul-i-pukhta,	...	12	River Arghastan crossed. A village.
24	Karez-i-Haji,	...	12	Village. Karezes.
25	Kandahar. Lat. 31°40'	...	10	City.
	From No. 16 to 25, Shalkot to Kandahar	175	105	Estimated distance.
	From No. 1 to 15, Shikarpur to Shalkot,	227	136	
	Total distance from Shikarpur to Kandahar,	402	241	

APPENDIX XI.—(*Continued.*)

From Shalkot to Kandahar, as given by Major Leech.—Pages 89 and 90 of the printed reports of the Mission in Afghanistan (1839).

NAMES OF PLACES.	Distance in miles.	In kos.	REMARKS.
From Shalkot to Kuchalak Fort, ...	...	4	200 houses.
Lora, ...	...	12	300 do. A stream called Lora.
Gulistan Karez, ...	...	6	100 do. 3 canals.
Gundwan, ...	...	7	No houses. Stream.
Spintagh, ...	...	5	A difficult ascent.
Ghawaz, ...	...	4	...
Konchee, ...	...	12	12 houses. Plentiful stream.
Kadni, ...	...	6	500 scattered shepherds, plenty of well huts.
Ahmad Khan-kahouz, ...	...	8	10 do. do.
Walamada (or Mahmunda,) ...	...	5	No houses. River water.
Tukhtapul, ...	...	7	Do. Do.
Chouki, ...	...	7	200 houses. Do.
Arghastan, ...	...	5	A fordable stream in the hot weather.
Dehkhaskuk, ...	...	3	400 houses. Stream.
Kandahar, ...	...	4	City.
From Shalkot to Kandahar, ... }	...	96	
From Shikarpoor to Shalkot, ... }	...	136	
Total estimated distance, ... }	...	232	

NOTES ON THE ABOVE ROUTE BY MAJOR R. LEECH, *Bombay Engineers*,
 (page 90 of the printed papers of the Mission in Afghanistan,)
 (1839.)

The pass of Bolan, commencing at Kudta and ending at Kharlaki, is 50 kos long* and is passable either to an army with artillery or to a caravan throughout the year. It is generally level, and though considerably covered with loose stones offers in no portion a serious obstacle. It narrows once after leaving Machk (Sar-i-Khajur) to the breadth of four horsemen, but in general it averages 100 yards. Caravans are sometimes detained by the snow falling beyond Machk, but it does not fall heavy in the pass. There are two castes of plunderers that the kafilas stand in much dread of, the Doda Maris and the Dhumad Kakars. The Shikar-poor caravans proceeding up the Bolan pass entertain Brahuīs sometimes as a guard. The Brahuīs are in possession of the pass, and were formerly in the habit of guarding armies through.

Note by the Shikar-poor Merchants.

The route is open throughout the year, but the portion on the Sindh side of the pass is not traversed by caravans during summer when the hot winds blow. The streams of Kutchi, which intersect the road, are inundated during the rains. The only unsafe portion of the road is from Dadar, No. 7, to Sar-i-ab, No. 14.

* According to the route above given (No. 1 to 15) from Major Hough's Army of the Indus, the Bolan pass is only 59 miles, equal to 35 kos, long,—commencing from near Dadar, No. 7 and terminating at No. 13.

From Shalkot, or Quetta, to Kandahar by the Khojak pass.

No.	NAMES OF PLACES.	Distance, miles.	REMARKS.
	From Shalkot to Katchlak, ...	11½	The Katchlak pass 7 miles from Shalkot (Quetta).
	Haidarzai (5,258 feet above the sea), ...	10¼	Bad Nulas to cross.
	Hykalzai (5,063 feet),	10¾	Cross a river.
	Right bank of the Lora stream, ...	7¾	Cross the Lora stream, banks steep.
	Arambi, ...	8	Road good.
	Qilla-i-Abdulla Khan, ...	7½	A Fort.
	Khojak pass (the summit, 7,457 feet)	11	Foot of the main ascent, 6,484 feet. The valley of Kandahar at Chamman Choki, 5,677 feet.
	Dandi-gulai (4,056 feet), ...	14¼	First part road stony. An open plain.
	Killa-i-Futeh-Ulla Khan (3,918 feet),	10½	Road over undulating stony ground.
	Mahl Manda, ...	12	Through a pass and thence over very stony and rocky ground.
	Near the Dore river (3,638 feet), ...	15½	First three miles over undulating ground, then over good road.
	Dehihaji, ...	8½	The road stony but good.
	Khushab (3,484 feet)	12	Cross dry bed of Kadani river. Road good. Country open.
	Kandahar (3,484 ft.)	7½	City.
	Total distance from Shalkot to Kandahar, ...	147	miles, equal to 86 kos.
		136	Add to Shalkot.
	Total, ...	283	Measured distance.

NOTE.—The above route from Shalkot to Kandahar by the Khojak pass is taken from "Major Hough's Army of the Indus," 1840.

APPENDIX XII.

~~~~~

*CARAVAN ROUTE from Candahar to Herat.*

| NAMES OF PLACES.                       | Estimat-<br>ed dis-<br>tance in<br>miles. | REMARKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------------------|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| From Candahar<br>to<br>Kokaran, ... .. | 7 miles,                                  | The river Arghanda at within 500 yards to the right of the high road. After passing Candahar, it takes a westerly course as far as No. 3, (Houz-i-Madad Khan) and then turns to the south. The road within this line passes through a succession of fields, gardens and villages, which cover the fertile valley of Candahar, the breadth of which varies from 3 to 9 miles. Nearly the whole of the water of Arghanda is taken off by Canals for the purpose of irrigation, which are crossed on the road.<br>Kokaran, a village. |
| Sanjari, ... ..                        | 5                                         | The road stony in some places but generally good. An abrupt descent into the bed of the river. The ford across the Arghanda easy. The river during summer does not exceed $2\frac{1}{2}$ feet in depth; in times of flood if exceeding 3 feet in depth must prove a serious obstruction to travellers.<br>Sanjari, a village.                                                                                                                                                                                                      |
| Houz-i-Madad Khan,                     | 14                                        | A small town. The road lies across a hard level plain.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Kishk-i-nakhud, ...                    | 15½                                       | A small town (500 houses)—rich cultivation and several fine groves and gardens, in the vicinity abundance of water.<br>A hard level gravelly road without obstacle. At the distance of 10                                                                                                                                                                                                                                                                                                                                          |

## APPENDIX XII.—(Continued.)

| NAMES OF PLACES.   | Estimat-<br>ed dis-<br>tance in<br>miles. | REMARKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Khak-i-chopan, ... | 9½ miles,                                 | <p>miles from Houz-i-Madad Khan, the road closely approaches a range of hills of trifling elevation, beyond which a higher range runs in a north-east and south-west direction.</p> <p>The ruins of an ancient fort called the Kila-i-Nadir, which must have been a place of considerable strength in its day, about 2 miles to the west of Kishk-i-nakhud.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Grishk ... ..      | 24                                        | <p>The road generally good and level. No habitation here. A grove of mulberry trees. Water from "karez" or watercourses.</p> <p>Road generally good and hard, the first part slightly undulating, and one or two sandy patches.</p> <p>The river Hilmand, (the "<i>Ety-mander</i>" of the ancients) a broad rapid stream—crossed on the road about a mile from Grishk, by boat when the stream is not fordable.</p> <p>The Hilmand takes its rise in the mountains to the west of Kabul, and after a course of 600 miles, during which it is joined by several considerable streams, the principal of which are the Tarnak, the Arghanda, the Shahband, and the Khashrod, it falls into the Lake of "Hamun" (in Seistan).</p> <p>The City of "Grishk," a large town.—Principal seat of the "Barakzais".</p> <p>The fort of Grishk is built upon a mound, about 2 miles from the right bank of the Hilmand. Between the river and the fort is a fine pasture land ("Chaman") intersected by water courses and dotted with gardens and villages, inhabited by Barakzais (Maham-madzais.)</p> |

## APPENDIX XII.—(Continued.)

| NAMES OF PLACES. | Estimat-<br>ed dis-<br>tance in<br>miles. | REMARKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Zirak, ... ..    | 21 miles,                                 | The first six miles of the road stony and undulating, the beds of several torrents crossing the line ; thence level and easy to the Fort of <i>Sadat</i> , 18 miles from " <i>Grishk</i> ." Beyond <i>Sadat</i> the road again passes over undulating ground within two steep slopes till <i>Zirak</i> , which is a strongly planned Garhi. <i>Sadat</i> is a small town seat of a Hakim, and a staging place for caravans. " <i>Zirak</i> " also a small town. Water from " <i>Karez</i> ."                                                                                                                                                                                                            |
| Dushakh, ... ..  | 15                                        | The road hard and level. The village of " <i>Lar</i> " six miles from " <i>Zirak</i> " on the road. <i>Dushakh</i> is a small village surrounded by a mud wall and towers. Water from " <i>Karez</i> ." Village with a stream from a " <i>Karez</i> ."                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Biabanak, ... .. | 5                                         | The road in some places rugged but passable for wheeled carriages.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Washer, ... ..   | 24                                        | No fresh water during the first ten or twelve miles. <i>Washer</i> , a town ;—seat of a Hakim. Four forts situated on a fine stream and surrounded by rich cultivation and gardens.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Khashrod, ... .. | 14                                        | <i>Khashrod</i> , a fine stream running from the north, fordable, but formidable during floods, detaining caravans for several days. The road stony, and uneven. At the distance of a mile from <i>Washer</i> is a small stream called the <i>Asiab</i> ; for nearly six miles its course is followed down a narrow valley lying between low hills. The last four miles of the march the road winds down a dry water course ; road not good but practicable for artillery. The descent into the bed of the river " <i>Khashrod</i> " is steep and bad. <i>Khashrod</i> is a large village. Here the road separates ; the right leads to " <i>Tuk-i-kasarmān</i> ," not good ; —the left is as follows : |

APPENDIX XII.—(Continued.)

| NAMES OF PLACES.  | Estimat-<br>ed dis-<br>tance in<br>miles. | REMARKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   | <i>kos. miles.</i>                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Bakwa, ... ..     | 12 20                                     | A large town. Seat of a Hakim. A stream. The Dasht Bakwa is an extensive plain watered by the Khashrod and Joi Ibrahun, and containing numerous villages.                                                                                                                                                                                                                                                                                                                                                          |
| Kharmalak, ... .. | 13 22                                     | A small town. A police post or Choki. A stream.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Farah, ... ..     | 7 11½                                     | A large town—and fort. Tajaks and Afghans. "The Farah rod" river, a very rapid stream, in flood detaining caravans occasionally for weeks on its banks. The district of Fara, a great place for the production of saltpetre.                                                                                                                                                                                                                                                                                       |
| Jizan, ... ..     | 12 30                                     | A few houses on the road. Small stream. A place called " <i>Khat-i-Sufaid</i> " about 8 kos distant from Farah on the road.                                                                                                                                                                                                                                                                                                                                                                                        |
| Sabzwar, ... ..   | 16 26½                                    | Two forts on the road,—viz :—<br>1. Kila-i-Nigar about 6 kos from Jizan.<br>2. * Kila-i-Dukhtar, about 12 kos from Jizan, about 200 houses in Kila-i-Dukhtar.<br>* The range of hills to the south of Sabzwar terminates four kos from the town in a long spur, upon which the remains of an extensive fort are visible, called the Kila-i-Dukhtar or Maiden's castle; and at a short distance from it on a mound in the plain are the ruins of another castle called " <i>Kila-i-Pisr</i> ," or the youth's fort. |

APPENDIX XII.—(Continued.)

| NAMES OF PLACES. | Estimat-<br>ed dis-<br>tance in<br>miles. | REMARKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Khawja Uria, ... | 21 miles.                                 | <p>The fort of Sabzwar is a small one, built of mud, 200 or 250 yards square, with 7 circular bastions. The town of Subzwar is situated in the midst of a richly cultivated tract of country studded with innumerable villages inhabited by "Núrzayís" (Afghans); each village is about 60 yards square surrounded by mud walls with towers at the angles. Much saltpetre produced in the district. The road between Sabzwar and Herat is generally good and passable for wheeled carriages of every description. Abundance of water in every part of this route. A "Ziarutgah" or place of pilgrimage—a ruin perched on the summit of a rocky hill, at the foot of which runs a stream, slightly brackish.</p> |
| Adrashkan, ...   | 6                                         | A rocky pass with springs of fresh water. A small town. Adrashkan stream.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Rod-i-gaz, ...   | 6                                         | A rapid stream. No houses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Mír Allah, ...   | 6                                         | Caravansurái, surrounded by cultivation; a fine stream of water runs under the wall.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Shahbed, ...     | 12                                        | <p>For 19 miles from the Adrashkan the road is a continued ascent among hills, the elevations attained supposed to be full 1500 feet higher than the spot where the Adrashkan is crossed, or 6,500 feet above the sea. Water found at convenient distances the whole way. Road stony and in some places difficult, but quite practicable for artillery. The Rod-i-gaz, which falls into the Adrashkan on the road, runs parallel to a part of the march from Adrashkan to Shahbed. There is a ruined caravansarai at the latter place.</p>                                                                                                                                                                      |

APPENDIX XII.—(Continued.)

| NAMES OF PLACES.       | Estimat-<br>ed dis-<br>tance in<br>miles. | REMARKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mirdaúd, ... ..        | 12 miles.                                 | <p>Caravansarai. On leaving the Sarai Shahbed, the road ascends for about 3 miles attaining an elevation of about 700 feet above the last encamping ground, then commences a gradual but regular and continued descent to the end of the following stage, Roza-i-bagh, falling it is conjectured 2,000 feet.</p> <p>From this point—Mirdaúd—the eye ranges over great part of the valley of Herat but the city itself is concealed by an intervening range of hills called the “Koh-i-dosakh,” the distant mountains of the Hazara country are seen far overtopping a range of hills of considerable elevation on the other side of the valley. The road is good the whole way from the foot of the hill.</p> |
| Roza-i-bagh,... ..     | 11                                        | Town and a garden. Numerous artificial channels of excellent water.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Herat, ... ..          | 8                                         | <p>Cross the “Hari-rod” on the road four miles distant from the Roza-i-bagh. The river runs in several channels over a wide shingly bed. In seasons of flood, it is deep and exceedingly difficult to cross. Formerly a fine bridge of burnt brick spanned the stream.</p> <p>Herat, a large city. Supplied with water from the Hari-rod with wooden trough running across the ditch. It is stored in large reservoirs of masonry of solid construction arched over.</p>                                                                                                                                                                                                                                      |
| Total distance, ... .. |                                           | <div>miles. kos.</div> <div>346 208</div>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

APPENDIX XII.—(*Concluded.*)

This route has been compiled from the accounts by Captain E. Sanders, Engineers, (*A*) Major Todd, (*B*) and Major R. Leech, Bombay Engineers, (*C*) as well as from information furnished by certain native merchants. At short distances from the line of road throughout, particularly between Sadat and Sabzwar, numerous Ghizdis (or Felt tents) occupied by pastoral tribes of Afghans, chiefly of the Nurzai, Achikzai and Barukzai branches of Duranis, and others, are met with. These people afford accommodation to caravans and travellers, and supply them with provisions, fodder &c., receiving from them cash, as well as articles of common use, such as cloth, needles &c., in barter.

The towns are most inhabited by Tajaks.

---

*A.* Route from Kandahar to Herat, published in Journal of the Asiatic Society, No. XIII, part I, 1844, pages 121 to 134.

*B.* Report of a journey from Herat to Simla, viâ Kandahar, Kabul and Punjab, published in the above journal, No. XIII, part 1, 1844, pages 339 to 351.

*C.* Route No. 7, published in the Printed Report and Papers of the Mission in Afghanistan, page 91.

---

## APPENDIX XII A.

*CARAVAN ROUTE from Herát to Bukhára.*

| No. | NAMES OF PLACES.                             | Estimat-<br>ed dis-<br>tance in<br>kos. | REMARKS.                                              |
|-----|----------------------------------------------|-----------------------------------------|-------------------------------------------------------|
|     | From Herat<br>To Bala-Murghab, 3<br>marches, | 30 kos.                                 | Hazara country.                                       |
|     | Deh-i-nou, 3 marches,                        | 30                                      | Ditto ditto.                                          |
|     | Maimana, 2 marches,                          | 20                                      | Plain open country. An Uzbek<br>principality. A town. |
|     | Andkho, 2 marches,                           | 25                                      | Do. Silk produced in the country.                     |
|     | Shibargham, 2 mar-<br>ches, ... ..           | 24                                      | Do. do. do.                                           |
|     | Akhcha, ... ..                               | 10                                      | Do. A town,—Silk country.                             |
|     | Karki, ... ..                                | 10                                      | A small town,                                         |
|     | Bank of the river<br>Oxus, ... ..            | 12                                      | Plain—sandy.                                          |
|     | Karshi, 2 marches,...                        | 12                                      | Do. do. } Vide Appendix                               |
|     | Bukhára, 3 marches,                          | 50                                      | Do. Do. } XIX A.                                      |
|     | Total estimated<br>distance, ... }           | 222 kos.                                |                                                       |

# APPENDIX XIII.

*Imports from Turkistan, Herat, Mashad, Kabul, Candahar to Punjab, Seindh and Hindistan, by Bolan Pass.*

| No. | ARTICLE.                      | Country in which produced or manufactured. | Where purchased originally. | Annual estimated quantity of import. | Prime cost.          |         | Value at place of purchase. |         | Value at Shikar-poor. |         |
|-----|-------------------------------|--------------------------------------------|-----------------------------|--------------------------------------|----------------------|---------|-----------------------------|---------|-----------------------|---------|
|     |                               |                                            |                             |                                      | Rate.                | Amount. | Rate.                       | Amount. | Rate.                 | Amount. |
| 1   | Raw silk.                     | Herat,                                     | Candahar,                   | Maunds.<br>500                       | 460<br>per md.       | 20,000  | 440<br>per md.              | 22,000  | 460<br>per md.        | 23,000  |
|     | Silk, spun, ...               | Burjund in Persia,                         | Do.                         | 10                                   | 300<br>per md.       | 3,000   | 360                         | 3,600   | 380                   | 3,800   |
|     | Silk cloth, "Kawawer," ...    | Do.                                        | Do.                         | Yards.<br>4,000                      | Rs. 1-2<br>per yard. | 4,500   | Rs. 1-4                     | 5,000   | Rs. 1-5               | 5,250   |
|     | Do.                           | Mashad,                                    | Do.                         | 500                                  | Rs. 8<br>per yard.   | 250     | 9 annas<br>per yard.        | 281     | 10 annas<br>per yard. | 362     |
|     | Do.                           | Kabul,                                     | Kabul,                      | 500                                  | Rs. 1<br>per yard.   | 500     | Rs. 1                       | 500     | Rs. 1-1               | 531     |
|     | "Rowa" or silk female scarfs, | Do.                                        | Do.                         | 100<br>in No.                        | Rs. 3-4<br>each,     | 325     | Rs. 3-10<br>each,           | 362     | Rs. 3-18<br>each,     | 399     |
|     | Raw silk "Dust-kush," ...     | Mashad,                                    | Candahar,                   | 3 mds.                               | 200<br>per md.       | 600     | 240<br>per md.              | 720     | 260<br>per md.        | 780     |

APPENDIX XIII.—(Continued.)

| No.                      | ARTICLE.                                      | Country in which produced or manufactured. | Where purchased originally. | Annual estimated quantity of import. | Prime cost.      |         | Value at place of purchase. |         | Value at Shikar-poor. |         |
|--------------------------|-----------------------------------------------|--------------------------------------------|-----------------------------|--------------------------------------|------------------|---------|-----------------------------|---------|-----------------------|---------|
|                          |                                               |                                            |                             |                                      | Rate.            | Amount. | Rate.                       | Amount. | Rate.                 | Amount. |
| SILK.                    | Choghas (cloaks) silken and embroidered, &c., | Kabul,                                     | Kabul,                      | 600 in No.                           | various rates,   | 1,250   | various rates,              | 1,250   | various rates.        | 1,500   |
|                          | Goolbuddun, striped silk cloth,...            | Candahar,                                  | Candahar,                   | 1,500 yards.                         | Ra. 1            | 1,500   | Ra. 1                       | 1,500   | Ra. 1-4               | 1,593   |
|                          | Kunawez,                                      | Do.                                        | Do.                         | 1,500 yds.                           | 15 annas per yd. | 1,408   | 15 annas                    | 1,408   | Ra. 1-1               | 1,594   |
|                          | Carpets,                                      | Herat,                                     | Herat,                      | 50 in No.                            | 7                | 350     | 7                           | 350     | 8                     | 400     |
| Pashmeena.<br>"Woollen." | Do.                                           | Mashad,                                    | Mashad,                     | 600 in No.                           | 40               | 2,040   | 40                          | 2,040   | 5                     | 3,000   |
|                          | "Loee," Scarfs,                               | Do.                                        | Do.                         | 40 in No.                            | 5                | 200     | 5                           | 200     | 7                     | 280     |
|                          | Puttoo,                                       | Kabul,                                     | Kabul,                      | 100                                  | various          | 2,150   | various                     | 2,150   | various               | 2,400   |
|                          | Stockings,                                    | Do.                                        | Do.                         | 40 scores.                           | 4-8 each,        | 180     | 4-8 each,                   | 180     | 5 each,               | 200     |
|                          | Cloaks (choghas) of sheep-wool,               | Do.                                        | Do.                         | 300 in No.                           | various          | 1,700   | various                     | 1,700   | various               | 1,750   |
|                          | "Burk" cloth of sheep-wool, ...               | Mashad,                                    | Mashad,                     | 200 pieces.                          | 2                | 800     | 2                           | 460     | 2-4                   | 450     |

|              |                                           |                         |              |           |        |          |        |         |        |
|--------------|-------------------------------------------|-------------------------|--------------|-----------|--------|----------|--------|---------|--------|
| EMBROIDERY.  | Gold and silver thread, ...               | Mashad,                 | 220 tolas,   | 1-2 each, | 227    | 1-2 each | 227    | 1-4     | 255    |
|              | Caps, embroidered,                        | Candahar,               | 100 in No.   | 2         | 200    | 1        | 200    | 2-4     | 225    |
| FRUITS.      | Alcobookhara, ...                         | Ghizni,                 | 30 mds.      | 8         | 240    | 8        | 240    | 11      | 310    |
|              | Pishtachio nuts,                          | Kabul,                  | 40 mds.      | 14        | 560    | 14       | 560    | 20      | 800    |
|              | Almonds, ...                              | Do.                     | 200 mds.     | 4         | 800    | 4        | 800    | 7       | 1,400  |
|              | "Neoza" ("Pinus Gerardiana")              | Ghizni,                 | 50 mds.      | 4         | 200    | 4        | 200    | 8       | 400    |
|              | Apples, Quinces, Pomegranates,            | Candahar,               | 250 mds.     | 1         | 250    | 1        | 250    | 4       | 1,000  |
|              | Dried Grapes, Raisins, Almonds, Figs, ... | Do. Shall and Moostung, | 2,500 mds.   | various,  | 7,900  | ...      | 7,900  | various | 11,800 |
|              | Dried grapes, ...                         | Moostung,               | 60 mds.      | 2         | 120    | 2        | 120    | 3       | 180    |
| COINS.       | Rial (silver), Mo-<br>hur, gold coins,    | Mashad,                 | 1,000 in No. | 8         | 8,000  | 8        | 8,000  | 8-8     | 8,500  |
|              | Burkee, silver coin, ...                  | Do.                     | 5,000        | 4-10      | 23,125 | 4-10     | 23,125 | 4-12    | 23,750 |
|              | Cammin seed, ...                          | Kabul,                  | 300 mds.     | 6         | 180    | 6        | 180    | 10      | 300    |
| KIRIANA, &c. | Do.                                       | Candahar,               | 200 mds.     | 8         | 1,600  | 8        | 1,600  | 12      | 2,400  |
|              | Safflower, ...                            | Do.                     | 20           | 14        | 280    | 14       | 280    | 20      | 400    |

APPENDIX XIII.—(Continued.)

|                  | ARTICLE.                        | Country in which produced or manufactured. | Where purchased originally. | Annual estimated quantity of import. | Prime cost. |         | Value at place of purchase. |         | Value at Shikarpur. |         |
|------------------|---------------------------------|--------------------------------------------|-----------------------------|--------------------------------------|-------------|---------|-----------------------------|---------|---------------------|---------|
|                  |                                 |                                            |                             |                                      | Rate.       | Amount. | Rate.                       | Amount. | Rate.               | Amount. |
| KIRILANA.        | Safflower, ...                  | Moostung,                                  | Moostung,                   | 8 mds.                               | 10          | 80      | 10                          | 80      | 13                  | 104     |
|                  | Sugar leaves (Russian,) ...     | Do.                                        | Do.                         | 40 "                                 | 6           | 240     | 6                           | 240     | 8                   | 320     |
|                  | Churus, ...                     | Candahar,                                  | Candahar,                   | 2 "                                  | 60          | 120     | 60                          | 120     | 75                  | 150     |
|                  | Tabacco, ...                    | Do.                                        | Do.                         | 40 "                                 | 2.8         | 100     | 2.8                         | 100     | 5                   | 200     |
|                  | Do. ...                         | Moostung,                                  | Moostung,                   | 400 "                                | 3           | 1,200   | 3                           | 1,200   | 4                   | 1,800   |
|                  | Snuff, ...                      | Candahar,                                  | Candahar,                   | 50 "                                 | 6           | 300     | 6                           | 300     | 10                  | 500     |
|                  | Antimony, ...                   | Do.                                        | Do.                         | 10 "                                 | 4           | 40      | 4                           | 40      | 7                   | 70      |
|                  | Beeds and "Shah-Muksood" stone, | Do.                                        | Do.                         | 600 scores,                          | 1.8         | 90      | 1.8                         | 90      | 2                   | 120     |
|                  | Ghee, ...                       | Moostung and Shall,                        | Shall and Moostung,         | 150 mds.                             | 20          | 2,100   | 20                          | 2,100   | 24                  | 2,000   |
|                  | Shirkhiat (Man-na,) ...         | Herat,                                     | Candahar,                   | 1 "                                  | 80          | 80      | 80                          | 90      | 100                 | 100     |
| MEDICINAL DRUGS. | Jujube, ...                     | Do.                                        | Herat,                      | 15 "                                 | 4           | 60      | 4                           | 60      | 8                   | 120     |

|                     |                    |                                 |               |              |                                                      |          |           |          |            |          |            |          |
|---------------------|--------------------|---------------------------------|---------------|--------------|------------------------------------------------------|----------|-----------|----------|------------|----------|------------|----------|
| MEDICINAL<br>DRUGS. | Salub, (Salep),... | Mushad, ...                     | Mushad, ...   | 1 maund.     | 4 per sr.                                            | 160      | 4 per sr. | 160      | 4-8 p. sr. | 160      | 4-8 p. sr. | 161      |
|                     | Saffron, ...       | Do.                             | Do.           | 20 seers.    | 40 "                                                 | 800      | 40 "      | 800      | 50 "       | 800      | 50 "       | 1,000    |
|                     | Khaksheer, ...     | Candahar, ...                   | Candahar, ... | 5 mds.       | 6 per m.                                             | 80       | 6 p. md.  | 80       | 10 p. md.  | 80       | 10 p. md.  | 50       |
| DYES.               | "Boozgoonj," ...   | Herat, ...                      | Do.           | 100 "        | 12 "                                                 | 1,200    | 16 "      | 1,200    | 22 "       | 16,000   | 22 "       | 2,200    |
|                     | Gooljuleel, ...    | Do.                             | Do.           | 40 "         | 5 "                                                  | 200      | 8 "       | 200      | 8 "        | 320      | 8 "        | 320      |
|                     | Madder, ...        | Candahar, ...                   | Do.           | 6,000 "      | various.                                             | 55,000   | various.  | 55,000   | various.   | 55,000   | various.   | 75,000   |
| STONES.             | Turquoiz, ...      | Mushad, ...                     | Mushad, ...   | 12 "         | various rates from 12 ans. per seer to 300 per seer. | 6,202    | Do.       | 6,202    | Do.        | 6,202    | Do.        | 7,685    |
|                     | Horses, ...        | Shall, Moostung, Candahar, &c., | ...           | 1,000 in No. | various.                                             | 25,000   | Do.       | 25,000   | Do.        | 25,000   | Do.        | 50,000   |
|                     | Total of imports,  | ...                             | ...           | ...          | ...                                                  | 3,34,886 | ...       | 8,18,705 | ...        | 8,18,705 | ...        | 4,97,689 |

## APPENDIX XIII.—(Continued.)

*Exports from Hindūstān, Scindh and Punjab, by the Bolan Pass.*

| No.            | ARTICLE.                                                                 | Country in which produced or manufactured.                    | Where purchased originally. | Annual estimated quantity of export. | Value at place of purchase. |          | Value at Afghanistan. |          |
|----------------|--------------------------------------------------------------------------|---------------------------------------------------------------|-----------------------------|--------------------------------------|-----------------------------|----------|-----------------------|----------|
|                |                                                                          |                                                               |                             |                                      | Rate.                       | Amount.  | Rate.                 | Amount.  |
| CLOTH, ...     | English cotton piece goods, ("Lutthas") Long cloth, Muslin, &c. &c., ... | Bombay, ...                                                   | Shikarpoor, Sukkhar, ...    | 40 loads at 500 each,                | ...                         | 20,000   | 550                   | 22,000   |
| "KIRMANA, &c." | Sugar, ...                                                               | Shikarpoor, Sukkhar, ...                                      | ...                         | 300 mds.                             | 13 per md.                  | 3,900    | 17 per md.            | 5,100    |
| DYES, ...      | Indigo, ...                                                              | Khairpoor, in Scindh, Bahawalpoor, ... Kotabgul Khanpoor, ... | ...                         | 1,750 "                              | various.                    | 1,07,500 | various.              | 1,93,000 |
|                | "Hina," Myrtle, ...                                                      | Shikarpoor-Sukkhar, ...                                       | ...                         | 2,000 "                              | 3 per md.                   | 6,000    | 10 per md.            | 20,000   |
|                | Sundoor, a dye, ...                                                      | Bombay, ...                                                   | Sukkhar, Shikarpoor, ...    | 20 "                                 | 14 "                        | 280      | 20 "                  | 400      |
|                | Vermillion, ...                                                          | Do.                                                           | Do.                         | 50 "                                 | 130 "                       | 6,500    | 150 "                 | 7,500    |

| SPICES, ...         | Pepper, ...                         | Sukkhur poor, ...           | Shikar- ... | ...                      | 200 "    | 16 "   | 3,200 22 | " | 4,400 |
|---------------------|-------------------------------------|-----------------------------|-------------|--------------------------|----------|--------|----------|---|-------|
|                     | Cloves, ...                         | Bombay, ...                 | ...         | Sukkhur, Shikarpoor, ... | 100 "    | 13 "   | 1,700 18 | " | 1,800 |
|                     | Turneric, ...                       | Do. ...                     | ...         | Do. ...                  | 300 mda. | 4 "    | 1,200 8  | " | 1,400 |
|                     | Cadamuna, ...                       | Loodiana, Punjab, ...       | ...         | Sukkhur, Do. ...         | 30 "     | 17 "   | 1,100 15 | " | 1,350 |
|                     | Cinnamon, ...                       | Bombay, ...                 | ...         | Sukkhur, Shikarpoor, ... | 30 "     | 35 "   | 1,050 15 | " | 1,350 |
|                     | " Lusoor," ...                      | Shikarpoor, ...             | ...         | Shikarpoor, ...          | 10 "     | 3-8 "  | 35 7     | " | 70    |
|                     | Senna, ...                          | Bombay, ...                 | ...         | Do. Sukkhur, ...         | 40 "     | 4-14 " | 195 10   | " | 400   |
| MEDICINAL<br>DRUGS. | Koot, ...                           | Sukkhur and Shikarpoor, ... | ...         | Do. ...                  | 20 "     | 9 "    | 180 20   | " | 400   |
|                     | Myrobalam (Hulela,) ...             | Do. ...                     | ...         | ...                      | 200 "    | 4-8 "  | 700 8    | " | 1,600 |
|                     | Toorunjeen (Man-<br>na,) ...        | Do. ...                     | ...         | Do. ...                  | 30 "     | 12 "   | 360 20   | " | 600   |
|                     | Verdigris, ...                      | Do. ...                     | ...         | Do. ...                  | 20 "     | 25 "   | 500 30   | " | 600   |
|                     | Hulela kulan, (My-<br>robalan,) ... | Loodiana, ...               | ...         | Do. ...                  | 100 "    | 2-8 "  | 250 5    | " | 500   |
|                     | " Roonee mustgee," ...              | Bombay, ...                 | ...         | Do. ...                  | 100 "    | 5 "    | 500 10   | " | 1,000 |
|                     | Shikumpara (Isuf-<br>ghol,) ...     | Shikarpoor, ...             | ...         | ...                      | 100 "    | 3 "    | 300 6    | " | 600   |

## APPENDIX XIII.—(Concluded.)

| No.           | ARTICLE.                             | Country in which produced or manufactured. | Where purchased originally. | Annual estimated quantity of export. | Value at place of purchase. |          | Value at Afghanistan. |          |
|---------------|--------------------------------------|--------------------------------------------|-----------------------------|--------------------------------------|-----------------------------|----------|-----------------------|----------|
|               |                                      |                                            |                             |                                      | Rate.                       | Amount.  | Rate.                 | Amount.  |
| KITLAKA, &c., | Cumin seed, ...                      | Shikarpoor, ...                            | ...                         | 40 mds.                              | 5 per m.                    | 200      | 9 per md.             | 360      |
|               | Chob-Chinee (China root), ...        | Bombay, ...                                | Sukkhur, Shikarpoor, ...    | 40 "                                 | 13 "                        | 520      | 20 "                  | 600      |
|               | Kuteera (gum), ...                   | Loodliana, ...                             | Do.                         | 50 "                                 | 12 "                        | 600      | 20 "                  | 1,000    |
|               | Rusool, ...                          | Shikarpoor, ...                            | Do.                         | 80 "                                 | 8 "                         | 90       | 6 "                   | 180      |
|               | Quicksilver, ...                     | Bombay, ...                                | Do.                         | 70 "                                 | 100 "                       | 7,000    | 120 "                 | 8,400    |
|               | Ruskupoor (corrosive sublimate), ... | Bombay, ...                                | Do.                         | 50 "                                 | 150 "                       | 7,500    | 200 "                 | 10,000   |
|               | Umultas (cassia fistula), ...        | Sukkhur and Shikarpoor, ...                | ...                         | 50 "                                 | 3 "                         | 150      | 61 "                  | 900      |
|               | Tin, ...                             | Bombay, ...                                | Sukkhur Shikarpoor, ...     | 100 "                                | 53 "                        | 5,300    | 70 "                  | 7,000    |
|               | Sunkoo zurd ...                      | Do. ...                                    | Do.                         | 10 "                                 | 2 per sr.                   | 500      | 100 "                 | 1,000    |
|               | Total of exports,...                 | ...                                        | ...                         | ...                                  | ...                         | 1,88,920 | ...                   | 3,07,910 |

APPENDIX XIV.

*Caravan route from Dera Ismail Khan, to Ghazni by the Ghawāchra or Ghuleri pass, also called "Dera Gummul."*

| No. | NAMES OF PLACES.                      | ESTIMATED<br>DISTANCE<br>IN KOS. | REMARKS.                                                                                                                                                                                                                                                  |
|-----|---------------------------------------|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | From Dehra Ismāil Khan to Draband,... | 14 kos.                          | A large place—Amarzai Lohānis. In British Territory, Zila Dehra Ismāil Khan.                                                                                                                                                                              |
|     | Manjhigarh, or Thatthi Manjhi, ...    | Miles. kos.<br>32 19             | A village in British Territory, Zila Dehra Ismāil Khan—contains in its plain huts of Lohānis. Watered by canals. This is the entrance of the Ghawāchra or Gummul pass.                                                                                    |
|     | Zernarikah, ...                       | 9 kos.                           | In the pass. Through low barren hills, water from a brackish spring.                                                                                                                                                                                      |
|     | Mashkanī, ...                         | 8 "                              | Ditto ditto ditto.                                                                                                                                                                                                                                        |
|     | Ghuleri, ...                          | 10 "                             | Ditto ditto. Water scarce at this stage.                                                                                                                                                                                                                  |
|     | Kirkanī, ...                          | 14 "                             | Cross a very difficult Kotai, and join the bed of the Gummul.                                                                                                                                                                                             |
|     | Kotghai, ...                          | 9 "                              | Along the bed of the Gummul. Seven kos from Kirkanī is the Tol Dara, a narrow but well cultivated glen, inhabited by Taktani Povindahs, who are on friendly terms with the Waziris. The first 7 kos of this march is notoriously subject to Waziri raids. |
|     | Raumtaj, ...                          | 7 "                              | Road along the bed of the Gummul.                                                                                                                                                                                                                         |

## APPENDIX XIV.—(Continued.)

| No. | NAMES OF PLACES. | ESTIMATED<br>DISTANCE<br>IN KOS. | REMARKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-----|------------------|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | Kanzúr, ...      | 7 kos.                           | <p>Road along bed of Gummul. This is the last halting place in the Wazirí country, on the banks of the Gummul. Caraváns are frequently attacked by the Waziris in all the route through their portion of the country, where there are no villages, but only well known halting places, named as here shown.</p> <p>Here are the remain of an old city called Kanzar, which seems by description to have been destroyed and inverted by an earthquake. In popular belief it is said to be the city of Lot.</p> |
|     | Damandar, ...    | 7 "                              | <p>The road in this march is first along the bed of the Gummul river and then up a steep ascent. Damandar is a halting place, watered from a spring on the watershed line between the Kandar and Gummul streams.</p>                                                                                                                                                                                                                                                                                          |
|     | Husen Nikka, ... | 7 "                              | <p>A difficult march through a rugged Dara.</p> <p>This is a halting place at the Ziarat of Husain, where the Kholdadkhail, and other Sulaimankhail Ghilzaís come down to trade and barter with the Lo-hánís.</p> <p>From here two roads strike off, one to Ghuleri and other to Zao.</p>                                                                                                                                                                                                                     |
|     | Gusta, ...       | 7 "                              | <p>Road along the Kunder stream.</p> <p>This spot, which is only an encamping ground without houses, belongs to the Mundukhail, described as a pastoral tribe in alliance with the Násirs, and generally able to defend their own; they never molest Caraváns passing through their country.</p>                                                                                                                                                                                                              |

APPENDIX XIV.—(*Continued.*)

| No. | NAMES OF PLACES. | ESTIMATED<br>DISTANCE<br>IN KOS. | REMARKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----|------------------|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | Khurkhundi, ...  | 6 kos.                           | Road along the bed of the stream. Here are a few villages in the midst of cultivation belonging to Mandekhails and Násirs.                                                                                                                                                                                                                                                                                                                                           |
|     | Mamakhani, ...   | 6 "                              | Road generally through a hilly country along the bed of the Kandur stream. In the Mámakhani plain occupied by Munda-khail and Násirs.                                                                                                                                                                                                                                                                                                                                |
|     | Mukkal, ...      | 8 "                              | An encamping ground, a long and tiresome march—for the last five kos through a narrow defile, commanded by lofty heights, which is entered at about three miles from Mámúkhani from the Mámúkhani plain.<br><br>At this spot (Mukhal) three Darás open out, the Jhob, Kaudur, and Gummal. The Kakars hold Jhob, while the Kharotis Mundakhail, Sheránis and Wazírís are to be found in the other two. Water procured from a small stream, a tributary of the Gummal. |
|     | Trikh Ghaz, ...  | 6 "                              | This place consists of 30 or 40 houses of the Jhurian tribe—road passes through a defile. It was, in the days of the Moghul Empire, famous for the manufacture of weighing scales made of raw hides, and although this trade has almost disappeared, yet the manufacture still exists. Country hilly and barren.                                                                                                                                                     |
|     | Lari, ...        | 7 "                              | The name of a plain where kafilas usually encamp; it is occupied by a poor and inoffensive tribe of Kakars. Water from springs.                                                                                                                                                                                                                                                                                                                                      |

APPENDIX XIV.—(*Concluded.*)

| No. | NAMES OF PLACES.              | ESTIMATED<br>DISTANCE<br>IN KOS. | REMARKS.                                                                                                                                                                                       |
|-----|-------------------------------|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | Gharibi Dara, ...             | 6 kos.                           | Halting ground at the mouth of the pass. Water procured by digging in the bed of a ravine, where it is always to be found close to the surface. Road through a long Dará flanked by low hills. |
|     |                               | Miles. kos.                      |                                                                                                                                                                                                |
|     | Shilghal, ...                 | 11 6                             | A well cultivated plain. Ghalzais. Springs of water.                                                                                                                                           |
|     | Karataz, ...                  | 12 7                             | Ditto ditto.—The Lohánis take grain from this place to the pass.                                                                                                                               |
|     | Fort of Langa, ...            | 12 7                             | 2 Forts. 200 houses. Fertile, well populated district. Sulimankhel Ghilzais. Springs of water.                                                                                                 |
|     | Dad, ...                      | 11 6                             | Ditto ditto.                                                                                                                                                                                   |
|     | Mashakki, ...                 | 10 6                             | 500 houses of Tajaks and Hazaras. Good water.                                                                                                                                                  |
|     | Karabagh, ...                 | 10 6                             | Ditto of Bayat Kazilbashes.                                                                                                                                                                    |
|     | Ghazni, ...                   | 10 6                             | An old city.                                                                                                                                                                                   |
|     | Total Estimated distance, ... | Kos. miles.<br>194 323           |                                                                                                                                                                                                |

NOTE.—This route is traversed by the kafilas of Povindah merchants in 25 days. The stages are short on account of the labor in constantly crossing and recrossing the Gummal river through the pass, which runs for about 117 kos = 195 miles. The kafilas perform this part of the road in not less than 16 days, carrying with them grain, &c.

## APPENDIX XV.

*ROUTE from Kandahar to Kabul by Ghazni.*

NOTE.—The places marked thus \* are halting places for kafilas.

|   | NAMES OF PLACES.                           | Estimated distance in miles. | REMARKS.                                                                                                                                                                                                                                                                                                                                   |
|---|--------------------------------------------|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| * | From Kandahar to Abdulaziz, ...            | 5½ miles.                    | Country open and barren. A small village. Table land, level and stony. Water brackish.                                                                                                                                                                                                                                                     |
| * | Kilu Azim, alias Karez Aino, (3,945 feet), | 9½                           | The road good. Fort. A broad and extensive plain to the right and broken chains of hills in front stretching to the left. A stream of brackish water.                                                                                                                                                                                      |
| * | Khel Akhund, (4,418 feet), ...             | 16½                          | Road good, rather stony. First part of the road over a dead flat skirted by broken ranges of mountains, then the ascent most considerable and the road rugged, stony and narrow, ascents and descents across the dry beds of streams and ravines, until the valley of the Tarnak, which is narrow. Khail Akhund village on the right bank. |
| * | Shar-i-safa, (4,618 feet), ...             | 11½                          | At three miles a narrow defile. Cross water courses. Tarnak river to the rear of the fort. Country low and very wild.                                                                                                                                                                                                                      |
| * | Tir andaz, (4,829 ft.)                     | 10½                          | At three miles water courses to cross, some very steep ascents. The Tarnak to the south. Road winding round the base of low hills. A minaret about 40 feet high on the right of the road, said to mark the spot where an arrow of Ahmad Shah's fell, is on the left of the road.                                                           |
| * | Tut gulagir, ...                           | 11½                          | At three miles a defile, at 6 bed of a Nala. The Tarnak to the south. Road winding and stony in parts, and generally bad.                                                                                                                                                                                                                  |
| * | Asia Huzara, or Kishk, ...                 | 10                           | Road good, with the exception of a large ravine, with steep sides.                                                                                                                                                                                                                                                                         |

APPENDIX XV.—(*Continued.*)

|   | NAMES OF PLACES.                       | Estimat-<br>ed dis-<br>tance in<br>miles. | REMARKS.                                                                                                                                                                                                               |
|---|----------------------------------------|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| * | Khilat-i-ghilzai,<br>(5,773 feet), ... | 12½ miles.                                | Half way cross a Nala. The river 1½ mile off. Road good, though stony in some places.<br>Kilat-i-ghilzai fort with garrison on a hill. No town, but two small villages in the vicinity. Country inhabited by Ghilzais. |
|   | Total, ...                             | 87½                                       |                                                                                                                                                                                                                        |
| * | Sar-i-tazi, (5,973 ft.)                | 10¼                                       | At three miles a wet Nala—at six water courses. At eight another wet Nala. The river adjoins. Road good; but stony in some places. Country open with low hills.                                                        |
|   | Naurak, (6,136 feet),                  | 9¼                                        | Cross a broad water course, ascents and descents. The river adjoins. Country barren, road difficult and stony.                                                                                                         |
| * | Ab-i-tazi, (6,321 ft.)                 | 8¾                                        | Cross a Nala at two miles, road along the brow of a hillock, cross water courses, slight ascents and descents. The river adjoins. Country open.                                                                        |
|   | Shaftal, (6,514 feet),                 | 6½                                        | Cross three ascents and descents. The river Tarnak adjoins. Road over a very precipitous line.                                                                                                                         |
| * | Chashma-i-Shadi,<br>(6,668 feet), ...  | 10½                                       | Half way cross a Nala. The river adjoins. Road tolerable. Country open. Considerable extent of table land.                                                                                                             |
|   | Bangak, (6,810 ft.),                   | 7                                         | At 2½ miles a Nala. At 4 miles a water course. The river adjoins. Country open through a valley about 20 miles in width. Numerous villages.                                                                            |

## APPENDIX XV.—(Continued.)

|   | NAMES OF PLACES.                         | Estimated distance in miles. | REMARKS.                                                                                                                                                                                                                                                                                                                                                    |
|---|------------------------------------------|------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| * | Ghojan, (7,068 feet),                    | 12                           | At five miles a deep ravine and several others bad for guns. At 7 miles a Nala (Jafir's); springs of water. The river 3 or 4 miles off. Many villages with orchards.                                                                                                                                                                                        |
| * | Mukur, (7,091 feet),                     | 12½                          | At ten miles twenty or thirty karezes: cross ravines. Here is the source of the Tarnak. Road good over a large table land, to the right covered with numerous mud walled villages.<br>Mukur, a small town.                                                                                                                                                  |
| * | Karez-i-oba, (7,325 feet), ...           | 14½                          | At six and ten miles cross a dry Nala. The first with steep banks. Springs of water. Road generally good over a flat and well cultivated country. Numerous villages.                                                                                                                                                                                        |
| * | Jamrud (district Karabagh,) (7,426 ft.), | 12½                          | Cross ravines and dry Nalas two or three times. Road heavy for guns. Half way karezes, and some near Jamrud. Numerous villages.                                                                                                                                                                                                                             |
| * | Mashakki, (7,309 feet), ...              | 9                            | Road heavy first five miles. Several water courses. Springs of water.<br>The whole plain covered with forts and villages. Heights in front.                                                                                                                                                                                                                 |
| * | Arghastan or Ahmud Khail, (7,502 feet),  | 9½                           | First five miles sandy. Water courses. Heights in front.                                                                                                                                                                                                                                                                                                    |
| * | Nani, (7,420 feet),                      | 8                            | Road sandy, heavy, and stony. At six miles pass between two low ranges of hills, afterwards road over a table land crossed by dry beds of mountain torrents.<br>[NOTE.—To the north of Nani, about 10 kos distant, is a place called Shergurh, where the Povinda merchants leave their families while journeying with their goods to Turkistan, Herat, &c.] |

## APPENDIX XV.—(Continued.)

|   | NAMES OF PLACES.                   | Estimat-<br>ed dis-<br>tance in<br>miles. | REMARKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---|------------------------------------|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| * | Ghazni, (7,726 ft.),               | 11 miles.                                 | Country undulating, but open.<br>Cross water courses.<br>Ghazni, an old city. A fort.                                                                                                                                                                                                                                                                                                                                                                                 |
|   | Total, ...                         | 140                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| * | Shashgao, (8,699 ft.)              | 13½                                       | Road undulating, at 8 miles a<br>pass 9,000 feet, 300 yards broad,<br>with low hills on each side; the road<br>thence stony for two miles, the rest<br>excellent and hard. Villages on<br>the left. A stream of water to<br>the rear and left. Some karezes.<br>A fall of 300 feet from the defile,<br>which is called "Shairduhna."<br>[NOTE.—The Ghilzais formerly<br>used to plunder Caravans at the<br>Shairduhna—where the Hakim of<br>Ghazni has now a chokee.] |
| * | Haft Asiab, (8,420 ft.)            | 8½                                        | At three and five miles 2 short<br>defiles. Road much undulating.<br>Streams of water. March in a nar-<br>row valley. A fine tank at Haft<br>Asiab, fed by a crystal spring which<br>arises from the mountains.                                                                                                                                                                                                                                                       |
| * | Haidar Khail, (7,637<br>feet), ... | 10½                                       | Half way good, cross a dry Nalá,<br>the rest stony and bad, cross-<br>ing several water courses running<br>through a narrow valley.                                                                                                                                                                                                                                                                                                                                   |
| * | Shekhabad, (7,473<br>feet), ...    | 9½                                        | Road contracted and difficult, par-<br>ticularly last part. Cross the river<br>Kabul at Sydabad, half way. Three<br>rivers crossed, the last of which,<br>the Loghar, is near Shekhabad.<br>[The country between Shashgáo<br>and Sydabad a fine valley between<br>low hills. Villages at every step.<br>Abundance of water.]                                                                                                                                          |

## APPENDIX XV.—(Continued.)

|   | NAMES OF PLACES.              | Estimated distance in miles. | REMARKS.                                                                                                                                                                                                                                                                                                                                                                    |
|---|-------------------------------|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| * | Maidan, (7,747 feet,) ...     | 8½ miles.                    | <p>Last half rather heavy and confined. Cross a defile. The river Kabul is crossed near Maidan. The valley of Maidan is beautiful and well cultivated. Orchards. Kila Sher Mahummud Khan, (8,050 ft.). A folt on the road between Shekhabad and Maidan.</p> <p>Between Shekhabad and Kila Sher Mahummud is a village called 'Top.' Country inhabited by Vurdak Afghans.</p> |
| * | Mughira, ...                  | 12½                          | <p>The road bad and confined, intersected by deep ravines. Water. Hills to the rear. At 8 miles lies the valley of Arghandi.</p> <p>The road from Arghandi to Mughira is bad as far the village 3 miles from Mughira, from thence the valley is open.</p>                                                                                                                   |
| * | Kabul, 6,396 feet (city), ... | 14                           | <p>Road very stony, with many bad ravines half way cross the stony bed of the Kabul river, thence the road is narrow bounded by low hills on each side. Village of Kila Kazi about 5 miles from Mughira and 9 miles from Kabul, on the road from which there is a slight fall, the elevation at Babur's tomb at Kabul being 6,396 ft. above the sea.</p>                    |
|   | Total, ...                    | 88 miles.                    |                                                                                                                                                                                                                                                                                                                                                                             |

APPENDIX XV.—(*Concluded.*)

| NAMES OF PLACES.                                                                                                                                                                                                | Estimat-<br>ed dis-<br>tance in<br>miles.                    | REMARKS. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|----------|
| From Kandahar to }<br>Kilat-i-ghilzai, }<br>From Kilat-i-ghil- }<br>zai to Ghazni,... }<br>From Ghazni to }<br>Kabul,           ... }<br>Total distance from }<br>Kandahar to Ka- }<br>bul,               ... } | <i>miles. kos.</i><br>87= 53<br>140= 84<br>88= 53<br>315=190 |          |

NOTE.—The above route has been extracted from “Hough’s Army of the Indus.”

It is generally blocked up by snow during four months of winter, but at the other seasons good and passable for all descriptions of wheel carriages. Water and supplies abundant. A Caravan travels between Kandahar and Kabul in fifteen days, but horsemen perform the journey in eight days, and couriers in six.

*Tribes on the road.*—Punjba Afghans, (Ghilzais, Nurzais, &c.,) and Tajaks.

APPENDIX XVI.

*Nawab Foujdar Khan's Statements regarding trade carried on by the Povindah Merchants.*

Replies of Nawab Foujdar Khan, of Dehra Ismael Khan, assisted by certain heads of the Povindah Mankhail tribe, to the questions put by Brigadier General Chamberlain, containing information regarding the trade carried on by the Khorasan Povindahs with India, in connection with the question of establishing a Fair at Mooltan.

1.—*The Census of the Povindahs, according to tribes, with the number of their herds and flocks.*

2.—*The order of their coming to, and return from, the Derajat.*

*Question A.*—State the order in which the “Kafilas” of the Povindahs, journeying from Khorasan, enter by the “Ghuwaelra,” or Goommool pass, with the number of their “Khanas,” (families) men, herds and flocks?

*Answer.*—Five tribes of the Povindahs come by the Ghuwaelra pass, in the following order:—

First.—The “Nasir” Povindahs, in four different classes, who come one after the other in regular succession, viz. :—

1. The Ghuwaeewal.
2. The Gosfundwal.
3. Nasirs possessing small means.
4. Nasirs having larger merchandize.

All these five classes are composed of 2,000 families and 5,000 men—of whom 3,000 bear arms, and 2,000 are laborers.

There are other 3,000\* families of Nasirs living in the Moolkyoob hills. The latter possess 8,000 camels,† the former 10,000 bullocks and

---

\* *Note by Nawab Foujdar Khan.*—He is of opinion that the Povindahs have understated the number of families and men. He estimates the number of families in Moolkyoob at 5,000 (khanas) and the number of men living in “Daman,” or foot of the hills, at 10,000. 5,000 families of Nasirs, he thinks, come to India.

† The number of camels he estimates at 16,000.

donkeys : these graze in the hills ; 40,000 sheep : a small number of these come down to graze at the foot of the hills.

|                                 |     |       |                                        |     |       |
|---------------------------------|-----|-------|----------------------------------------|-----|-------|
| Second.—Nawab F. K.'s estimate. |     |       | Second.—The "Niazee Mitthe" Povindahs. |     |       |
| No. of families,                | ... | 375   | No. of families,                       | ... | 250   |
| " men,                          | ... | 600   | " men,                                 | ... | 400   |
| " camels,                       | ... | 3,000 | " camels,                              | ... | 2,000 |
| Third.—Nawab F. K.'s estimate.  |     |       | Third.—The "Khurotee" tribe.           |     |       |
| No. of families,                | ... | 1,050 | No. of families,                       | ... | 700   |
| " men,                          | ... | 1,800 | " men,                                 | ... | 1,200 |
| " camels,                       | ... | 6,000 | " camels,                              | ... | 3,000 |
| Fourth.—Nawab F. K.'s estimate. |     |       | Fourth.—The "Dootanee" tribe.          |     |       |
| No. of families,                | ... | 300   | No. of families,                       | ... | 200   |
| " men,                          | ... | 600   | " men,                                 | ... | 400   |
| " camels,                       | ... | 4,000 | " camels,                              | ... | 2,000 |
| Fifth.—Nawab F. K.'s estimate.  |     |       | Fifth.—The "Mankhail" tribe.           |     |       |
| No. of families,                | ... | 1,000 | No. of families,                       | ... | 500   |
| " men,                          | ... | 1,400 | " men,                                 | ... | 700   |
| " camels,                       | ... | 6,000 | " camels,                              | ... | 2,000 |

These tribes return in the order they came.

The above custom has obtained for seven generations past.

*Note.*—See also reply under head 4 as regards the routes of the Povindah Kafilas from Khorasan.

3.—*The list of articles and the value of the merchandize they annually import into, and export from, India, and the relative value of the exports by the three great routes of the Bolan, Ghuwaelra, and Khybur.*

*Question B.*—Name the articles brought by the Povindah merchants from Khorasan ?

*Answer.*—From Bukhára, Kokan, in Turkistan, they bring :—

|                     |     |     |                             |
|---------------------|-----|-----|-----------------------------|
| Raw Silk,           | ... | ... | From Bukhára.               |
| Horses,             | ... | ... | From Haqua Bukhara.         |
| Churus,             | ... | ... | From Samarkand in Bukhara.  |
| Toorunjbeep (Manna) | ... | ... | From Bukhara.               |
| Shawl Wool (Put)    | ... | ... | From Kokan through Bukhara. |
| Bukhara Gold Coins. |     |     |                             |

*Russian articles purchased at Bukhára.*

|                     |   |                                  |
|---------------------|---|----------------------------------|
| Kulabatoon,         | } | Gold or imitation.               |
| Tar Kulabutoo,      |   | Gold and silver wire and thread. |
| Russian Gold Coins, |   |                                  |
| Furs (Junjab).      |   |                                  |

*Articles purchased at Kabul and the Kabul Hills.*

Pishtachio Nuts.  
 "Kishmish," dried grapes.  
 Almonds.  
 Pomegranates of Julalabad.  
 Melons ("Kurbooza," "Surda.")  
 Grapes.  
 "Nak," (Pears.)  
 Mughz zurd aloo (Kernels of Apricots).  
 Sheerkhisht, (a substance which rests like dew on certain trees—used as medicine).  
 Asæfetida.  
 Aloo-Bukhara.  
 Cummin seeds, black.  
 Safflower.  
 Pushmeena Puttoos.  
 Sheepskins (Posteens and Neemtuns).  
 Burk (camel hair) and  
 Kurk (goat wool) cloaks.  
 Nundramee rupees, a silver coin of Kabul.  
 Dattu Khafuk, skin.  
 Boozghoonj, a dye used for coloring silk.

*Articles purchased at Kandahar.*

Pomegranates.  
 Figs.  
 Dried Fruits.  
 Sheerkhisht (Manna).  
 "Salub," Salep or orchis mascula.  
 Asæfetida, red and white.  
 Koolah urkcheen, embroidered caps.

*Articles from Meshid, Persia, Herat, and Oergunj, purchased at Kandahar.*

Carpets of Meshid, Persia, Herat, and Oergunj.  
 Turquoise, "Firozah," from Persia.  
 "Oonab," the jujube fruit from Herat.  
 "Zurishk," (currants).  
 "Mustgee roomee,"  
 Pushm thread (goat hair).  
 Saffron.  
 Asburg, a dye.  
 Herat Silks (kunawez).  
 Rose Flowers.  
 Shukakul.  
 Catgut, for bowstrings.  
 "Soorma," (Antimony).  
 Quince Seed.  
 Violet Flowers (Gool banufsha).

*Articles purchased at Ghuznee and in the District of Ghuznee.*

Rodung, or Mujeeth, Madder, a dye for coloring Pushmeena.  
 Pushm, sheep wool.  
 "Moolcthee," (liquorice).  
 Aloo-Bukhara.  
 Kabul Rice.  
 Ghee.  
 Zoofa (Sarsaparilla).  
 Sumugh (gum arabic).  
 Chilghoza (Pinus Gerardiana).  
 Podina (Mint).  
 Shorapez.  
 Rewund chinee (Rhubarb).  
 Koort (dry whey of sheep milk).

*Question C.—What goods do the Povindahs export from India ?*

*Answer.—From Bombay, Futtehgurh, and Calcutta, they take:—*

English cotton piece goods.  
 Silks of all colors.  
 Chintz, of various colors.  
 Ulwan (European colored cloths).  
 Merino.  
 Broadcloth.  
 Velvet.  
 Copper.  
 Tin ("kuluel.")  
 Tea.  
 "Postsugabee," otter skins.  
 Cardamums, small and large, from Bombay.  
 Black Pepper do.  
 Betel Nuts do.  
 Dried Ginger do.

*Articles purchased at Benares.*

Brocades (kumkhaf).  
 Doopattas, manufactured at Benares.  
 Benares Silks, worked in gold, for female dress.  
 Kinaree, gold thread.  
 Badla, gold or silver thread.  
 Shoes, from Dehlee.  
 Pushmeena Shawls, &c., from Umritsur.  
 Sugar, produced in the Trans-Sutlej States, hills and plains, purchased at Umritsur.  
 Country Muslins, from "Behar."

# lxxxix

## Articles purchased at Mooltan.

Indigo.  
 Mooltan Chintz.  
 Silk Square Pieces (Lacha).  
 Tukli-half (or palung-posh) painted covering for bedding.  
 Roomal of Julunkur manufacture.  
 "Zerpasee," slippers.  
 Cardamums, small and large, brought from Bombay.  
 Betel Nuts do.  
 Black Pepper do.  
 Dry Ginger do.

## Articles purchased in Marwar.

Julunkur Chintz.  
 Ulwar Chintz.  
 Goojerat Brocades.  
 Cornelians, "Ukeek," brought from Cambat (Cambay?)  
 Julunkur Tukli-haf, or painted covering for bedding.  
 Julunkur Roomals.

## From India and the Punjab generally.

Kumbila.  
 Sohaga (Borax). *presented as a gift to the Government at Amritsar*  
 Umultas (cassia fistula).  
 Noasadar (sal ammonia).  
 Hulela (myrobolan).  
 Bulela (belliric myrobolan).  
 Amla (phyllanthus emblica).  
 Zard-i-chob (Turmeric).  
 Hina-i-soorkh wu siyah (wusma, or dye for the hair). *a mixture of the leaves of henna & indigo leaves (henna)*  
 Zumuch (a mordent).  
 Sajjee (carbonate of potash).  
 Black Salt.  
 Pewter.  
 Steel.  
 Chaksoo (a medicine for eye disease).  
 Tubasheer.  
 Honey.  
 Cotton Thread.  
 Ropes for Charpais.

Question D.—State the value of the merchandize annually imported into, and exported from, India.

Answer D.—

| Tribe.           | Value of Imports.        | Value of Exports. | Shares.                              | Remarks.                                                                                  |
|------------------|--------------------------|-------------------|--------------------------------------|-------------------------------------------------------------------------------------------|
| 1. Nasir,        | 1,00,000                 | 1,50,000          | 3½ taken to Kandahar.<br>½ to Kabul. |                                                                                           |
| 2. Niazee Mutce, | 25,000<br>(Mujeeth dye.) | 15,000*           |                                      | * Consisting of coarse cloths purchased at Jhung, Mukheana, Saheelwal, taken to Ghizneep. |
| 3. Khurotee,     | 2,00,000                 | 2,50,000          | ½ to Kabul.<br>½ to Bukhara.         |                                                                                           |
| 4. Dootanee,     | 1,00,000                 | 1,25,000          | ½ to Kabul.<br>½ to Bukhara          |                                                                                           |
| 5. Miankhail,    | 2,00,000                 | 2,50,000          | Do.                                  |                                                                                           |

Note by Nawāb Foujdar Khan.

He estimates the imports and exports as follows:—

| Tribe.            | Import.   | Export.    |
|-------------------|-----------|------------|
| 1. Nasir, ...     | 2,00,000  | 3,00,000   |
| 2. Neazee, ...    | 50,000    | 80,000     |
| 3. Khurotee, ...  | 3,00,000  | 3,75,000   |
| 4. Dootanee, ...  | 1,50,000  | 1,87,000   |
| 5. Miankhail, ... | 6,00,000  | 7,50,000   |
|                   | 13,00,000 | 16,42,000* |

The above estimate includes the imports and exports by other tribes, Pirachas, &c.

\* From a subsequent report received from Nawab Foujdar Khan these figures appear to be considerably under estimated. He also mentions that seventy thousand rupees worth of sheep's wool is annually imported by the Ghawaelra pass.

*Question E.*—State the relative value of the exports by the three routes of the Bolan, the Ghuwaelra, and the Khybur Passes.

*Answer E.*—

| <i>Route.</i>      |     | <i>Relative Proportion.</i> |
|--------------------|-----|-----------------------------|
| By the Bolan Pass, | ... | $\frac{1}{2}$               |
| „ Ghuwaelra,       | ... | 2                           |
| „ Khybur,          | ... | 1                           |
|                    |     | <hr/> 3½                    |

4.—*The lines traversed after crossing the Indus in their journeys to, and return from, the several Indian markets, with statement of the comparative proportion visiting each market.*

*Question F.*—What routes do the Povindahs take in coming to and returning from India?

*Answer F.*—Kafilahs of Povindah merchants from Khorasan first come to Dera Ismael Khan by the Ghuwaelra or the Goomool Pass. Those who stay behind the kafilas at Kabul, enter India by the Peshawur (Khybur) Pass; whilst such as remain behind, in Kandahar, come by the Bolan Pass.

Some carry down their goods from Dehra Ismael Khan along the right bank of the Indus to Kurrachee, and thence to Bombay; others (the largest number) take their goods to Mooltan, whence they proceed on in three different directions, viz. :—

To Raipootana *via* Bhawulpore;

To Benares, Behar, and Calcutta, *en route* to Sirsa and Delhi, along the Grand Trunk Road.

To Lahore and Umritsur; but a small number traverse to Jhung, Mukhiana, Chuniot, Saheewal, and Kharot.

The Povindahs return by the routes they go.

*Question G.*—In what proportions are goods from Khorasan taken to Bombay, the “Dukhun,” (Central and Southern India), and the “Poorub,” (lower provinces), respectively, and what ferries do the merchants cross over *en route*?

*Answer G.*—

|                                                         | <i>Comparative Proportion.</i> |
|---------------------------------------------------------|--------------------------------|
| To Bombay and the Dukkhun (Central and Southern India), | $\frac{1}{2}$                  |
| To the Lower Provinces (Poorub),                        | 2                              |
|                                                         | <hr/> 3½                       |