

1-1-1878

*Report on the routes leading from the Indus towards
Quetta and Pishin*

A. Gaselee, Captain

Follow this and additional works at: <http://digitalcommons.unomaha.edu/afghanuno>



Part of the [History Commons](#), and the [International and Area Studies Commons](#)

Recommended Citation

Gaselee, A. Report on the routes leading from the Indus towards Quetta and Pishin Simla: Government Central Branch Press, 1878. 75 p.

This Monograph is brought to you for free and open access by the Digitized Books at DigitalCommons@UNO. It has been accepted for inclusion in Books in English by an authorized administrator of DigitalCommons@UNO. For more information, please contact unodigitalcommons@unomaha.edu.



No. II.

(Confidential.)

Quarter Master General's Department.
INTELLIGENCE BRANCH.

REPORT
ON THE
ROUTES LEADING FROM THE INDUS TOWARDS
QUETTA AND PISHIN.

Compiled by CAPTAIN A. GASELEE, *4th Punjab Infantry.*



Office of the Quarter Master General in India.
Simla, September 1878.

SIMLA:
GOVERNMENT CENTRAL BRANCH PRESS.
1878.

No. II.

(Confidential.)

Quarter Master General's Department.
INTELLIGENCE BRANCH.

REPORT
ON THE
ROUTES LEADING FROM THE INDUS TOWARDS
QUETTA AND PISHIN.

Compiled by CAPTAIN A. GASELEE, 4th Punjab Infantry.



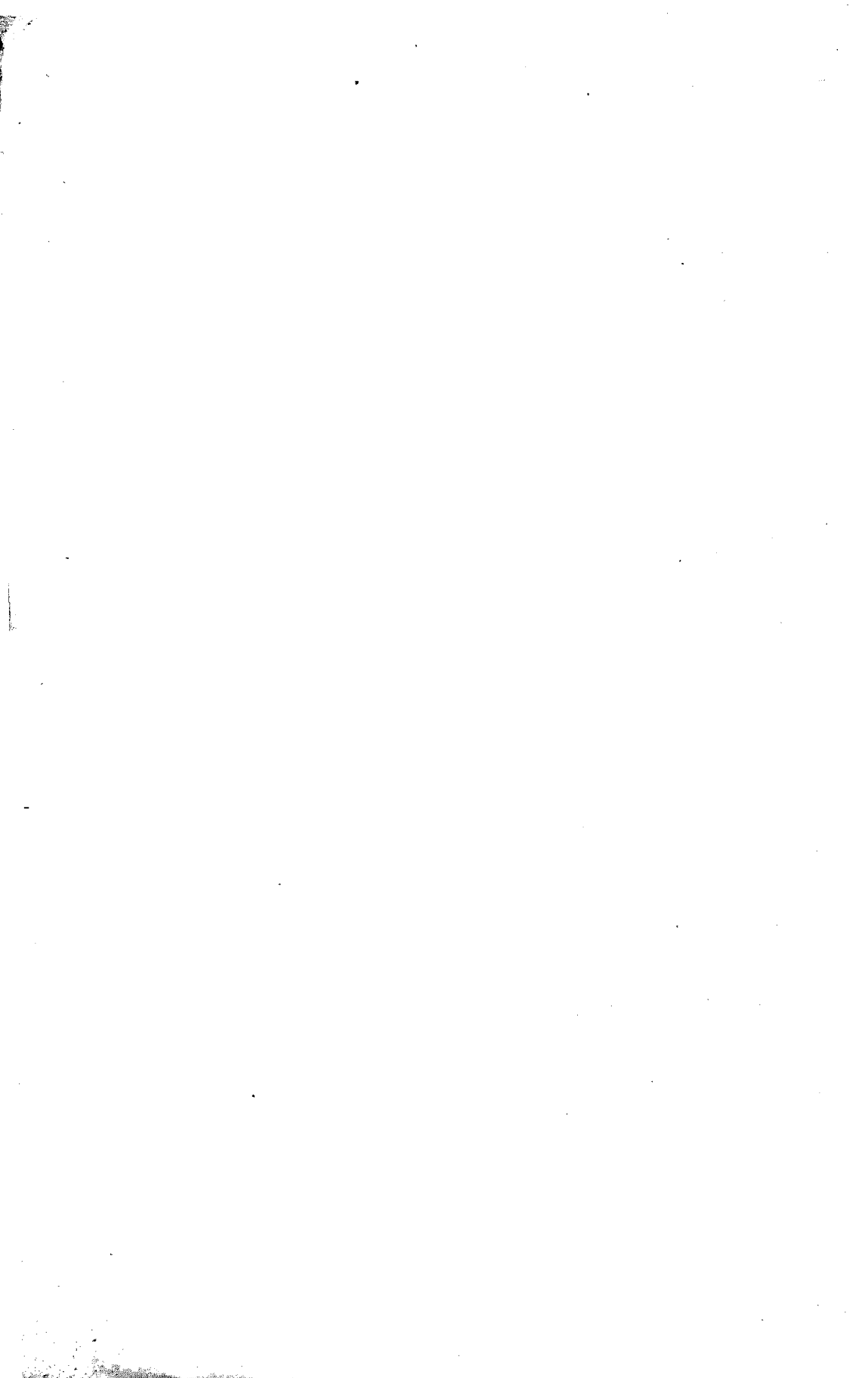
Office of the Quarter Master General in India.
Simla, September 1878.

SIMLA:
GOVERNMENT CENTRAL BRANCH PRESS.
1878.



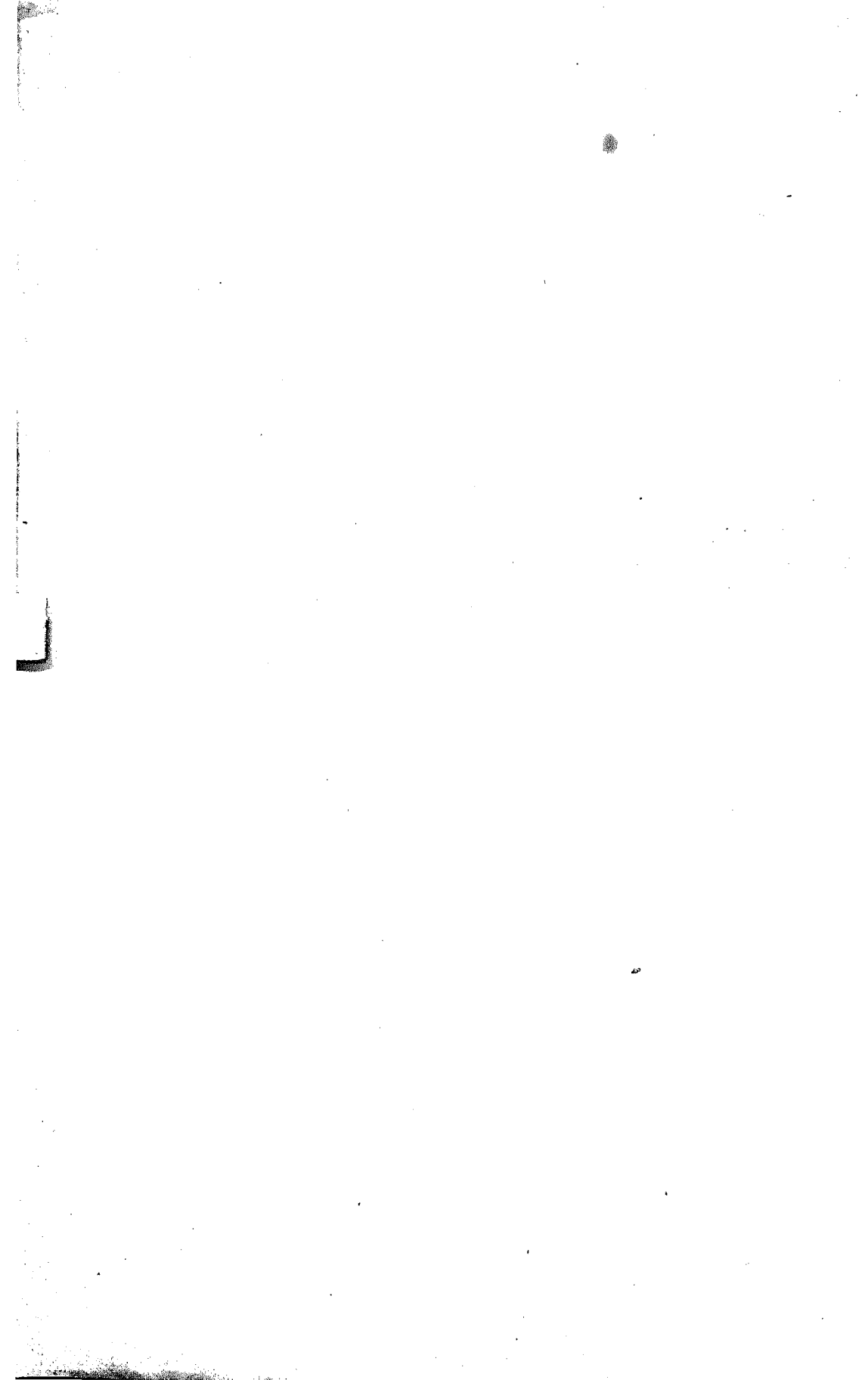
CONTENTS.

	PAGE
PART I—	
Routes through Kachí	1
CHAPTER I—	
Notes on the province of Kachí or Kach Gandáva, and the parts of the provinces of Sarawán and Jhalawán in which the Bráhúick range lying between Kachí and Khelát and Quetta is included	1
CHAPTER II—	
Routes leading from Larkhana, Sakkar, and Rájanpúr towards Khelát and Quetta	11
PART II—	
Routes from Dera Ghází Khán through the hilly country of the Kákar Patháns and Bilúch tribes to Quetta and Pishín	46
CHAPTER I—	
Notes on the hilly country lying between the Dera Ghází Khán District and Quetta and Pishín	46
CHAPTER II—	
Routes from Dera Ghází Khán District to Quetta and Pishín ...	52
PART III—	
Notes on the Indus, Sind canals, and Indus Valley Railway ...	74



LIST OF AUTHORITIES.

Bilúchistán by	...	...	..	A. W. Hughes, Esq., F.R.G.S.
Routes in Asia	...	...	...	Section II.
Routes in Asia	...	...	...	Section IV.
Gazetteer of Central Asia	...	...	...	Colonel MacGregor.
Gazetteer of Bilúchistán	...	...	...	Captain Lockhart.
Gazetteer of Sind	...	...	...	A. W. Hughes, Esq., F.R.G.S.
Report on Dera Ghází Khán District	...	...	...	R. Bruce, Esq.
Account of the Lower Deraját	...	...	...	Captain Raverty.
Bengal Route Book, 1877.				
Bombay Route Book, 1876.				
Punjab Frontier Memorandum	...	...	...	Lepel Griffin, Esq.
Various Reports of Officers who have marched to Khelát and Quetta from 1875 to 1878.				



REPORT

ON THE

ROUTES LEADING FROM THE INDUS TOWARDS QUETTA AND PISHIN.

PART I.

GENERAL DESCRIPTION OF THE COUNTRY.

CHAPTER I.

Notes on the province of Kach Gandáva or Kachí, and the parts of the provinces of Sarawán and Jhalawán in which the Bráhúick range lying between Kachí and Khelát and Quetta is included.

KACHI, or Kach Gandáva, is described in Lockhart's Gazetteer "as a province of Bilúchistán bounded on the north and north-east by the Marí and Búgtí country, on the south by the desert strip separating it from Sind; on the east by Sind; and on the west by the Hálá Mountains. Its utmost length from north to south is about 120 miles, and in breadth the habitable and fertile part of it is little more than 60. The province is watered by the Bolán, Múla, and Nári rivers. It has no marked natural features, and its surface is nearly uniformly flat; and, except within the influence of irrigation, or after successive seasons of favorable rains, may be termed a desert.

"In summer, its climate is proverbially sultry, and it is very subject to the phenomenon of bád-i-símúm, a desert blast which is described as travelling in a very narrow current, "cutting like a knife," and destroying life in every form which it encounters. In winter, the climate is temperate, and at that season the Khán of Khelát, and the wealthy Bráhúís, as well as the Rind Bilúchís, resort to it to escape from the rigorous cold of the highlands. The capital and winter residence of the Khán of Khelát is Gandáva, but Bagh is the most important town of the province. Dádar, near the mouth of the Bolán Pass, forms a third town of importance, but there are numerous villages, such as Kajak, Lehri, Haji-ka-Shahar, Kótrá and Mirpur, &c., &c.

"The principal characteristics of the province, then, are its extent of level surface, its excessively sultry climate, its scarcity of water for

agricultural purposes (which restricts cultivation, both as to quantity and variety), and, comparatively with other parts of the Khán of Khelát's territories, its amount of population and its abundance of towns or villages.

"It is inhabited by three very distinctly marked races—the Játs, the Rinds (including the Maghzís), and the Bráhuís.

"The natural productions of Kachí are very limited; a few saline plants vegetate on its bare plains, and a belt of jungle, intervening between Haji-ka-Shahar and Bagh, is composed of stunted mimosas and bér trees. The vicinities of towns and villages are distinguished by groves of the same trees, but of more stately growth. At Gandáva, long noted as the abode of the great of the land, are gardens, where orange, lime, and, it is said, mango trees thrive.

"The climate, already unfavorably mentioned, is most noxious from the month of April to that of August, during which period communications are nearly suspended, and travelling is attended with great risk, not only from the hot winds, but from the deadly emanations from the heated soil.

"Kachí is now considered the most valuable portion of the Khelát dominions, its commercial importance arising from the circumstance that through it pass the two great thoroughfares between Sind and the north, viz., the routes by the Bolán and Múla, both of which defiles debouche on its plains. Where water is available, the soil is fertile to a very high degree. The population has been estimated by Masson at 100,000; but this probably is only applied to the Játs, who, though generally nomadic, do not quit the precincts of the province; and does not include the winter residents, Bráhuí and Bilúch."

With regard to bád-i-simúm, the blast of death, which prevails at certain seasons in Kachí, Dr. Cook predicates as follows:—

"1st.—It is sudden in its attack.

"2nd.—It is sometimes preceded by a cold current of air.

"3rd.—It occurs in the hot months (usually June and July).

"4th.—It takes place by night as well as by day.

"5th.—Its course is straight and defined.

"6th.—Its passage leaves a narrow track.

"7th.—It burns up or destroys the vitality of animal and vegetable existence in its path.

"8th.—It is attended by a well-marked sulphurous odour.

"9th.—It resembles the blast of a furnace, and the current of air in which it passes is evidently greatly heated.

"10th.—It is not accompanied by dust, thunder, or lightning."

Mr. A. W. Hughes says of Kachí—

"Its chief characteristics are its level surface, excessive heat in the summer season, and at times its great scarcity of water, which latter drawback makes agricultural operations in this province of a very hazardous and fluctuating nature. The land generally is extremely low as

regards elevation, no part of being much higher than 500 feet above sea-level. On the west and north-east it is surrounded by hills, those on the west being the lofty barrier of the Bráhuick Mountains, through which, by means of the Bolán and Múla Passes, it has communication with the upper or hill country of Sarawán.

“The rivers, or perhaps it would be safer to call them the mountain-torrents, are the Bolán and Múla, running down the great clefts or passes in the Takari (Bráhuick) range, and entering the plains of Kachí, the former near the town of Dádar, and the latter between the villages of Kotri and Jhal. Here are also the Nári and Lhári streams; of the two, the Nári is the largest and more important. It rises, it is believed, to the north of the Sibi (or Siwi) district belonging to Afghanistan, and enters the plain of Kachí, about 12 miles east of Dádar. When in flood after heavy rains, it is a strong and turbulent stream running through the whole length of the province, and joining even the waters of the Indus, in the canals at Khairo-Garhi, in the frontier district of Sind; but, at other times, it is for months together almost dry, and as its stream is said at such a time to be dammed up, for irrigation purposes, in the Afghan district of Sibi, little or none is left for the more thirsty soil of the plain country of Kach Gandáva, till the rainy season sets in, when its bed again fills, to the delight of the Ját cultivators. There are numerous other springs and rivulets flowing from the Bráhuick range, its mountain-barrier on the west; but these, after a very short course, lose themselves in the *pat* or desert lying between them and Sind. This desert tract, known as the “Dasht-Bedár” or treeless waste, is between 30 and 40 miles in width, perfectly flat, and has a firm dry clay surface. Water is obtained with some difficulty during the cool season from wells of great depth; in the sultry summer months, this tract is almost impassable from the absence of water, and the prevalence at that season of deadly hot winds.”

Hughes also notices the great prevalence in Kachí of dust-storms and of the *bád-i-simúm* above alluded to.

Towns and Villages.

The chief towns in Kachí are Bágh, Gandáva, Dádar, and Kótrá.

Bágh, the commercial capital of Kachí, is situated on the route from Shikarpur to Dádar, and is 37 miles S.S.E. from the latter place.

It is seated on the Nári river, which at times overflows its banks and inundates the surrounding country; but for the great part of the year it is almost dry, and water of a brackish and unwholesome character can then only be obtained from tanks and wells. The neighbouring country is said to be very fertile when irrigated, producing large quantities of jowár and bájra, but otherwise it is a barren, treeless plain of hard-baked clay. Bágh is now said to possess about 2,500 or 3,000 inhabitants, although formerly more populous.

Gandáva, the political capital of Kachí, is situated on a small torrent running from the Bráhuick range, and is on the route of the Múla Pass, distant 40 miles S.E. from Bágh. It is a smaller town than Bágh, and merely derives its importance from being the winter residence of the Khán of Khelát.

Dádar is seated on the Bolán river, about five miles east of the entrance to the Bolán Pass, and 37 miles north-west from Bágh. It is well supplied with pure and good water from the Bolán river for a great part of the year, but for the remainder recourse is had to water from the wells, which is brackish and unwholesome.

The heat at *Dádar* is said to be most intense. The number of inhabitants is about 2,000.

Kótrá is a cluster of villages belonging to the Eltarzai family, of which the Khán of Khelát is the head.

The villages are said to be neat and prosperous, possessing comfortable dwellings, with gardens and trees round them.

Hálá or Bráhuick Range.

To the north and west of Kachí lie the Hálá or Bráhuick Mountains, which form the most important feature, in a military point of view, of Eastern Bilúchistán.

The portion of the range of which this notice treats, extends from Quetta in the north to Kozdar in the south.

Lockhart's Gazetteer says as follows :—

"This system is composed of a succession of mountain-ranges which, rising from the plains of Kachí and the Indus Valley, tower one above the other in successive steps, until, having gained their maximum, they subside in lesser and lesser ranges westward.

"Their general direction is from N.N.E. to S.S.W.; and this uniformity of strike is wonderfully preserved throughout.

"The mass is broken through at two points, *viz.*, by the Bolán Pass at its northern extremity, and by the Múla Pass near Gandáva.

"Here the ranges are twisted out of their original direction, and run towards the N.N.E. Through these two great channels the principal drainage of the country is effected, producing the Bolán and Múla rivers."

The route from Kachí to the upper or hill country of Sarawán is usually by one or other of these two passes. They are described in detail in routes Nos. 20 and 21.

Hughes mentions nine other passes which lead from the plains of Kachí to the highlands of Sarawán and Jhalawán, *viz.*—

1. *Kahan-ka-rasta*—12 miles north of Shúran, and near the sulphur mines. Roads from Bágh in Kachí lead to this pass; it abounds in numerous strongholds, well calculated for sheltering marauding parties. The country beyond the plain entrance is very broken and intricate.

2. *Gazak*—Has three entrances—first at Shúran; second at Múkhálí, 13 miles S.W. from Shúran; and third, Tang-i-Gazak, which follows the course of the Gazak river. Roads from Gandáva lead into this pass. The path, through a portion of the third entrance, is so difficult as to need the assistance of ropes to get through it. After heavy rain, water suddenly rises to from 60 to 100 feet, carrying everything before it. Half-laden camels perform the journey to Khelát from Gajen (near the second entrance) in 14 days; from Shúran, in 15 days.

3. *Mékh-ka-rasta*.—Entrance from plains 12 miles N.W. from Kótrá. A very difficult pass, and so named on account of some wooden pegs fastened in the face of a precipitous ridge of rock 30 feet high, to assist the traveller in ascending and descending: is impracticable after rainfall.

4. *Ladan* (or *Múdíj*).—Entrance from plains six miles west from Kótrá. Ascent very difficult in parts, and goes by Zehrí, in Jhalawán. Half-laden camels perform the journey by this pass from Kótrá to Khelát in 15 days, Kásids (foot-travellers) in 2½ days.

5. *Takárb*.—North of Ladan Pass, and is entered from Kótrá. Is rarely travelled over, owing to the many difficulties presented. Half-laden camels perform the journey to Khelát in 12 days, Kásids in 3 days.

6. *Waghan*.—Is the direct road from the village of Súnní, in Kachí, to Khelát.

7. *Bhore*.—Direct road leads by this pass from Nowshera in Kachí to Khelát; meets the road from Súnní by the Nagan Pass near Geytání, about 30 miles from Khelát.

8. *Shadihar*.—Is about 25 miles south of Jhal, in the Maghzi country. Very little is known of this pass, but it is said to be a very difficult one to get through.

9. *Núrmak*.—Is north of the sulphur mines near Súnní. Little or nothing is known of this pass.

None of these passes is likely to be of use for the movements of troops, the Bolán and Múla being alone available for this purpose.

To quote again from Lockhart's Gazetteer—"Lying in the bosom of the mountains are numerous valleys and plains. They have, naturally, a like direction to the ranges between which they lie, and vary in height according to their position, so that almost any desired temperature and climate may be obtained, from the sub-tropical of Sind to the temperature of Khelát.

"The highest ranges are clothed with juniper trees, which yield excellent firewood and durable timber.

"The Hálá and Súlimán ranges are connected by the Marí and Búgtí hills, a large off-set extending eastward from about north latitude 29° 30', and joining the Súlimáns in the neighbourhood of Harrand."

These hills will be noticed further on in speaking of the Marí and Búgtí country.

On emerging from the Bráhuick range, the plateaus stretching from Zohrab to Quetta are reached.

This country may be described, on the whole, as favorable to the movements of troops in the spring and summer: here and there, there is a scarcity of water. In the winter, the cold is intense and forage very scarce.

Lockhart gives the following description of Sarawán, which seems to apply equally to the northern part of Jhalawán included in this treatise :—

“ A few slender rivulets and torrents, transient and partial, are found only scantily distributed over its wide surface. To compensate the deficiency, a cool temperature, the result of elevation, is favorable to vegetation, and allows the soil to retain for a sufficient period the moisture supplied by the vernal rains, so as to ensure generally good grain-harvests. Owing to the same cause, the hills and plains are covered in spring and summer with a profusion of flowers and grass, affording excellent pasturage for the numerous flocks of sheep, constituting the primary wealth of the Bráhuís.”

Hughes writes as follows :—

“ It is in the valleys among these hills ” (speaking of the Bráhuick range) “ that towns, villages, and cultivation are found ; and though there

* The Hanna flows from Sir-i-Ab to Quetta, skirting the west of the valley and joining the Lora near Ispangli.

are no rivers in the province excepting the Lora* in the extreme north, the Bolán and Múla (and these two latter are merely *mountain-torrents* on a large scale), there are nevertheless numerous rivulets issuing from the hills, as also *karézes* or subterranean aqueducts, which lead from the bases of the hills towards the centre of the valley, and these, conjointly with occasional rain, supply all that is necessary for irrigational purposes. The names of the various valleys lying on the Bráhuick plateau in this province, with their areas, and such other information connected with them as is obtainable, are given in the following statement :—

Name of valley.	Estimated area in square miles.	Elevation above sea-level. Feet.	Remarks.
1. Quetta (or Shal).	90	5,600	Soil rich and good ; cultivation comprises wheat, rice, madder, tobacco, lucerne, melons, apricots, peaches, plums, apples, quinces, mulberries, grapes, figs, pomegranates, and walnuts ; the grasses are numerous.
2. Kanhi ...	150	5,500 P	Is south of the Quetta Valley. Soil light and sandy, but more stony than that of Quetta ; productions—wheat, and garden produce generally.
3. Mastúng ...	280	6,000	Situate south of the Quetta and Kanbí Valleys. Soil light and rather sandy, but very fertile when irrigated. Productions—the same as those of Quetta, but better in quality ; the melons, as also the grapes, are celebrated.
4. Mangachar...	...	5,900	Is south of Mastúng, and smaller in area. Productions are wheat, lucerne, tobacco, &c. In this valley there is a great want of trees.

Name of valley.	Estimated area in square miles.	Elevation above sea-level. Feet.	Remarks.
5. Girání ...	...	6,600	Is south of the Mangachar Valley. The soil and productions are not known.*
6. Ziárat ...	...	Lower than Girání.	Is west of the Girání Valley. Soil and productions not known.*
7. Khelát ...	16	6,800	Soil is good; productions are—wheat, barley, millet, jowár, lucerne, tobacco, turnips, carrots, lettuces, radishes, onions, beetroot, cucumbers, melons, and many kinds of fruits, as at Mastúng.
8. Chappar ...	...	...	Is west of the Ziárat Valley, and is largely cultivated; its melons are later in season than those of Khelát.
9. Katringal ...	16	6,900 P	Soil of this valley is good, and it is well cultivated at its northern end.
10. Rodinjo ...	...	6,580	Soil in some parts good, more especially to the south, where there is a fair amount of cultivation; but in others there is merely an outcrop of common salt in an efflorescent state. Productions not known.*

* Probably much the same as the other valleys.

There are also four valleys in Jhalawán, of which Hughes writes as follows:—

“*Sohráb*, situate in the north-west, has a good deal of cultivation, and is fairly watered. From its great altitude (being between 5,000 and 6,000 feet above sea-level), it is cold and dreary in winter, but in the summer displays much luxuriant verdure.

“*Zehri*, another of these valleys lying to the eastward of *Sohráb*, and containing several villages, has a comparatively fertile soil, and is watered by numerous rivulets. It produces grain, pulse, and vegetables.

“The *Baghwána* Valley lies a considerable distance south of that of *Zehri*, and is surrounded by high ranges of limestone hills; it is fertile, and possesses several villages, but, as its elevation (4,400 feet) is considerable, the cold in the winter season is severe.

“In the valley are numerous gardens and orchards, and, besides an abundance of grain and grass, it produces figs, apricots, pomegranates, apples, plums, grapes, and melons.

“The valley of *Khozdar*, south of that last mentioned, is extensive, but in parts fertile, well watered and highly cultivated; in others it is sterile, stony, and much cut up by ravines.”

Climate.

Hughes writes as follows regarding the climate of this portion of Bilúchistán :—

“ At Khelát and other elevated towns and villages on the Bráhuick plateau, the summer season, which includes the months of May, June, July, and a part or perhaps the whole of August, may be hotter than that of the British Islands, that is, the intensity of the sun's rays may be greater ; still, the weather itself is decidedly less changeable, and, as Cook remarks, ‘ is seldom or never broken up into short seasons of heat and cold, by the occurrence of rains and cold winds, as is so often the case in England.’ During the months of June, July, and August, the hottest in the year, the extreme *maximum* heat recorded at Khelát, which is about 6,800 feet above sea-level, was but 103°, while the extreme *minimum* was as low as 48°. It is the same relatively at other towns and villages seated on this lofty plateau, though in point of position it must be observed that Khelat is the highest in elevation of them all. The prevailing winds are westerly, but they blow from other quarters occasionally.

“ The exciting cause producing this westerly wind is believed to be the great heat arising from the sultry plains of Kach Gandáva, which induces a steady current of air to blow from the west, so long as this cause is in action. Heavy storms occur at times in the hill country, but the regular annual rainfall appears to be connected with the South-West Monsoon, as the steady downpour generally takes place about the latter end of July, which may be considered to be the height of that season. The winds, however, which bring it up do not on this plateau come direct from the south-west, but, crossing the easternmost range of the Bráhuick mass, reach it from the *east*. The fall of rain on this plateau has been noticed to be considerable in a short time ; that is to say, it is very heavy, but for a short period only. During the winter season the cold on the elevated portions of this plateau is intense, and its keenness is increased by strong north-easterly winds which generally blow about that time.”

Towns and Villages.

The principal towns and villages on the Bráhuick plateau are—

Khelát, the capital of the Khán, about 6,800 feet above sea-level, is a fortified town built in terraces, and has three gates. It stands on the northern spur of a limestone hill called Shah Mirdan. The streets are extremely narrow, tortuous, and dirty. The bazar, of Khelát is reported to be large and well supplied with all kinds of necessaries, and the town itself is furnished with very clear and pure water from a stream which rises from the base of a limestone hill on the eastern side of the valley. There is a palace belonging to the Khán, who resides here during the summer months. The town is principally inhabited by Bráhuís, Hindús, Dehwars, and Babis.

Mastúng is 61 miles north of Khelát and 42 miles south from Quetta. It is nearly 6,000 feet above sea-level, and is situate 14 miles from the extreme northern end of the valley of the same name. The population is estimated at about 4,000 souls. The principal tribes

inhabiting the town are the Raisání, Sherwání, Mahmúdsáhí, Banghlzai, and a few Dehwars. The town of Mastung is entirely surrounded by gardens and orchards, in which the finest fruit in Bilúchistán is produced. The climate of this place is considered to be mild and salubrious, and Cook states that it is very much warmer throughout the year than either Khelát or Quetta. Those of the inhabitants who can do so, migrate during the winter to the lowlands of Kach Gandáva.

Quetta is situate at the northern end of the valley of the same name, and is on the direct route from Kandahar to Jacobabad and Shikarpúr *viâ* the Bolán Pass, being at the same time very conveniently placed as regards Khelát (from which it is distant 88 miles) and other Bilooch towns. It is 5,600 feet above sea-level. In summer the climate is very pleasant, the heat being tempered by cool breezes from the lofty hills which on all sides surround the valley. Numerous gardens and orchards abound in the suburbs, and the water-supply is good.

Rodínjo, 14 miles south from Khelát and 29 miles north of Sohráb, is a large village with about 900 inhabitants. It is freely irrigated by numerous hill-streams, and is on high ground, about 6,580 feet above sea-level.

Inhabitants.

The principal tribes who inhabit the country described in this chapter are—

The *Játs*, an agricultural and pastoral tribe who form the bulk of the fixed population of Kachí Lockhart's Gazetteer says—"They are identical with the Jetic or Gothic tribe of Játs settled in Hindústán, but, where met with in Bilúchistán, are invariably Mohamedans. In Kachí, the Játs are either cultivators or camel-breeders, but to the north and west of that province they are more often found as itinerant professors of humble arts, somewhat like gypsies. Their settlements in Kachí are of so remote an origin that the Játs now appear as aborigines."

The sub-divisions of this tribe are numerous, and their language, which is known as the *Játki*, is closely allied to Sindhi and Pánjábí. The Játs cultivate the lands of the Bráhúís in Kachí, who in the summer months repair to the hills, and only reside in Kachí during the winter months.

The *Bráhúís* are the dominant and most numerous race in Bilúchistán; they principally live in the mountainous regions of Sarawán and Jhalawán, descending to the plains of Kachí during the winter months.

The tribe is sub-divided into numerous sections, whom it is unnecessary to mention in detail here.

In religion they are Súnni Mohamedans, and do not seem to be bigoted or fanatical. Pottinger gives them a high character, as the following extract from his Travels will show:—

"The Bráhúís are equally faithful in an adherence to their promises and equally hospitable with the Bilúchís; and, on the whole, I greatly prefer their general character.

“ From what I have already said on it, it is evident that they are a more quiet and industrious class, and their habits are decidedly averse from that system of rapine and violence pursued by the other. Nor can we fairly ascribe this to any sentiment save a good one; for in personal bravery and endurance of privations and hardships, the Bráhúís are esteemed superior to the inhabitants of all the neighbouring countries. Their Chiefs exercise a much more despotic authority in the various tribes and kheils than among the Bilúchís, and the people are equally tenacious of their respectability, though they obey them from a different feeling.

“ In manner they are mild and inoffensive, though very uncivilized and uncouth; but, as the latter is evidently the effect of a want of worldly knowledge and guile, their awkward attempts to be civil please, because we see that they are incited to make them by a natural propensity to oblige, unaccompanied by any interested motive.”

The *Dehwars* inhabit villages about Khelát, Mastúng, and Tiri: they are an agricultural people, their language is Persian, they are believed to be of the same stock as the Tajiks of Afghanistan and Turkistan.

The principal Bilúch tribes who inhabit Kachí are the—

Dúmbkís	} of the Rind tribe.
Homarárís	...	...
Jakránís	...	...
Jallúís	...	...
Jamálís	...	...

and the Maghzís.

Of these, the Jakránís and Dúmbkís are the most numerous and powerful: they were formerly noted for their predatory habits, but have of late years taken to more peaceful pursuits.

The Marís and Búgtís who also have some connection with Kachí will be noticed further on.

The Maghzís have their chief town at Jhal in Kachí, 24 miles from Gundáva. They are said to muster 2,000 fighting-men, and have an inextinguishable feud with the Rinds. Their country is well supplied with water, and fertile.

CHAPTER II.

List of routes from the Indus to Khelát and Quetta through Kach Gandáva.

No.	From	To	By what place.
1	Barshori ...	Gandáva ...	Sanjeráni.
2	Dera Búgtí ...	Kahan.	
3	Gandáva ...	Khelát ...	Takari Pass and Panderan.
4	Gandáva ...	Khozdar ...	Múla Pass.
5	Jacobabad ...	Dádar ...	Gandáva and Shúran.
6	„ ...	„ ...	Sháhpur, Lehri and Mittri.
7	„ ...	Dera Búgtí ...	Sori Khúshta and Zín-ka-kúmb.
8	.....	.....	Sháhpúr and Sangsila.
9	Kasmor ...	Dera Búgtí ...	Gandúí.
10	.....	.....	Dúzd-i-khúshta.
11	Kasmor ...	Dádar ...	Sháhpúr and Lehri.
12	Khelát ...	Quetta ...	Dost Muhammad Karez and Ispangli.
13	„ ...	Kandahar ...	By kafila road.
14	Larkhána ...	Entrance to Múla Pass by Tophoi mouth.	Kamber and Jhal.
15	„ ...	Gandáva ...	Jhal.
16	Paisht Khána (in the Múla Pass).	Khelát ...	Panderan.
17	Rajanpúr ...	Dádar ...	Bandowála, Dera Búgtí and Léhri.
18	„ ...	Bundowála ...	Lal Goshi.
19	„ ...	Kahan ...	Sori Drishak Pass.
20	Sakkar ...	Quetta ...	Shikarpúr, Jacobabad, Dádar and Bolan Pass.
21	„ ...	„ ...	Jacobabad, Gandáva, the Múla Pass, Khelát and Mastung.

No. 1.

Barshori to Gundáva viâ Sanjeráni.

1. SANJERÁNI—13 miles—

A small village of some 200 houses situated on the bank of a canal. Supplies scarce. Water muddy and slightly brackish; obtained from 200 or 300 well shafts in the bed of canal 16 feet below the surface.

Country a level plain, with signs of considerable cultivation.

Road along the course of a dry canal for some 4 miles passing about 2 miles south of Kikri. A small hamlet of about 20 houses; afterwards proceeds across a level plain passing the village of Bushker, 180 houses, within 2 miles of Sanjeráni.

2. GUNDÁVA—14 miles—27 miles.

Road good; at 4 miles cross the Nara; soft, muddy bottom about 3 feet deep in August; afterwards cross the Gundáva of a similar depth. After heavy rain this stream rises considerably with a strong stream. Fordable, except after heavy rain.

(See No. 21.)

No. 2.

Dera Búglí to Kahan.

1. SANGSILA—21 miles—

Level route down the Seháf valley, following the water-course chiefly on its left bank. The last few miles the route is commanded by low hills on south. The plain at intervals is covered with jungle of tamarisk and camel thorn.

No water can be calculated on *en route*, unless there should be temporary wells in the Seháf bed. These vary, season by season, according to actual requirements, but are often met with about 6th mile.

A short distance from the Sangsila camp (east) running water is found in the Seháf.

For camping ground, see Sangsila No. 17.

2. KAHAN—18 miles—39 miles—

At first the route lies north-north-west, crossing Sangsila water-course, and after skirting along lower spurs of the hills running north of Sangsila valley, enter dry bed of Romo water-course, which is followed northerly for a short distance, whence a steady ascent commences to Hinjiri hill. Altitude 1,700 feet, in one spot very narrow (between two sandstone slabs, which, however, could be cut or blasted for artillery). Descend from Hinjiri ridge rather abruptly to the Hinjiri watering-place, distance 5 miles. This is the only spot on this march where water can be calculated upon. Hence

No. 2—*contd.*

a steady slow ascent to foot of Nigari Kotal. Road very difficult for guns, which is reached in about 2 miles.

Elevation 2,200 feet; ascent in about 1 mile 600 feet to summit; total feet 2,800.

From Nigari Kotal the Nafúsk pass is viewed, appearing distant 3 miles, the white limestone road being clearly distinguished in the dark; higher ridge running east to west.

From Nigari crest descend 200 feet rather rapidly, and crossing that plain in a north-westerly circuit sweep round to foot of Nafusk range, very difficult for guns, which is reached at about 12 miles; the last mile is stony with two small ravines, which might give a little trouble to artillery; thence to Kahan, 6 miles.

There is a second route which is reported to be quicker for horse-men, and which might be practicable for laden camels, *viz.*, leaving on the right (east) the Pator water-course and tunnel, ascend a low ridge of hills; thence ascend Ling Larz over Omri valley, Manazai, and the Lashar ridge; difficult, but not a long ascent, across Bohri and Pashin, which leads to Kahan.

No individual hill in this route is as tiresome for laden camels as the Nafúsk; but the route generally is stated to be more troublesome and laden camels are not usually taken by it. By horsemen and footmen it is much frequented. A horseman despatched by this route, leaving Kahan (sunrise) 6-30, reached Sangsila at 11-30 at a walk, and thence arrived at Dera Búgtí in another 4 hours; total 9 hours. At a push, this might be done in 7½ hours on one horse.

No. 3.

Gundavá to Kelat by the Takari Pass and Pandaran.

1. KOTRA—5 miles 2 furlongs—

Road good; crossed by the Mulah nullah. Water 2 feet deep, but easily passable. Water plentiful at Kotla.

2. GURMÁP—14 miles 4 furlongs—19 miles 6 furlongs—

Road good, excepting near Karikasun, where the road is rugged and precipitous, but passable to baggage ponies and mules. Water abundant at Gurmáp, and camping ground good.

3. PUTUK (*via* Madgin)—16 miles—35 miles 6 furlongs—

This route is difficult; but the road is passable to ponies and mules with light loads. At Madgin there is a scarcity of water, there being only one spring, and a meagre supply from it, except during the rains.

PUTUK (*via* Takari Pass)—11 miles—46 miles 6 furlongs—

This route is almost impassable to baggage animals, and altogether impracticable for the passage of troops in any number. Water very plentiful, and a good camping ground at Putuk.

No. 3—*contd.*

4. KUCH KAN—7 miles—53 miles 6 furlongs—

Road very bad, being very stony and rugged. Baggage could only be carried, and with difficulty, on mules. Water abundant, and a good camping ground.

5. ZURAGI—8 miles 4 furlongs—62 miles 2 furlongs—

Road fair. Water from hills crosses the road at Zuragi 1 foot deep, 6 feet wide. Bad ground for camping, especially for horses.

6. SUNI—7 miles 4 furlongs—69 miles 6 furlongs—

Road fairly good. Water scarce, there being only one well at Suni. Grass and food, procurable from the hills. Bad ground for camping, especially for horses.

7. NAWGANG—10 miles—79 miles 6 furlongs—

Road fair. Surrounding country at Nawgang open, and grass and fodder plentiful. An excellent camping ground.

About 5 miles south-west of Nawgang lies the village Gut, the residence of Sirdar Gohr Khan, a chief of great local influence.

8. PUNDARAN—12 miles 4 furlongs—92 miles 2 furlongs—

Road good, and water plentiful along the whole march. There is a large spring and good camping ground at Pundaran.

9. KAPOTE (*viâ* Talaruk)—15 miles—107 miles 2 furlongs—

Road difficult throughout, especially at Talaruk, where it is precipitous in parts, and baggage could only be carried on mules. Ten good wells. Grass and fodder procurable, and fair camping ground.

KAPOTE (*viâ* Nichera)—17 miles 4 furlongs—124 miles 6 furlongs—

This road is preferable to that *viâ* Talaruk, with the exception of there being a defile about 80 yards long, 6 miles from Kapote, so narrow that it is impassable to laden camels, and this obstruction to the passage of baggage renders it difficult if not impracticable for the passage of troops in any force. At Nichera, which is 10 miles from Kapote, there is a large spring and good camping ground.

10. KELÁT—13 miles—137 miles 6 furlongs—

Road good all the way.

No. 4.

Gundtwa to Khozdar by the Múla Pass.

1. KOTRA—7 miles—

Road unmade, sandy, but fairly good. At 5 miles cross the River Múla with a little water in it. General direction west-south-west. Camping ground open and clean, south-west of town. Supplies abundant. Water abundant.

Height above sea level, 289 feet.

No. 4—*contd.*

2. PIRCHUTTAR—8 miles—15 miles—

Rough, stony, unmade road crossed by water-courses, which require bridging. General direction south-west. Camping ground open and sufficient for one regiment. After crops are cut there would be more room. This remark applies to all the camping grounds in the Múla as far as Nar. No supplies. Abundance of good water from hill stream. Forage scanty. No supplies. Height above sea, 580 feet.

3. KOHÁO—10 miles—25 miles—

Road for the most part in the stony bed of the Múla River, which is crossed frequently. Water with an average depth of 1 to 2 feet. General direction south-south-west. Camping ground open and good. Supplies none. Water abundant. Forage scarce. Height above sea level, 890 feet.

4. PANIVUNT—8 miles—33 miles—

Road stony and bad, in bed of river. General direction south. Camping ground good and open. Some forage. Water abundant. Height above sea, 1,240 feet.

5. HATACHI—12 miles—45 miles—

Road as before. General direction south-south-west. Camping ground confined. Green forage procurable. Water abundant. Height above sea, 1,700 feet.

6. PIR LAKA—11 miles—56 miles—

Road, or rather track, better. The boulders in the river bed not so large. General direction south-south-west. Camping ground very confined, barely room for the detachment. Water abundant. Height above sea, 2,240 feet.

7. NÁR—7 miles—63 miles—

Road as before. General direction south-west. Camping ground extensive on south side of river, in consequence of no crops being grown at present. Forage scarce. Water abundant. Height above sea, 2,400 feet.

8. GURU—16 miles—79 miles—

Shingly track, good for horses and camels. General direction for 8 miles south, then south-west.

Camping ground very confined. Water good, 6 kutchas wells, and abundant. No forage or supplies. At 11 miles passed Gaz. Hardly any water. Height above sea, 3,700 feet.

9. KHOZDAR—20 miles—99 miles—

Road fairly good. General direction west. Camping ground spacious, east of Toron. Supplies abundant. Forage good, and water from hill stream abundant and good. Height above sea, 3,850 feet.

No. 5.

From Jacobabad to Dadar viâ Gundáva and Shúran.

9. GUNDÁVA—71 miles *viâ* Kanda and Udana, 63 miles *viâ* Sanjeráni.
(See Nos. 1, 20 and 21.)

10. SHÚRAN—20 miles—83 miles—

Road narrow and bad, intersected by many nullahs and canals; country cultivated for $5\frac{1}{2}$ miles, the remainder waste and jungly. At 5 miles pass Gajan, a large village and fort with cultivation and running water. At $13\frac{1}{2}$ miles Miti, a small fort and two villages; $\frac{1}{4}$ mile further cross a river, broad and shallow with a sluggish stream. The hills approach near the road at Shúran. Supplies procurable. Forage scarce.

11. SUNNI—23 miles—106 miles—

Indifferent road, generally rugged and stony, skirting the hills on the left; the last 2 miles very stony, like the bed of river. At $16\frac{1}{2}$ miles pass five kutchá wells with a good supply of water. Country on this stage a stony desert. Supplies scanty. Water abundant from a fine stream. Forage scarce.

12. NOWSHERA—18 miles—124 miles—

The first 5 miles over a tolerably open road, then 4 miles over a rugged, stony and sandy road through the Súni Pass, the remainder over level ground. At $16\frac{1}{2}$ miles a large open village with running water and cultivation. Nowshera is a good-sized village surrounded by a high mud wall. Supplies and water abundant. Grass is procurable, but forage for camels scanty.

13. DADAR—8 miles—132 miles—

(See No. 20.)

NOTE.—Distances are reckoned by road to Gundáva *viâ* Sanjeráni.

No. 6.

From Jacobabad to Dadar viâ Sháh-púr, Lehrí and Mitri.

1. MOSÁFFARKHÁNA—7 miles—

Road over a plain, intersected with water-courses, in good order. Nullahs bridged. Water obtainable only from a canal, which forms the east boundary of camping ground. It is very muddy. There is also a well with good water.

2. SHÁHPÚR—24 miles—31 miles—

Road over the Katchí desert, hard and level, except the last three miles, which is over heavy sand. Water good and plentiful. No supplies. Forage and grass plentiful.

3. CHATTAR—11 miles—42 miles—

First 7 miles heavy over sand, the rest over hard plain. Water bad and wells very dirty. Supplies and forage abundant.

No. 6—*contd.*

4. PÚLÁJÍ—10 miles—52 miles—

Road good, but with several small bands across it, which are bad for guns and carts: 4 miles through cultivation, then through jungle. Water good and plentiful. Supplies and forage abundant.

5. LEHRÍ—15 miles—67 miles—

Road throughout bad. Two nullahs have to be crossed at 1½ miles from Púlájí which give trouble to guns. A town of considerable size. Water good and plentiful in the winter. Supplies and grass procurable. Camel graze not abundant. Water scarce in the spring.

6. MÚCH—16 miles—83 miles—

7. MITTRÍ—16 miles—99 miles—

8. DÁDUR—15 miles—114 miles—

} See No. 17.

NOTE.—This route was travelled by Lieutenant H. J. Lyster, R.A., in February 1878, in charge of heavy guns and carts laden with ordnance stores.

No. 7.

Jacobabad to Dera Bugtí.

1. DIL MORÁD—9 miles—

The route is by the frontier road which is made and good.

2. GORANÁRI—18 miles—27 miles—

The route is by the frontier road which is made and good.

3. SORI KÚSHTA—18 miles—45 miles—

The road is good over "pat" as far as Hudn, 5 miles, then over sandy plain. Water procurable by digging in bed of ravine. No supplies. Forage abundant. From Sori Kúshta there is a good road to Gand, 10 miles, whence there is also good road to Mand or Zín-ka-Kúmb, 8 miles.

4. ZARÁNI—10 miles—55 miles—

Road good over sandy plain, and hard pat. Water, supplies and forage as above.

5. ZÍN-KA-KÚMB—7 miles—62 miles—

Road difficult from Zarani at first lies through the Lali pass, 1 mile in length, after which it traverses a distance of 3 miles to the main range of mountains forming the southern boundary of the Bugti hills, and then ascends gradually for 2 miles to the pass of Zín-ka-Kúmb, which is so steep and narrow that guns must be unlimbered, and drawn up by manual labour. Water from a cleft in the rock 450 yards to the east of Zín-ka-Kúmb. Supplies as above.

6. KÚMBI—10 miles—72 miles—

Road good, at first crosses a table-land, between 2 and 3 miles broad, whence it gradually descends to Kúmbi, on the north side. Water abundant and good. Supplies as above.

No. 7—*contd.*

7. DERA BÚGTÍ—15 miles—87 mimes—

Road good. Six miles from Kúmbi enter the plain of Dera. The stream can be turned by those who hold the pass whence the spring issues. Water abundant from canal from spring in the gorge of the hills, about 2 miles north-east of the town. Supplies moderate; but forage abundant.

No. 8.

Jacobabad to Dera Búgtí.

1. MINOTI (OR BY MOSÁFFAR KHÁNA)—20 miles—

See Route No. 6.

2. SHÁHPÚR—14 miles—34 miles—

3. CHATAR—11 miles—45 miles—

4. PULÁJI—10 miles—55 miles—

See Route No. 6.

5. ZEWÁGH—10 miles—65 miles—

Road level, but heavy. Water from stream. No supplies. Forage procurable.

6. MARÁO KÚSHTA—14 miles—79 miles—

Road crosses three steep and difficult passes at 6 miles, 9 miles, and 10 miles. Water scarce in pools. Grass and forage procurable. No supplies.

7. SANGSILA—15 miles—94 miles—

Road generally good, but over broken ground. Water plentiful and good from stream. No supplies. Forage procurable.

8. DERA BÚGTÍ—18 miles—112 miles—

Road good up the Siaf valley. Water supplies and forage abundant.

This latter route, although longer in point of distance, would be more suitable for the movements of troops as the hilly country is avoided.

No. 9.

Kasmor to Dera Búgtí viâ Gandáí.

1. SUÍ—20 miles—

Water good. No supplies. Road good, the last 4 miles over sand-hills.

2. HYRÁN—8 miles—28 miles—

Road goes up the bed of the Sori. Water and grazing at Hyran.

No. 9—*contd.*

3. GANDÚI—15 miles—43 miles—

The road is quite good over the Mat plain. Water and forage abundant. Supplies procurable. From Gandúi a road goes to Mand, 7 miles, and joins road from Sibri; 4 miles from Gandúi a road goes to Sori Kúmb, 4 miles.

4. SORI KÚMB—7 miles—50 miles—

The road is fair. Water and forage procurable.

5. DORIAMAND—10 miles—60 miles—

The road is difficult over the Zin range. Water and forage procurable. No supplies.

6. DERA BÚGTÍ—7 miles—67 miles—

The road is good.

No. 10.

Kasmor to Dera Búgtí viâ Súi.

1. SÚI—20 miles—

The road good, the last four miles heavy over sand-hills. Water good. No supplies.

2. DÚZD-I-KÚSHTA—19 miles—39 miles—

The road goes up the bed of the Sori, and is heavy in places. Pass good. Water and grazing at Hyran, 8 miles.

3. SÚI KUMB—8 miles—47 miles—

The road is difficult over a continuation of the Zin range.

4. DERA BÚGTÍ—12 miles—59 miles—

The ground is very broken all the way from Sui Kumb to the Dunáni Pass over the main range. This is very difficult, and lies up and down a dry water-course much blocked up by huge masses of rock. This crossed, the road goes across the Sias plain for 4 miles.

This route is very difficult, and is thought to be barely practicable for artillery.

No. 11.

Kasmor to Dádar viâ Sháh-púr and Lehri.

1. DREKÁN—12 miles—

Over a hard dry plain, which is above Indus level. Water is scarce, but camel forage is procurable; very little fuel or grass anywhere. Supplies to a certain extent could be got at the stages in the Kachí.

2. TOJ—10 miles—22 miles—

As above.

No. 11—*contd.*

3. DODA KHÁN-KE-GÓT—14 miles—36 miles—
As above.
 4. GORANÁRÍ—12 miles—48 miles—
As above.
 5. ÚCH—20 miles—68 miles—
As above.
 6. SHÁHPÚR—12 miles—80 miles—
See No.
 7. CHATTAR—11 miles—91 miles—
 8. PÚLAJÍ—10 miles—101 miles—
 9. LEHRÍ—15 miles—116 miles—
 10. MÚCH—16 miles—131 miles—
 11. MITTRI—16 miles—147 miles—
 12. DÁDAR—15 miles—162 miles—
- } See Nos. 6 and 17.

No. 12.

Kelát to Quetta by Dost Mahomed Karez and Ispangli.

1. GIRÁNÍ—8 miles 2 furlongs—
Road over a cultivated plain ; a small village and aqueduct ; water plentiful ; supplies and forage procurable.
2. BURENE CHINAO—18 miles—26 miles 2 furlongs—
Road good over a cultivated plain with several villages. No water on this march. Two or three small villages at camping ground. Water plentiful. Supplies and forage procurable.
3. ZÍRÍD—9 miles 6 furlongs—36 miles—
Eight small villages situated in a well cultivated plain ; water abundant ; supplies and forage procurable.
4. DOST MAHOMED KAREZ—12 miles—48 miles—
A small village ; road good ; water abundant ; supplies and forage procurable.
5. SHIRÍN ÁB—9 miles—57 miles—
Road good with a slight descent. No village near the camp, but a small river to the right of the halting place, with ample water in it. Supplies and forage procurable.

No. 12—*contd.*

6. MASTÚNG—12 miles—69 miles—
Road good. Water, supplies and forage abundant. It is not obligatory to go to Mastúng, which may be left on the right.
7. KANÁH KAREZ—15 miles—84 miles—
Cross the Nabi rivulet below the village of Kúshrud. At 11 miles pass Tírí, a large village. Country well cultivated. Water abundant. Supplies and forage procurable.
8. BARG KAREZ—13 miles—97 miles—
Road good, leading down a valley. Four or five small villages 2 or 3 miles distant on the right, towards the hills water abundant; supplies and forage procurable.
9. ISPANGLI—8 miles—105 miles—
Road good. A large village; water abundant; supplies procurable.
10. QUETTA—6 miles—111 miles—
Road good, excepting having to cross a deep nullah about half-way. There is a more direct route from Kelat to Quetta, which can be done by infantry and cavalry in 4 marches, but it is not practicable for artillery.

(See No. 21.)

No. 13.

Kelat to Kandahar by Kafila road.

1. GARÁNI. 8 miles—
(See No. 21.)
2. AMBA (a).
3. GURGHINA (b).
4. JANGL.
5. KHÉL ISHMAEL.
6. MAHAMED KHÉL.
7. SIBBIT (c).
Bilúch boundary.
8. ABDUL RAHMANYAI.

(a.) The "Ambar" of Walker's map.

(b.) The "Gurghana" of Walker's map.

(c.) The "Saibud" of Walker's map.

No. 13—*contd.*

9. GULISTAN KAREY.
10. SPINTAYA (*d.*)
11. GHONI.
12. KONCHI (*e.*)
13. RABAT—

A plain perfectly bare of vegetation, the only object to relieve its monotony being 2 or 3 square mud forts.

14. RUD-I-MIAH.
15. TAKHTIPŪL—

Water from a neighbouring stream, but slightly salt. No habitations near.

16. KHĒL HĀJĪ OR DEH HĀJĪ—

Road good. The Dori river is kept on the left hand. A plentiful supply of water from "Karey" to the right of village. Forage and grass plentiful.

17. MANSUR—

A village on the right bank of the Dori river.

18. KANDAHAR—

NOTE.—This route is generally used by kafilas. Water at all places. Authority Captain Harrison.

Captain H. Wylie, 1st Punjab Cavalry, refers to this route, or one very similar in the following terms: "The direct road from Kandahar to Kelat instead of passing through Shalkot (Quetta) and Mastang keep on the west side of Chiltan, Chutok and Khalagai ranges up the Sherinap valley, it then rounds Zibre by the west, and thence leads direct into Kelat. This road in addition to being shorter from Pishin than the one we came by, is, I was informed, quite open, and there is a good supply of water at the various camping places. It is the one always used by kafilas when journeying to India by the Mūla Pass, which is the only route now open to them; the traders complain very much of this* as it keeps them for a long time in cold regions when forage is unprocurable and they lose many camels by the way."

No. 14.

From Larkhāna to entrance to Mūla Pass by Tophoi mouth viâ Kamber and Jhal.

1. KAMBER—12 miles $1\frac{1}{2}$ furlongs—

Good road; through cultivation; nullahs all bridged, including NourangaWah. A town with Collector's bungalow and kutcherry,

(*d.*) The "Ispintayah" of Walker's map.

(*e.*) The "Khochi" of Walker's map.

* Note.—This refers to the Mūla Pass solely as compared with the more direct route to India viâ the Bolan, which was closed at the time Captain Wylie wrote.

No. 14—*contd.*

police station, &c., encamping ground. north-east among date groves. Pass Bira Chandia half-way. Water from pukka wells and a tank. Supplies plentiful.

2. DOST ALI—12 miles $1\frac{1}{4}$ furlongs—24 miles $2\frac{3}{4}$ furlongs—

Road firm and good in dry weather, through tamarisk jungle. A village pass Búgraní at 10 miles. Supplies in moderate quantities. Water from 3 pukka wells.

3. GOT KAHÁWAR—9 miles 4 furlongs—33 miles $6\frac{3}{4}$ furlongs—

An excellent road over hard and level country, chiefly desert. A village with a fort on the border of the pat or desert. Pass at 8 miles, the ruins of old Bahram.

At 8 miles $7\frac{1}{2}$ furlongs, Shahankhán Chandia, a few huts, a well and fine grove of trees. Water scanty, unless rains have been ample, from pukka wells in the village; 4 kutchas wells in a canal to the west. Supplies scanty.

4. SHÁDÍHAR or SHÁDIGARH—28 miles 4 furlongs—62 miles $2\frac{3}{4}$ furlongs—

Excellent road over level pat or desert, but not distinctly marked; the first 4 miles bushy, several canals on the left $1\frac{1}{2}$ miles. A large straggling village, on the northern extremity of the desert surrounded by canals and cultivation. A large village, Kíhí, 3 miles to the left, has abundance of running water. The pat is liable to inundation from heavy rain; it is capable of cultivation, but from want of water is a barren waste. Numerous kutchas wells in the bed of a river. Supplies abundant.

5. SÚNNIA—9 miles 7 furlongs—72 miles $1\frac{3}{4}$ furlongs—

Excellent road over an open and level but waste country. A small Fakir's village, with a fine grove of trees, in which 2 pukka wells are situated. The mountains of the Hala range are a short distance to the left on this stage; water from 2 pukka wells, one only in use, and from pits in the dry bed of a nullah. No supplies; forage scarce.

6. JHAL—9 miles 2 furlongs—81 miles $3\frac{3}{4}$ furlongs—

Excellent road over an open and level country. A walled town, with open suburbs and some hamlets to the north with the same name, with much cultivation around; good encamping ground north and south; country from Shadihar thinly scattered with peepul trees. Cross 11 narrow and shallow canals with bridges, within 2 miles of Jhal. Water abundant and good from numerous small canals of running water. Supplies abundant from a large bazaar; also forage.

7. TOPHOI ENTRANCE TO MÚLA—about 8 miles—89 miles $3\frac{3}{4}$ furlongs—

For route to Kelat and Quetta *via* Múla Pass, see No. 21.

No. 15.

From Larhkhána to Gundáva by Jhal.

1. KAMBER—12 miles $1\frac{1}{2}$ furlongs.
2. DOST ALI—12 miles $1\frac{1}{2}$ furlongs—24 miles $2\frac{3}{4}$ furlongs.
3. GOT KAHÁWAR—9 miles 4 furlongs—33 miles $6\frac{3}{4}$ furlongs.
4. SHADIHAR or SHADIGARH—28 miles 4 furlongs—62 miles $2\frac{3}{4}$ furlongs.
5. SUNNIA—9 miles 7 furlongs—72 miles $1\frac{1}{2}$ furlongs.
6. JHAL—9 miles 2 furlongs—81 miles $3\frac{3}{4}$ furlongs.
7. PANJOKE—13 miles—94 miles $3\frac{3}{4}$ furlongs—

} See No. 14.

Good road over an extensive plain. A large village and fort and much cultivation. At 9 miles 4 furlongs cross the Hattiyar river, 300 yards broad, south bank steep, passable for camels. Country level and waste, but bearing marks of former cultivation. Water abundant.

8. GANDÁVA—12 miles 1 furlong—106 miles $4\frac{3}{4}$ furlongs—

Good road over an extensive plain. A large walled town on the north bank of the Kari river, the chief place of the district. At 7 miles 5 furlongs pass Futtipúr, 5 villages with a canal of good water. Supplies procurable.

NOTE.—There are no doubt other roads or tracts leading across the Kachi much the same as this.

For route to Kelat *viâ* Múla Pass, see No. 21, and by Takari Pass and Panderan No. 3.

No. 16.

From Paishtkhána in the Múla Pass direct to Kelat viâ Panderan.

A route exists up a valley which leads more direct to Kelat passing Panderan, it is not known in detail. Lockhart's Gazetteer says as follows:—

“At Paishtkhána, about 40 miles below the upper extremity, the River Múla receives a considerable stream flowing from the north. Through the valley along which this stream flows, a route proceeds direct from Kelat to this part of the Múla Pass, but is not practicable for artillery or carriages.”

“This direct route is called the Panderan Pass from a village of that name situated in it.”

No. 17.

From Rajanpur to Dádar viâ Bandowála, Dera Búgtí and Lehri.

1. MOORGHAIÉ—14 miles—

A village; supplies procurable on due notice; water plentiful; encamping ground low and confined; country cultivated, jungle here and there; road fair.

2. OOMARKÓT—11 miles—25 miles—

An outpost of cavalry; supplies and water scarce; encamping ground low and confined; country generally sterile, cultivation here and there; road fair.

3. ROJHÁN—15 miles—40 miles—

A small village; supplies procurable; water abundant, but bad encamping ground low and confined; country and road as above.

4. BANDOWÁLA—11 miles—51 miles—

An outpost of the Punjab Frontier Force, 11 miles west-north-west of Rojhán. There are two wells inside the post. In the event of this route being much used, supplies of wheat and bhoosa should be stored here, *also more wells dug*, as the supply in the post is scarce and sometimes brackish, and it is believed water is nowhere found in the vicinity of the post.

5. KABRÚDHANÍ—23 miles—74 miles—

First two miles of the route over a sandy plain, rough with mounds, and clumps of stunted jungle; then across a low range of hills. The path on the crest narrow, between red sandstone rock, soft and pliable. Practicable for artillery. Then along a perfectly level sandy plain: a valley between two ridges of hills. The valley gradually narrows into a nullah with perpendicular banks of clay. At about 14 miles leave the nullah and march across a wide plain alternately sandy and stony; generally easy marching.

The last three miles very stony, with some rather steep ascents and descents.

The last descent is into the Aori nullah at the camping ground of Kabrúdhani, which is in the bed of the nullah, confined and stony, and overlooked by the high perpendicular banks on the right. There is abundance of good water in several pools under the high bank. Camel forage pretty abundant. No grass in the winter: plenty of excellent grass in the spring. Wood plentiful. No supplies. Colonel Morgan, 32nd Pioneers, reports that the last 3 or 4 miles of this march would be very difficult for guns on account of the steep and narrow ascents and descents covered with stones. No water on this march, which in warm weather is a very trying one for men and animals. Tanks might be made half way.

No. 17—*contd.*

No. 5 company Sappers and Miners marching to Quetta in June 1877, halted at *Ray Kho*, 22 miles. The road was reported practicable for all arms, ground open, and offering no facilities to an enemy for retarding a march. Water of fair quality at 12 miles. Water at *Ray Kho* very foul. Route not recommended on this account.

6. KAJÚRÍ—14 miles—88 miles—

At first starting ground very stony and bad, gradually improves, and marching becomes easy over pretty firm sand and gravel.

For the first 4 miles the nullah is rather a narrow defile commanded on both sides, the banks being very high and perpendicular, of clay and pebbles. It then opens out, and the banks become less precipitous; between 7 and 8 miles the nullah again closes in, with high perpendicular banks; but after about a mile and a half it again widens and the banks become lower.

The right bank still continues precipitous. Passable for all arms. No drinkable water on march. Encampment on the left bank of nullah. Water good and plentiful. No grass in the winter, plenty in the spring. Wood abundant: no supplies. From *Ray Rho* to *Kajúrí* the road is reported impracticable for wheeled artillery over a great part of its length.

7. LOTI—6 miles 4 furlongs—94 miles 4 furlongs—

Retrace road for a few hundred yards and turning to the left ascend, by an easy slope, a low range of hills. The road is practicable for artillery, but might require improvement here and there, when cut up by rain, to enable them to get along without trouble.

On reaching the top the route lies over a broad level plateau without any impediment, to the banks of a nullah, with plenty of good water in it. Water scarce in spring. On the further side of the nullah is the encamping ground. No water on this march. Wood and camel grazing plentiful. Grass procurable from hills about 2 miles off.

8. DERA BÚGTÍ—16 miles—110 miles 4 furlongs—

Road easy for about 5 miles over a plain covered with a stunted weedy jungle, when a narrow pass through a low range of hills is reached. Practicable for artillery; but as the gorge is a waterway, the road would be subject to be washed away, unless bridged in several places.

After 3 or 4 miles of low hills the route again lies over a level plain, the last 4 miles being heavy and sandy. A small native fort, with a village of about 100 houses. Supplies obtainable in small quantities.

Water plentiful and good; grass in any quantities about 4 miles off. Wood and camel grazing plentiful.

No. 17—*contd.*

9. SANGSILA—21 miles—131 miles 4 furlongs—

Road lies over a plain down the Siháf valley, following the water-course. The plain is covered with bush jungle and tamarisk trees, and intersected by numerous small nullahs. For artillery, banks would have to be cut down in some places. At 8 miles a pool of water, at 11 another. Towards the end of march road stony. Good encamping ground. Water from a nullah good and plentiful. Wood and camel forage abundant. Grass plentiful in the spring, scarce in winter.

10. CHAGÍRDÍ—8 miles 4 furlongs—140 miles—

Route for the first six miles across very rough ground, intersected by numerous nullahs, the banks of many of which are steep and stony. Practicable for artillery, but difficult, very wearing to the cattle owing to the stony ascents and descents.

At 6 miles reach the Siháf nullah, in which is a running stream of good water, the bank of the nullah steep. The remainder of march lies along the bed of the nullah, which is alternately sandy and stony. Camp on the right bank of the stream. Grass and water good and plentiful. Camel grazing fair; wood abundant. No supplies. Meat sometimes procurable from shepherds.

11. GWITCH-KI-DRIK—11 miles 4 furlongs—151 miles 4 furlongs—

Cross the Siháf immediately on leaving camp and along a sandy ravine for a mile. Here the road ascends and passes alternately across rocky ravines and plateaus, till at about 5 miles it descends into a sandy nullah. During this 5 miles the road is very bad, rocky and narrow, and in places steep. Can be easily made practicable for guns, but difficult.

March about 3 miles along the bed of abovementioned nullah until it joins the Siháf. Thence along the bed of the Siháf, which is stony in places, but generally easy. There are short cuts by ascending and descending the steep bank of the stream. Guns should keep along the river bed. Encamping ground on right bank of Siháf very rough and stony. Water good and abundant from stream. Wood, grass and camel grazing plentiful. No supplies. Meat sometimes procurable from shepherds.

12. DINJAN—11 miles—162 miles 4 furlongs—

First 2 miles down the valley of the Siháf, no impediments, then for about 2 miles across the bare rocky slope of an upheaved sandstone hill, with an ascent from the Siháf, and a descent to the valley of the Súri Súri. Very difficult for artillery. Colonel Morgan, 32nd Pioneers, estimates that it would take his regiment a fortnight to make a good road for guns across this rock. In the Súri Súri there is

No. 17—*contd.*

a plentiful spring of good and wholesome water. From this to Lehri, 25 miles, no other good water is found. To Dingan is about 6 miles, along the Súri Súri valley and the bed of a nallah. Guns should follow the bed of the nallah, and not attempt to cut off comers. Dingan is a very bare hot spot in an amphitheatre of barren hills. Water exceedingly scarce and bad. Captain North, R.E., reports that the natives pointed out a place about 3 miles north of Dingan, where good water was obtainable. Grass and fuel plentiful. Camel-grazing scarce. No supplies.

Note.—Major Sandeman recommends not halting at Dingan on account of the scanty supply and badness of the water. Captain North would halt at the water in the Súri Súri valley.

13. LEHRI—19 miles 4 furlongs—182 miles—

The road for 5 miles leads along the Ghorí nallah, no impediments, then debouches into the Kachí plain, leaving the hills: a perfectly level plain of sun-baked mud, in most parts nearly bare, in some sparsely covered with tufts of grass and stunted weedy jungle. This continues all the way to Lehri. There is no water on this march. Lehri is a large village surrounded by a bastioned wall. Water good and plentiful in the winter, scarce in the spring. Grass and camel forage scarce. Supplies procurable.

14. MÚCH—16 miles—198 miles—

The whole march across a perfectly level plain, even more bare and desolate than described above.

At about 9 miles, cross an irrigation channel with drinkable water in it in the winter. Camp in a perfectly bare spot, near a large pool of good water in the winter. No wood or grass, and very little camel forage. Water very scarce in the spring between Lehri and Mittri; advisable not to halt at that season.

15. MITTRI—16 miles—214 miles—

Road same as described in previous two marches. Close to Mittri cross the Nári river, a hill-stream about 2 feet of water usually, but liable to sudden rises and falls. Camp on a level spot near the village. Water abundant, but everything else scarce. No water on this march.

16. DÁDAR—15 miles—229 miles—

Road leads for $4\frac{1}{2}$ or 5 miles over the bare level plain, then through a low range of hills and broken ground for about $2\frac{1}{2}$ miles, then again over a barren plain sparsely sprinkled with jungle.

At about 10 miles, in a hollow cross several muddy ditches or narrow nallahs with dirty but drinkable water in them; very bad for camels to cross; necessary to make a road or bund over them. Afterwards the road is rough, among and across irrigation channels. It would be necessary to make a bridged road here for artillery.

Note.—For description of Dádár see No. 20.

No. 17—*contd.*

Note.—From Dádar to Quetta is 87 miles, making the total route from Rajanpúr to Quetta 316 miles. Captain Charles says—"A great feature of the route as far as Lehri is the abundance of wood and good grass in the spring; camel-grazing being also fairly plentiful, though the herb grazed rather purges the animals." Also he says—"To reach Lehri from Bandowala a force should have nine or ten day's supplies in case of detention by rain."
This agrees with other reports.

For Bolan Pass see route No. 20.

No. 18.

Rajanpúr to Bandowala via Lal Goshi.

1. ASNI—7 miles—

Country on either side of the road jungle, patches of cultivation here and there to the east. Asni is a small village; supplies procurable in small quantities. Fodder bad and scarce, water not good. The village is 300 yards east of the road, and the old cantonment of Asni (now in ruins) on the west.

2. LAL GOSHI—15 miles 4 furlongs—22 miles 4 furlongs—

For the first 5 or 6 miles the country on either side of the road is jal jungle; no cultivation; pass several small branches of the Sori, which is joined by the Chuk, and which in the rains inundate the country making the road impassable for a time. The last 7 miles the country, is singularly bare and uncultivated. No supplies at Lal Goshi; must be procured from Umrkót. Good water from a well in an old and abandoned Bilúch post.

3. BANDOWÁLA—16 miles 4 furlongs—39 miles—

The road lies south-west and crosses several branches of the Sprinji nallah, which in the summer months brings down occasionally torrents of water, rendering this road impassable for a day or so; the country on both sides dotted about with large jal trees.

The last few miles more open and sandy. At about 3 miles from Bandowala pass two or three branches of the Zangi, similar to other mountain nallahs in this neighbourhood. At Bandowála a well of fair water in the fort.

No supplies available, except the one month's supply stored in the fort. An outpost from Rajanpúr.

No. 19.

Rajanpúr to Kahan by the Sori Drishak Pass.

1. MAHAMADPÚR—7 miles—

Road good. No supplies. Water brackish.

No. 19—*contd.*

2. SABZILKOT—13 miles—20 miles—

The road is quite good, but heavy. No supplies. Good water procurable.

3. GARKAN—19 miles—39 miles—

The road goes over the plain to the mouth of the Sori Drishak Pass, which it then enters and continues up its bed the whole way. After rain this route sometimes becomes impassable for two or three days at a time. There is plenty of brackish water by this pass. Near Garkan, a branch of the Sori leads off towards the north point of the Sham plain, and another towards Giandari, but neither is practicable for guns. Water here is brackish, but abundant. Firewood and forage abundant.

4. GHORKHAR—10 miles—49 miles—

The road still goes up the pass. No water met with. Water brackish, but abundant. Wood and grass plentiful.

5. KALCHAS—11 miles—60 miles—

The road goes up the Ghorkar ravine for about a mile, when it turns up a small water-course and comes out on to the Sham plain, which it then crosses to Kalchas in 9 miles. Water is good and abundant. Forage and firewood abundant. This route is impracticable for guns, being much cut up by large boulders; it is also a bad route for men and animals on account of there being no drinkable water for 37 miles on it.

6. PATAR—17 miles—77 miles—

The road lies along the Kalchas under the Kup to Chat; it then goes along the Maki ravine for 5 miles to the foot of the Burgin ridge, the passage of which is easy; and then it descends into the Lop plain, winding among small hills. Water is sweet and abundant. Forage and firewood abundant.

7. KALA KUH—15 miles—92 miles—

The road runs under Kechi-ka-Kot along the Patar ravine for 7 miles, to the Doi-ka-Vad, a pass which is steep and would be difficult to force. Having crossed this, the road descends over a small valley, and then enters a small water-course which leads to Kala Kuh. The Maris took one of the guns captured from Clibborn by this pass to Dera Búgtí and back again. Water here is good and abundant, as also is forage and firewood. This route turns the Sartaf Pass to the west over the same range.

8. KÁHAN—9 miles—101 miles—

The road goes along the Káhan river the whole way.

No. 20.

Sakkar to Quetta viâ Shikarpúr, Jacobabad, Dádar, and Bolán Pass.

1. DARRA—7 miles—

A small village ; encamping-ground good, water-supply from 2 pukka wells, 4 shops in village. Road covered with long grass in the cold season all the way ; very slippery, but easy going ; several large bridges in good order. The country is inundated during the high season.

2. LAKHÍ—9 miles—16 miles—

A small village with district bungalow and dharamsala, encamping-ground west. Road as above ; several canals and water-courses on this stage, all bridged ; water-supply from 20 pukka wells, 40 feet deep, with 3 feet of water ; water is also obtainable from the bed of the canal. Six shops in the village.

3. SHIKARPÚR—9 miles—25 miles—

A large town and civil station, head-quarters of the collectorate. Road crosses 6 nallahs, including the Sindewah, 24 yards broad, passed at 1 mile 4 furlongs from Shikarpúr. Water and supplies of all kinds abundant.

4. HAMAYÍM—13 miles 4 furlongs—38 miles 4 furlongs—

A small village with district bungalow, encamping-ground west, open. Road good but very dusty, and cleared through thin jungle and occasional cultivation, cross 27 canals all bridged, 3 pukka wells 50 feet deep with 3 feet of water. Nine shops in village.

5. JACOBABAD—12 miles 4 furlongs—51 miles—

A military station and town. Road as above. Cross 17 nallahs, all bridged, including the Bigárwah, 20 yards broad. Supplies of all kinds abundant.

6. ROJHÁN—8 miles—59 miles—

Two small villages on the frontier. Supplies scarce ; water indifferent from wells. Road good for 5 miles, then sandy and heavy. Passes over the edge of the desert. About Rojhán there is forage for camels, but no grass for horses.

7. BARSHORÍ—28 miles—87 miles—

A small village inhabited by Manjhu Játs, in Khelát territory. Supplies scanty ; no fuel, or forage for camels. From Rojhán the country is perfectly level and generally devoid of water, but liable to be inundated to the depth of a foot or more by heavy rain. Country a desert ; road across desert, hard and good in dry weather. During summer months this tract is almost impassable, owing to the fierce heat, absence of water, and prevalence of a deadly hot wind.

Water-supply at Barshorí scanty and brackish, from wells sunk in the bed of a dry watercourse. In July and August this watercourse is flooded from overflow of Nári river. A few wells at Kandah 8 miles west of Mírpúr. Impossible to cross desert without guides.

No. 20—*contd.*

8. MIRPŪR—14 miles—101 miles—

Formerly a large village. Supplies limited. Numerous wells dug in the bed of the river. Water salt and bad. Country a vast desert. Road as in last March. Forage very scarce.

9. ŪSTĀD—14 miles, 115 miles—

A village almost deserted in consequence of the scarcity of forage. Water good and plentiful. Country barren until nearing Ūstād, round which there is a good deal of wheat and barley cultivation, irrigated by a deep canal from the Nārī. Road a good deal broken by nallahs and canals. At 2 miles pass Kásim-ki-joke; road then runs along the bank of the Nārī for some distance. The Hálá range of hills very close on the west.

10. BHĀG—9 miles 5 furlongs 124 miles 5 furlongs—

A town containing 1,600 houses, surrounded by a high wall in ruins, and situated on the banks of the Nārī. Water good and plentiful from the Nārī and from a tank. Supplies abundant, grass and forage rather scarce. Country at first barren. During the latter part of the march there is a good deal of cultivation. Road very much broken and intersected by ravines and canals for irrigation. Encamp about a mile short of Bāgh.

11. MYSHĪR—16 miles 1 furlong—140 miles 6 furlongs—

A village with about 200 houses on the banks of the Bolán river, which is 40 or 50 yards broad here, and in many places very deep. Supplies limited water; good and plentiful. Grass procurable, but camel forage very scarce. Country fairly cultivated. Road good, except where nallahs intersect it, the banks of which are very steep and difficult for guns.

12. NOWSHERA—15 miles 6 furlongs—156 miles 4 furlongs—

A good-sized village; surrounded by a high mud-wall. Supplies and water abundant. Encamp in front of village to the right of road. Road good for 5 miles, after which it enters a pass between a low range of hills and becomes rugged and stony. Road might be blocked here for hours if care be not taken. In one place a steep ascent and some difficult nallahs. About the 8th mile the bed of the Bolán is crossed, after which the road becomes pretty good. Hills quite close on both sides. Grass is procurable, but little or no forage for camels, except the "Lana," of which none but Punjab camels will partake, it being too salt. The country all round as bare as a desert, but a few patches of cultivation round the village.

13. DĀDAR—8 miles—164 miles 4 furlongs—

Over a pretty good road and open country in the immediate vicinity of the road; but the march since Myshīr is through a basin or valley completely enclosed by hills. At the 5th mile descend into the Bolán, the ascent out again steep and difficult. A town situated on a branch

No. 20—*contd.*

of the Bolán river. Supplies, water, grass, and forage for camels, abundant. The town is almost surrounded by hills—the great range 5 miles to the westward, and the low ranges to the north and south respectively, running in an east-north-east direction from it. To this cause doubtless is due the excessive closeness and great heat when the prevailing southerly winds have ceased. The neighbourhood of Dádar is well supplied with water from the Bolán river, which, issuing from the mouth of the pass, is immediately divided into three principal streams, which are again sub-divided as irrigation requires. The water is pure and good, and the soil, when irrigated, fertile and easily worked. There is a good deal of cultivation near the town and both it and the adjacent villages are well provided with trees and foliage. The entrance to the Bolán Pass is distant 4 miles due west, elevation 743 feet.

14. KOHAN DILÁNÍ—11 miles 17 miles 54 furlongs—

The first 3 miles over the plain, with no impediments except irrigation channels. At 3 miles pass the village of Pir, and afterwards the dry stony bed of the Bolán; a little further on there is plenty of water in it, and two irrigation channels are crossed. At 6 miles descend into the bed of the Bolán entering the pass, and immediately cross the river three times, the road turning sharp to the left up the bed of the river, then pass a green plain called Drábí (from drab grass); this is a halting-place for kafilas, and would form an encamping-ground sufficient for 1,500 men. Up to Kohan Dilání the river is continually crossed and re-crossed at intervals of about 150 yards. The hills on either side are bleak, bare and desolate. The steeps are, for the most part, accessible, and the pass during the whole of this march is in no place less than from 200 to 300 yards broad, and the road quite practicable for artillery. The distance between the hills at their summits is seldom less than 800 yards.

Rise during march	...	...	1 in 360°.
Elevation of Kohan Dilání	...	...	904 feet.

Kohan Dilání is a large open stony plain for encamping. Great quantities of a long coarse grass grows by the edge of the stream: some horses eat it. Little or no forage for camels or wood. No supplies. Water good and plentiful. This is a dangerous encampment after heavy rain, as the torrent comes down without warning, and the steepness of the enclosing hills precludes escape.

15. KÍRTÁ—11 miles—186 mile 4 furlongs—

Cross the stream 17 times during this march; depth as above. Road quite practicable for guns, but difficult. On leaving encamping-ground at Kohan Dilání, the pass narrows considerably, the road for about 3 miles leading through a gully winding in and out through steep cliffs, difficult of ascent.

The width of the pass is from 80 to 100 yards. The river winds down the gully, crossing the bed from side to side seven times. The stones at these crossings are much larger than those on the banks, by

No. 20—*contd.*

which the difficulties for artillery and carts are increased. Lieutenant H. J. Lyster, R.A., in his report of march to Quetta with heavy guns, mentions that the bullocks were unable to pull when in the water, as the chain had to be allowed to slack off in order to let them pick their way over the stones. The guns were pulled through the water and up the opposite bank by means of drag ropes. The same officer also reports that after the seventh crossing there was a steep bank leading up from the stream to a plain (the Kúptári) which was thickly studded with large boulders, most of which are sunk about one foot in the earth, and rise from one to three feet above it. The guns were dragged over this with great difficulty.

After 2 miles of easy going on high ground, the river is crossed for the eighth time; the road, entering a gorge running north and south, about half a mile broad and three miles long, becomes difficult for guns, running across an island formed by the stream, which strikes off into two branches at a place called Gokart, about seven or eight miles from Kohan Diláni.

From Gokart, the road continues in the gorge for about a quarter of a mile, and then, there being no outlet at the extremity, it turns sharp to the left, leads along a narrow gully for about 200 yards, and then ascends over the ridge called Jalogir, which at this point is very low. This ridge can be avoided by keeping to the right towards the river. The slope on the other side is very gradual, and leads down to the Kirta plain. This latter is very stony, but level.

There are two broad nullahs about 2 miles from the Kirta; thence the road is fair. Lieutenant Lyster estimates the distance from Kohan Diláni to Kirta as 14 miles.

The hills on each side of the pass are from 150 to 300 feet in height, and very steep; at the end of the ninth mile from Kohan Diláni they recede on either hand, leaving an extensive plain 10 miles long and from 3 to 4 miles broad, in which is situated the village of Kirta. In this plain are a few stunted bushes and some grazing for camels. Coarse grass plentiful. Good *dhub* grass is procurable near the stream in the spring near Kirta there is a hot spring called "Gurmáb."

Rise during march	...	...	1 in 304°
Elevation of Kirta	...	...	1,081 feet

16. BÍBÍ NÁNÍ—9 miles—195 miles 4 furlongs—

Road across the Kirta plain for 4 miles, then through a small gap in a low range of hills called the Pilloghar pass, and continue again on the plain to camping-ground. This is an easy march. Encamp on the right bank of the river. No supplies. Grass and forage for camels scarce. Water plentiful.

A more direct but difficult road to Khelát branches off at Bíbí Nání through the Rúdbar pass, bearing 72° north-west. Back bearing from Bíbí Nání to Kirta is 147° south-east.

No. 20—*contd.*

Rise during march	...	...	1 in 77°
Elevation of Bibi Nání	...	...	1,695 feet.

17. **ÁB-I-GŪM**—9 miles—204 miles 4 furlongs—

Leaving BÍBÍ NÁNÍ the road crosses two streams, tributaries of the Bolán, within the first 300 yards, and then descends into the old bed of the Bolán. This is composed entirely of stones varying in size, but generally about as big as a pigeon's egg, and usually from one foot to eighteen inches deep. Very difficult for heavy guns. Between BÍBÍ NÁNÍ and ÁB-I-GŪM the water of the river is lost in the shingle. The hills on each side of the road about 400 yards during the first part of the march, but after the fifth mile they widen out and form a broad plain until approaching ÁB-I-GŪM, where they close to an opening of about 60 yards. This is only a few yards in length, and they again open out. The hills are easy of access and not very high. Very indifferent forage to be had, and no grass for horses. Little or no wood, or camel forage.

18. **SIR-I-BOLÁN**—10 miles—214 miles 4 furlongs—

The road lies over the bed of the stream over loose stones, and is very difficult for guns, which require additional horses and the assistance of infantry.

The general bearing of this march is 135° north-west, but the stream and road take several abrupt turns. The ascent is considerable, but easy and gradual; the road at first being confined and overhung by precipices, but at sixth mile the distance from the hills on the right and left is about 300 to 400 yards; they are of no great height, and easy of access.

Near encampment at Sir-i-Bolán a stream gushes out from the hillside on the left of the road; this is the source of the Bolán river.

There is a good deal of coarse grass along the roadside for the first part of this march, and also between the low hills near Sir-i-Bolán, but little food for camels, and fuel is very scarce.

Rise during march	...	...	1 in 51°.
Elevation of Sir-i-Bolán	...	...	2,540 feet.

At Mach, about 6 miles from ÁB-I-GŪM usually a small amount of supplies are kept in store. There is a police post there.

19. **DARWÁZŪ**—12 miles 6 furlongs—or **DASHT-BEDOULAT**—227 miles 2 furlongs—

Over a very stony road for the whole way. At about the fourth mile the pass becomes very narrow, and the hills take eight abrupt windings, during which the breadth of the road varies from 60 to 100 feet, with the heights rising perpendicularly on either side to 300 and 400 feet commanding the entire passage. This is the worst and narrowest part of the pass, and, as the heights are inaccessible, it is necessary to crown them from some distance in rear. These eight

No. 20—*contd.*

windings are in all about a mile in length, after which the defile widens out again, the road still leading along the bed of the torrent by a very considerable though gradual ascent to the head of the pass, where there is an abrupt rise of 100 yards to gain the summit of the ridge. A good road has been made by cutting through the top. It is easily practicable for artillery. The road then descends into the Lesser Dasht, and at about 2 miles is the encamping-ground. Darwázú is the name of the opening between the Lesser Dasht and the Main Dasht-Bedoulat. Above Sir-i-Bolán there is no water in the bed of the nallah, except after heavy rain. At Durwázú water is procurable from two wells, in one of which it is reported as bad, and from hollows in the ground, in which rain-water stagnates. Grass and forage for camels very scarce. No wood.

Rise to head of Pass	...	...	1 in 41°
Elevation of ditto	...	...	5,793 feet.

20. SIR-I-ÁB—17 miles—244 miles 2 furlongs—

Road over a desert plain with a few gentle ascents and descents: there are no streams or springs all over it, and the rain-water percolates through its (seemingly) rich soil, and is supposed to come out at the Sir-i-Bolán. In the winter, for weeks together the whole plain is often covered with snow several feet deep, and the intense cold of its winter wind is proverbial throughout Bilúchistán. In the summer it is covered with a small scented shrub and wild, thyme, both of which camels eat with relish. Very little grass is to be procured. Sir-i-Áb is (as its name implies) the source of the stream which flows through the valley of Shal. Water, grass, and forage are procurable; also fuel, which previously during the march is scarce.

21. QUETTA—7 miles—251 miles 2 furlongs—

Road lies over a valley intersected by numerous water-courses. Villages, gardens, and orchards, with a good deal of cultivation, are scattered about. There is a good made road the whole way.

General Observations.

1. From Jacobabad to Dádar across the Kachí may be said to be impassable for troops during the summer months, namely, from beginning of May to end of September, on account of its intense heat, and of the hot blasts of air called "bád-i-simúm," which are frequent during those months.
2. Supplies would have to be collected at certain points. Sheep and goats would no doubt be procurable in sufficient quantities for a considerable force; but flour, ghee, dhal, grain for horses, and other necessaries would have to be brought from Sind. Wood, forage, and camel-grazing would probably be sufficient; but it would be as well to collect as much bhoosa and grass as possible at the supply depôts.
3. The Bolán Pass may be described as a open defile, the broad plain of Kirta separating the upper and lower portions of the pass.

No. 20—*contd.*

There are some narrow and confined places which will be found described in detail in the route.

The pass, in its present state, offers in many places considerable difficulties for artillery. Many of these places could be improved; but owing to the general course of the road following the bed of the river, a great deal of the labour expended would be rendered useless, after floods caused by heavy rain. Care must be taken to select sites for camps which would not be liable to be flooded. In 1839 cases occurred of parties of troops being drowned.

4. No supplies are procurable in the Bolán, and from Dádar to Quetta at least seven days' supplies should be carried, as the camels get so worn out from the rough long marches, and no food to speak of, that halts on their account may have to be made. No camel should have more than 4 maunds of load at the outside. If possible, stores of grain, atta, &c., and grass should be kept at the halting-places.

Ten per cent. of spare camels are required for the Bolán. Very few camels are procurable in the Kachi in the spring. By Punjab camel, owners the Bolán Pass is held in terror.

In the event of a large force using this route, mule carriage would be more advantageously employed between Dádar and Quetta, unless arrangements could be made to change the camels of the Punjab and Scind for those of upper Bilúchistán or Khorassan, who are accustomed to the food obtained in the hills, which appears to have a bad effect upon the camels of the plains.

5. The spring is the best season in which to march through the Bolán, as grass and forage are more plentiful than at other times.

No. 21.

Sakkar to Quetta viâ Jacobabad, Gandáva, the Múla Pass, Khelát and Mastang.

- See No. 20. {
1. DARRA—7 miles.
 2. LAKHI—9 miles—16 miles.
 3. SHIKARPUR—9 miles—25 miles.
 4. HAMAYÚN—13 miles 4 furlongs—38 miles 4 furlongs.
 5. JACOBABAD—12 miles 4 furlongs—51 miles.
 6. ROJHAN—8 miles—59 miles.
 7. BARSHORI—28 miles—87 miles.
 8. KANDA—10 miles—97 miles—

See { Road over a level plain with some cultivation. Supplies scarce;
No.1 { forage procurable in small quantities; water scarce and bad.

No. 21—*contd.*

9. ÚDÁNA—11 miles—108 miles.

Road over desert plain intersected by shallow water-courses, and covered with low scrub. A fair-sized village, with cultivation for some distance round it. Supplies and forage procurable. Water bad and scarce.

10. GANDÁVA—14 miles—122 miles—

Road over a plain, with low grass-jungle and with patches of cultivation here and there.

A walled town on the north bank of the Kari. The capital of Kach. The Naga range of hills runs 10 or 12 miles to the west; there are three passes over this range to Khelat, all steep and difficult, traversed by natives in seven days, *viz.*, the Takari, the Sakleji and the Naga. Supplies, forage and water abundant.

11. KOTRA—7 miles—129 miles—

The road leads through a thick jungle of wild caper, dwarf mimosa, &c., until the Garro ravine is reached, following its wide sandy bed for about a mile, then over a jungle-covered plain to Kótrá, a collection of four villages together belonging to the Mís or Chiefs of the Iltafzai family, of which the Khan of Khelát is the head, near the entrance to the Múla Pass.

Supplies procurable in small quantities; water good and plentiful.

There are several walled gardens here, and also some fine trees. Encamping-ground to the west confined on account of jungle and nallahs.

12. PÍR CHATTA—9 miles—138 miles—

Road for 3 miles through a thick jungle of bir, jhow and kareel trees, then descend into the Múla ravine by a steep and narrow path cut in the clay bank, vertical about 25 feet high. Proceed up the course of the wide boulder-strewn ravine for about three miles, then turn to the right out of it near the domed tomb of Mír Iltaf, and follow the course of a brisk stream up to Pír Chatta.

From the tomb to the spring head, the road, diverging from the entrance to the Múla Pass, leads over some rough ridges, and twice crosses branches from the Pír Chatta stream. No village here, and only a few patches of cultivation.

No supplies procurable, but forage, wood and water in abundance.

13. KOHÁO—10 miles—148 miles—

Road, south by west, runs for about 5 miles through a narrow stony hollow, with high hills on the right and a low conglomerate ridge on the left. Then enters a wide basin in the hills through which runs the Múla stream, road very rough and stony, following the bed of stream to the Naw Langa Tangi or "defile with nine crossings," so called because the stream must be crossed nine times in it.

No. 21—*contd.*

This defile is a very narrow and tortuous passage between perpendicular masses of hills, and is almost completely filled by the strong stream of the Múla river. It is about 2 miles in length, and averages 150 yards in breadth. The river is usually about 2 feet deep and 20 or 30 yards in width, with a rocky or stony bed. It is subject to sudden rises after heavy rain when this defile would be exceedingly dangerous owing to the precipitous nature of the rocks on either side.

At about 8 miles emerge into a more open space, thence over a low stony plateau for about 2 miles to the encamping-ground, an open cultivated space of about 100 acres.

No supplies. Forage, wood and water abundant.

14. PANIVANT—8 miles—156 miles.

At 6 furlongs up a little rough ascent, then over a bad tract for upwards of a mile, descend again to river-bed, which is here closed in between bluffs of conglomerate, some 400 or 500 yards apart.

The river-bed is bare of jhow trees for some four miles, but for the next two miles very thick. A mile and a half before reaching the encamping-ground the bluffs disappear, and there is a fine strip of cultivated land to the left with room enough to camp a division. In this march the river is crossed six or seven times. No supplies. Wood, water and forage abundant.

15. HATTAJEE—12 miles—168 miles—

For $2\frac{1}{2}$ miles thick jhow jungle and shingle, then a long bare stony valley somewhat more than a mile wide. At about 7 miles is a place called Jáh, with a little cultivation, occasionally used as a camping-ground. Here the pass divides into two branches—that to the left is the true one; the defile is about a mile long, winding, and not more than 300 yards in breadth; the path to the right is over loose blocks of stone. Clearing the defile there is $1\frac{1}{2}$ miles of marching over bad shingle and through jhow jungle. The width of the valley at Hattajee is about two miles.

Supplies scarce; wood, water and forage abundant.

16. PÍR LAKKA—9 miles—177 miles—

The first $2\frac{1}{2}$ miles over a stony tract up the valley, the hills gradually approaching each other.

On the opposite side of the river is Kúrzán, a remarkable place; first is a strip of cultivable land backed by a low ridge of hills, and behind these, and totally concealed by them, is a highly cultivated little valley with a village; this is the only place in the pass where any supplies at all can be procured. There is enough good ground outside the ridge for a large camp. The gorge which closes the valley might be easily passed. Beyond, there is a small open space about $\frac{3}{4}$ mile across, which is succeeded by 3 miles of tremendous defile,

No. 21—*contd.*

the entrance to which is about 150 yards across, and average breadth not more than 250 yards.

The sides are perpendicular cliffs several hundred feet in height and perfectly inaccessible.

The floor of the pass is level and smooth; this place is called Jangi Kúshtak. At Pír Lakka is a shrine situated in a grove of palm-trees; the valley is nearly circular. No supplies; wood and water plentiful; forage procurable.

17. NARR—6 miles—182 miles—

At Pír Lakka, the stream, making an abrupt turn to the north, issues from a narrow defile on the right. This defile, about a mile long, is narrow and winding; the rocks, not so lofty as those of Jangi Kúshtak, are equally perpendicular, and the road more rugged. During a flood it would probably be impracticable. Beyond this defile, at $6\frac{1}{2}$ miles, is the small valley of Massúí, an occasional but not very good encamping-ground. Water, fuel and forage procurable. From a ravine to the right is a path used by Kossids making a short cut to the Zehri valley. The defiles beyond Massúí are not remarkable, except that at about 6 miles the pass divides into two branches, a huge mass of limestone occupying the centre; the road to the left is good, but commanded by the heights on both sides. The road to Khozdar branches off here to the left. Camping-ground good, best place close under the hills. No supplies, grass is procurable, wood, water and forage abundant. At Narr the valley opens out, forming a triangle, the base of which is 2 miles and the sides $2\frac{1}{2}$ to 3 miles.

18. PASHT KHÁNA—12 miles—194 miles—

After crossing the Narr valley through jhow jungle for 5 miles, the road passes through the defile which is straight for about 4 miles to Pír Lattú.

The hills close in, and in this defile are not more than 200 yards apart; they are continuous, lofty and perpendicular, with a smooth face like a wall, and are quite impracticable, but they are probably equally so to an enemy. The road is over the stony bed, and is very trying for animals. It crosses the river about twenty times.

After Pír Lattú the valley opens out, and at 12 miles is Paisht Khána. This valley is about 5 miles long by $2\frac{1}{2}$ at the widest; it is the largest opening in the pass. Fuel, forage and water are very abundant, and grass is procurable.

19. GWARAM BANA OR GORAMBERWAD—9 miles—203 miles—

The road goes up and across the valley for 4 miles, then enters the bed of the river, which is crossed and re-crossed twelve times before reaching the encamping-ground. At 6 miles pass the hamlet of Sohr on the left bank of the river. At Goramberwad the valley is about $\frac{3}{4}$ mile across, with a good deal of jungle.

Here water, fuel and forage are abundant.

No. 21—*contd.*

At one mile from Paisht Khána a direct road to Khelát *vid* Pandaran goes off, said to be impracticable for artillery; not known in detail.

20. PISI BENT—12 miles—215 miles—

At one mile two large rocks close the Goramberwad valley, having an opening not more than 100 yards wide, thence for more than 2 miles the pass averages 500 yards in breadth; the next 2 miles is pretty straight and open, terminating by a very narrow passage round a spur of rock which leads into a narrow cultivated valley called Múrdána; this valley is open towards the north-west.

At 7 miles is another opening, Kúndí, with some cultivation; and at 8 miles Bel, Chúri Lámbí and another opening, till at 12 miles Pisi Bent is reached. All these places are suitable for encamping, and have abundance of fuel, forage and water.

21. BAPOW—13 miles—228 miles—

Quitting Pisi Bent, round the shoulder of a rock and enter a little stony space about 600 yards long; at the left-hand corner of this enters a broad watercourse. At 2 miles the road turns abruptly to the right through a place not 30 yards wide over slippery rock, and there, bubbling up from under the overhanging limestone to the right, is a large spring, the highest (perennial) source of the Múla river. From this spot the rocks seem to shoot up to a startling height, and narrow inwards till they almost touch the road, then take a double turn to a place where the passage seems altogether barred; it is, in fact, but 5 yards wide, and a sharp angle has to be passed.

The way so narrow naturally has been still further straightened by the flood-torrents, which have scooped deep holes in the cliffs on each side; the pathway is consequently along the ridge of a bank of shingle and barely two feet wide. At this point the cliffs cannot be less than 300 feet in perpendicular height. This narrow pass offers great difficulties to the passage of artillery, and is probably the most difficult point on the route; but in 1839 horse-artillery guns were taken through the pass by General Willshire. The gorge would not be passable during a heavy flood. Though it is doubtless a strong position against a direct attack, as the hills on both sides are practicable for infantry, it would not be tenable unless the flanks were strongly held also.

It widens very gradually towards the exit, but is there no more than 40 yards. This spot is 9 miles to Bapow, and for the next mile the pass opens somewhat, though still narrow. Here a large ravine joins in from the right, and the cliff on that side terminates in a vast mass visible several miles off.

The valley then once more opens out, the road going up the bank of the river, which generally has no water in it for 5 miles, then across a very stony plain to Bapow. The village of Bapow is situated under the hills on the west side of the valley; it is supplied with water from springs, and there are numerous trees round the houses. Wood and *bhusa* procurable. No other supplies or forage.

No. 21—*contd.*

22. ANJIRA—11 miles—239 miles—

For 2 miles the road leads over the stony plain of Bapow, then through a defile following the bed of the river which at the fourth mile begins to have water in it again. Road difficult for artillery. In this defile the Múla Pass and river may be said to commence. On leaving the defile the road goes over an uncultivated plain for 4 miles to Anjira. Here there is an old mud serai with water from a Karez. No supplies; forage and fuel very scarce.

23. SOHRAB—14 miles—253 miles—

On leaving the Anjira valley the road leads for 4 miles through and over low hills, then 5 miles of gentle ascent when a watercourse is reached about 200 yards in width, fordable; then a descent down a rough stony slope for about 2 miles into the valley of Sohrab. After proceeding along this for about 2 miles comes the village of Sohrab. The valley is well cultivated, and covered with several villages and orchards. Water abundant from Karez; supplies procurable in small quantities; also fuel and forage.

24. GANDAGEN—15 miles—268 miles—

From Sohrab the valley gradually but perceptibly rises; it is bounded on either hand by nearly parallel ranges: that to the east is the ridge of the Koh-Maran; to the west the hills, though rocky, are low and irregular, throwing out spurs into the plain. A watercourse, the Rúd Khána, traversing the valley, makes its exit near Sohrab; there are generally pools of water in this. Mr. C. E. Pitman, Government Telegraph Department, travelling in the month of November 1876, notes that there was no water on this march. The valley is uncultivated; there are 2 or 3 small nallahs during the march, which offer no impediments to troops. Gandagen is on the banks of a brackish pool, water-supply scanty, no supplies, wood or forage procurable.

25. RODINJO—15 miles—283 miles—

Road for 3 miles over hard and stony ground, then for 12 miles over an uncultivated plain covered with low scrub.

At 7 miles pass a conspicuous little black hillock with a pool of good water in the river-bed. Rodinjo is at the head of the Sohrab valley; opposite the village is the end of the Koh-Maran, succeeded by low ridges called Syad Ali.

Water from irrigation stream; wood, forage and a few supplies procurable. The village contains about 200 houses.

26. KHELÁT—13 miles—296 miles—

Road for 9 miles over an uncultivated plain; for the last part is a gradual ascent to a low Kotál or ridge 4 miles from Khelát; the descent from this is steady and gradual along a watercourse down a narrow valley enclosed by low gravel hills until reaching Khelát.

No. 21—*contd.*

Khelát is a fortified town built at the extremity of a ridge of bare rocky hill and on the plain at its foot, containing about 3,500 houses and some good bazars; the residence of the Khán of Khelát. Supplies and water abundant. Forage scarce during the winter months. The valley is populous and highly cultivated. Elevation 6,700 feet. The country is, up to this point, except in the vicinity of villages, singularly bare of trees, nor do the hills produce any timber. The valley is about 5 miles long by 2 in width; the principal crops are wheat, barley and lucerne; all the trees, except a sort of poplar, are fruit-trees, mostly mulberries and apricots.

27. GIRÁNI—8 miles—304 miles—

Road good,—skirting the foot of western side of range of hills over pebbly undulating ground.

At 6 miles pass the village of Ziárat. Girani is a small village in a cultivated valley. Water plentiful. Supplies procurable.

28. MANGARCHAR—18 miles—322 miles—

Road fair over the valley until the ascent to the Laghání Kotal commences, in which there are some bad rocky places.

On reaching the top there is about half a mile of level, then descend by a somewhat rocky road into the Mangarchar valley. This route is impracticable at present for artillery.

The Mangarchar valley is highly cultivated, water being brought by conduits from the surrounding hills. It is pretty thickly studded with small villages. A few supplies. Fuel and forage procurable.

There is no water between Girani and the Mangarchar valley.

There is a somewhat longer but more level route used by the kafilas from Girani to Mangarchar, proceeding by the valley to the west of Zibre: it is more suitable for the movement of troops. From Khelát to Mangarchar can be done in one march of 22 miles.

29. GORÚ—18 miles—340 miles—

Road good over the Mangarchar valley, then ascend by a stony path to the crest of a watershed, which is nearly 7,000 feet above sea-level; then a gradual descent through a most dreary country, between the Bidirang and Buzi ranges. No supplies or forage procurable at Gorú; water from 3 small wells, brackish; no water on road from Mangarchar.

30. MASTÚNG—14 miles—354 miles—

Road for 8 miles over a barren plain with patches of cultivation here and there to Amanulla, a small village, then for six miles over low undulating hills and through the fields and gardens of Mastúng.

Mastúng is a square walled town with a small fort in the midst. The valley is highly cultivated. Very cold in the winter months. Supplies and forage abundant.

No. 21—*contd.*

31. Either TIRI or FERINGHABAD—7 miles—361 miles—

Road over Mastúg valley, then across low sand-hills, with cultivation here and there. Tiri is a small walled town. Water, forage and supplies procurable.

32. SIR-I-AB—20 miles—381 miles—

Road along the base of the Kúmbayla hill; at about 10 miles is the Nishpa Pass between the Zindán and Chiltán mountains, about 7,000 feet above sea-level. Descend from the pass by a stony defile, then along a wide valley between Koh Ladi and Chiltán.

Water and supplies procurable. The Nishpa Pass is impracticable for artillery, but it can be avoided by making a detour of about 2 miles to the left.

QUETTA—7 miles—388 miles—

See No. 20.

Note—From Khelát to Quetta can be done in 4 marches, as follows :—

Mangarchar	...	...	...	...	22 miles.
Aminulla	...	...	...	...	24 „
Feringabad	...	...	...	...	16 „
Quetta	...	...	...	...	26 „
					88 „

For best route for artillery *vide* No. 12.

General Observations.

1. The march over the Kachí may be said to be impracticable for troops during the summer months from May to September on account of the intense heat.

2. In the event of this route being used, supplies would have to be collected at certain depôts, or everything carried with the troops.

Grass, bhusa, and fuel could probably be collected in sufficient quantities for a considerable force; but grain, atta, &c., would have to be brought principally from Scind.

3. The route throughout is practicable for camels; it would, however, be as well to employ mules in the Múla Pass or to have the camels of the plains relieved by those accustomed to stony ground, and to the grazing and climate of the hilly country.

4. The Múla is a longer and narrower defile than the Bolán Pass. There are some very bad places as described in detail in route. Although practicable for artillery, there would probably be considerable difficulty in getting that arm over the road in its present state.

Care would have to be taken during wet weather, as the river, like the Bolán, is subject to floods after heavy rain. It is even more danger-

No. 21—*contd.*

ous in that respect than the Bolán, as the cliffs in many places come right down to the bed of the river in more places.

The Múla has the advantage of being less liable to interruption from predatory tribes than the Bolán, and is used by kafilas from Kandahar, when the Bolán is closed. Since the Bolán has been made secure there is very little traffic down the Múla.

The length of the pass is 77 miles. Between the head of the pass and Khelát supplies and forage are scarce.

PART II.

CHAPTER I.

THE HILLY COUNTRY LYING BETWEEN THE DERA GHAZI KHAN DISTRICT
AND QUETTA AND PISHIN.

On the west of the Dera Ghází Khán District is a range of hills called the Surúkh Koh, or Red Mountains, which may be described as offshoots of the main Súlimán Range.

This range is intersected by various passes formed by streams cutting their way through them on their passage to the Indus, and through which passes lie the routes to the table-lands of Thal and Chotali and the hilly country of the Marís and Búgtís between the Indus and Quetta and Pishin.

These passes are held by various Bilúch tribes, who also own and cultivate land in the Deraját. These tribes are now coming more under the influences of civilization, but have at times given considerable trouble to the Government, a detailed notice of which is beyond the scope of this pamphlet.

The following short notice of the principal tribes bordering on the Dera Ghází Khán District is taken from Punjab Frontier Memorandum, 1876, by Mr. Lepel Griffin, Account of the Lower Deraját by Captain Raverty, and Notes on the Dera Ghází Khán District by Mr. R. I. Bruce:—

The Bozdars.

The *Bozdars* occupy the hills on the immediate north of the Dera Ghází Khán border, and up till 1857 gave constant trouble to the local authorities by raiding into the plain country. The tract which they occupy is very barren, and its character accounts in a great measure for their thievish habits. In 1857, when their offences, robberies, and raids had become so numerous as to render punishment imperative, an expedition under General Chamberlain, and numbering over 3,000 men, entered their hills by the Sangarh Pass, and inflicted on them severe loss, the tribe submitting to the terms imposed, of compensation for the property stolen and the lives lost in British territory, and giving hostages for their good conduct in the future. Since this expedition, the conduct of the *Bozdars* has, on the whole, been friendly. Their number of fighting-men is estimated at about 2,700. They hold the passes of Sangarh and Mahúí, both practicable for loaded camels.

The Lúnds.

The *Lúnds* occupying the Súrí Pass are quiet and easily managed. They number about 2,100 fighting-men.

The Kosas.

The *Kosas*, a brave and formerly a very influential tribe. From the richness of their country and their industrious habits they are, for their numbers, one of the wealthiest tribes on the border. There is no cause of complaint against them. Bruce estimates their fighting-men as numbering 5,420. They live almost entirely in the plains.

The Leghárís.

The *Leghárís* live partly in the plains and partly in the hills. The head of the tribe, Jumál Khán, is an exceedingly intelligent and enterprising man, possessing great influence with the *Khetráns* and other tribes.

For some years past the conduct of this tribe has been excellent.

They hold the passes of Vidor, Sakhí Sarwar, and Choti.

By the Sakhí Sarwar Pass is the direct route to Pishin and Kandahar described in No. 26 as far as is known about it.

The *Leghárís* are bounded on the south by the *Gurchánís*, and on the west by the *Khetráns*. Bruce numbers their fighting-men at 5,250.

The Khetráns.

The *Khetráns* are a numerous and powerful tribe occupying a tract of country in the Súlímán Hills about sixty miles in width and eighty in length from north to south; on the west they are bounded by the Luni and Kákar Afgháns, on the north by the Músa Khel Patháns and Bozdars, on the south by the Marís, and on the east by the *Leghárís* and *Gurchánís*. Bruce estimates their fighting-men at 4,560. Their chief town is Barkhán or Hájí Kot. Their country is well watered and temperate, and they cultivate a quantity of grain of which wheat and Indian-corn appear to be the staple kinds, together with a small quantity of cotton sufficient for home consumption. They also possess numerous herds of camels and other cattle, and flocks of sheep and goats. They are also famous for their fine mares.

They are described as an industrious and agricultural tribe, their country is open to the operations of troops, and blockade paralyses their trade; consequently their conduct, from a consideration of their own interests, gives rise to no other complaint than that they are, though not themselves thieves, notoriously receivers of stolen property, which they dispose of for other tribes. But the enforcement of pass responsibility, and compensation for everything stolen, has brought this means of profit to an end.

The Gurchánís.

The *Gurchánís*, to the south of the *Leghárís*, are about one-half shepherds and graziers and live in the hills; the remainder cultivate lands in the vicinity of the fort and town of Harrand.

The route to Quetta by Kahan, Dádar, and the Bolán Pass leads through the Cháchar or Harrand Pass which leads through their

country. For many years the Gurchánis had an exceedingly bad reputation as robbers and raiders, and their border was always disturbed. But in 1857, when the town and fortress of Harrand was attacked by the assembled Marís, Búgtís and Khetráns, the Gurcháni chief, Ghulám Hyder Khán, with a view of rehabilitating his people in the estimation of Government, joined cordially the English, and, with the Lúnd tribe, attacked and defeated the raiders, with the loss of their leader and 257 men killed. Latterly they have given no cause of complaint.

They are said to muster about 2,000 fighting-men.

The Drishaks.

The *Drishaks* are a small and unimportant clan south of the Gurchánis; they are peaceably inclined, and give no trouble.

The Mazáris.

The *Mazáris* are in the extreme south of the Dera Ghází Khán District. The majority reside in British territory, where they own a large number of villages, and their Chief, Imám Baksh Khán, holds large estates and subsidies from Government, to which he has often rendered the most distinguished service. Formerly of very predatory habits, the Mazári tribe have settled down peaceably as cultivators.

Their fighting-men are estimated at 4,000.

The Búgtis.

The *Búgtis* occupy the hilly country between Rajanpúr district and the Marí hills. Until lately, they have been noted robbers and raiders, but during the last four or five years their conduct towards the British Government has been satisfactory. Their Chiefs have accompanied the Agent to the Governor General to Khelát, and have given him every assistance in their power. Many of the tribe have taken service in the frontier Militia, for which their Chief, Ghulám Murtaza Khán, receives an annual subsidy of Rs. 8,880.

The route to Quetta from Rajanpúr *viâ* Dera Búgtí and Dádar passes through their country. They are able to furnish about 2,200 fighting-men.

The Marís.

The *Marís* hold the mountainous country to the north and north-west of the Búgtís. They are bounded on the north by the Kákar and Lumi Patháns, on the north-east by the Khetráns and Leghárís, and south and west by the Búgtís and Bráhuís. The chief town is Káhun. The Marís are an extremely powerful tribe and muster about 4,000 fighting-men, about one-third of whom are well mounted on the hardy mares of the country. They acknowledge the nominal supremacy of the Khán of Khelát, and their lands do not actually touch British terri-

tory, but their conduct has a great effect on the peace of our border, and their control forms one of the most important duties of our frontier officers.

The tribe has always been distinguished for its habits of robbery and violence, their country is large and difficult, while the importance of the trade routes which pass through it, make the orderly conduct of the Marís of the greatest importance. Their nominal allegiance to the Khán of Khelát has not prevented them from committing constant raids into his country, and it is due to them that the rich tract of Kachí in Khelát territory, instead of being highly cultivated and covered with populous villages, is almost deserted.

The arrangements which have been effected in the last few years have made a great change.

The attitude of the Marís towards the British Government is now exceedingly friendly, and their headmen have given cordial assistance to Major Sandeman.

In former days the raids by the Marís committed on British territory were innumerable.

The Marís, from their position, have great power in the Bolán and also over the route to Harrand through their country, and that of the Búgtís and Gurchánís *viâ* the Cháchar Pass. This route in the time of Ahmed Khán Duráni was the main trade route to the Punjab; but owing to the lawlessness of these tribes and the absence of control, the trade was diverted to Shikarpúr. At present the Marís and other Bilúch tribes seem inclined to be friendly to the British Government; but it may be as well to remember that in 1838-42, when their interests, or imaginary interests, did not coincide with ours, they gave considerable trouble to our troops, and lost no opportunity of molesting convoys and cutting up camp-followers. All Bilúch tribes are entirely under the control of their Chiefs in this point, offering a contrast to Patháns, who are much more difficult to control individually in consequence. They are also said to have much less bigoted feelings towards us than Patháns. In the event of the Bilúch tribes remaining friendly, large supplies of live-stock would doubtless be procurable from them. No other supplies can be relied on, as the country is naturally poor, and, in addition, badly cultivated.

Camels, sheep and mares are the principal products. The following notes by Captain Wylie may prove useful to a better knowledge of the Marí country:—

“The Mazaráni section of Marís border the Bolán from the Lallejí Mountain to Pir, and are constantly committing havoc in it. At the turn in the Bolán immediately next to Pir, it is joined by a small nallah from the north. This is one of the several paths by which the Marís raid on travellers in the pass; they come and go by cross-nallahs leading into the Múskaf, ascending which stream they get on the direct road between Bahdara and the Kirta Valley, known as the Takri route. All along the lower Bolán are graves, the traces of combats between the Marís and the traders.

"I took the opportunity afforded by a halt at Kirta to see as much as possible of the Takri Pass, as being the road chiefly used by these raiders. As this had, I believe, never been seen before by a British officer, there was some little difficulty in inducing the Maris in camp to act as guides and escort. They were at last, however, prevailed upon to do so.

"For the first nine miles our path lay along the Kirta Valley. We then turned short to the right, and entered by a most narrow and rough pass through a low line of hills. A small stream of water was flowing out of this ravine.

"Proceeding for nearly a mile along its tortuous course, we emerged into a small grass and rock valley about one mile wide and four long, called Pishi. Up this we went for three miles, and again, turning to the right, ascended a Kotal; this was rather steep and long, and all sheer rock, making it difficult for shod horses, though the Maris naïvely said they found no difficulty in making stolen camels with their loads go up it. At the top was a very pretty little grass valley, quite level, and with a small spring at its north-western corner.

"The water from this valley escapes down a nallah, leading due south into the Kirta plain. This also is a footpath. The eastern end of the valley is a clearly marked watershed, as all to the eastward flows into the Múskaf nallah, which is reported as being a very short distance further on. There is a regular path leading down to it, and I was informed that there are two roads from here, one down the Múskaf to the plain of Sibi, and the other leading north-east of Bahdara, this latter town being a long day's march, or about thirty-five miles distant. We had already come sixteen miles, and the day was wearing on, so I was reluctantly obliged to retrace my steps to Kirta. A full survey of these routes would have been most interesting and useful."

Dr. Thompson says:—

"From the low sandy hills to north of Kirta, three roads proceed to the Marí country; first, called Panairband, is difficult (a robbers' road), and goes to the Múskaf nallah; second, Takri, easy for camels, goes straight to Badra and Mandai: it is a good road, and has water and grass at several places; third, Chedriggi, a thieves' road, difficult and unfit for camels. It also leads to Badra *via* a place called Sarot, where there is a pool of water (enough for about 2,000 horses) and plenty of wood and grass."

The Kákars.

The *Kákars* inhabit the extreme south-east corner of Afghánistán: the routes from Thal Chotali to Quetta and Pishin lie through their country. Not much is known either of them or of their country.

The valley of Quetta formerly belonged to the *Kákars*, and many of them still dwell in Quetta and its immediate vicinity.

They border on the Bozdárs, Khetráns, and the Sham plain, and occupy all the country between Thal and Sibi. Kajak and Sibi are inhabited by the Paní section of the *Kákars*; the Quetta Valley by the Kasí section.

From Sibi to the head of the Bolán Pass they do not actually occupy the defile, but their settlements come close down to it. In the valley of Pishín they occupy the country about Darzí Karez.

The country of the Kákars is as yet unexplored by Europeans.

Their country is extensive and intersected by spurs coming down from the Súlímán Range, but which, owing to the great elevation of the plains themselves, rise to no great height above them; it is almost devoid of trees, and the few that do exist have been brought up with considerable care in the immediate vicinity of villages.

Small portions of the land, here and there, are irrigated from "Karez," but the chief mass of the cultivation is "lallam," or dependent on rain, which, however, seems to be more general here than in any other locality in these parts.

There is but one crop in the year, but this tribe possess large flocks and herds of camels, cattle, sheep and goats; and export hides, ghee, wool and goats to Pishín, the Deraját, and Kandahár.

The following are the principal sections of the tribe:—

Jalazai.—This is the most influential division of the Kákars: their main strength lies about Káisar and Bori.

Mása Khel.—Musters 3,000 men, occupying Sarai, a place at the foot of the mountains on the Marí frontier, with which tribe this section have interminable feuds.

Kudizai.—Numbers 2,000 strong: this section is rather looked down upon by the rest of the clan, owing to their occupying the country about Darzí Karez, and being obliged to pay revenue to the ruler of Pishín, whose territory they adjoin.

Utman Khel.—This section can turn out about 200 men.

Abdúlazai.—Musters 2,000, and resides at Mayana.

Kabízai.—Who hold the lands of Tarbízai on the Zhób road, are chiefly shepherds, and turn out 1,000 strong.

Hamzazai.—Turns out 1,100 men, and occupies Shahráng.

Shabozai, Tenizai and Alizai.—Each musters 200 strong. The Alizai have another faction 300 strong at Chína. The head-quarters of the first three are at Darzi and Sazri.

Khidarazai.—Occupies Maskat, mustering 200 strong.

The total fighting-strength of the Kákars is estimated at from 14,000 to 20,000 men. They are badly armed with matchlocks and tulwars. They are fanatical Mohamedans, and although not able to make a stand against disciplined troops, would probably be on the lookout to cut up camp-followers and annoy convoys.

The Kákars are on friendly terms with, and consider themselves brethren of, the Ghilzais.

The tribe known as Lúní Patháns are Kákars: they occupy the country to the north of the Khetrans.

24

CHAPTER II.

Routes from Dera Ghází Khán District to Quetta and Pishín.

No.	From	To	By what place.
22	Bárxhán ...	Sibi ...	Mámand.
23	Dera Ghází Khán ...	Dádar ...	Harrand, the Cháchar Pass, Dera Búgtí and Lebri.
24	„	Bárxhán ...	Sakhí Sarwar Pass.
25	„	Quetta ...	Sakhí Sarwar Pass, Bárxhán, Chotali and Thal.
26	„	Pishín ...	Sakhí Sarwar Pass, Bárxhán, Chotali and Thal.
27	„	Dádar ...	Cháchar Pass and Kahan.
28	Mangrota ...	Pishín ...	The Sangarh Pass, the Luni country and Melhtar.
29	Múltán ...	Dera Ghází Khán ...	Sher Sháh and Mozaffergarh.

No. 22.

From Bárkhán to Sibí by Mámánd.

1. MAKMARE SHAM—
Running-water.
2. SATHEWALI—
Water at one place *en route*, road undulating, but no difficult hills crossed.
3. MÁMAND—
Pass *en route* the Mánjra Defile, which, though formidable, presents no difficulties if unopposed.
4. MÁNJRA OR KARMARI—
Two routes. There is one very difficult hill (Bagho); laden animals, instead of crossing this, take a detour.
5. KAORA OR CHAKAR THAK—
Undulating march, but presents no notable difficulties.
6. MANDAHI—
A long and undulating march, water *en route*; at Gúrúlek a large pool.
7. KHÁT—
Stated to be a short march, probably 10 to 12 miles; level.
8. BADRA—
Long march following the Sibí watercourse.
9. TANÚR OR TANGKI NAI—
This march has one difficult but short descent to the Beji watercourse.
10. SIBÍ—
One very long march, probably 30 miles, or two moderate marches can be made by halting at Gúlú Shahar, a village inhabited mostly by the Hasanis (Bilúch).

NOTE.—Nothing is really known of this route: the marches are given in the hope that they may be some day verified.

No. 23.

Dera Ghází Khán to Dádar viâ Harrand, Cháchar Pass, Dera Búgtí and Lehri.

1. CHOTI-KI-KOT—14 miles—
A small village; supplies procurable; water plentiful; encamping-ground good; country level, open, and jungly, with partial cultivation near the villages; road unmetalled, but tolerably good and bridged; pass Gaggú at 5½ miles.
2. CHOTI—12 miles—26 miles—
A small outpost; supplies scarce; water procurable; country a vast desert; road tolerably good, sandy, and stony occasionally; cross

the broad sandy bed of a nallah shortly before reaching Chotí; only difficult during the rains.

3. GANGHAR—12 miles—88 miles—

A small outpost; supplies scarce; water procurable; country and road as above. The Gúrchánis inhabit the hills in front of Ganghar.

4. HARRAND—18 miles—56 miles—

A good-sized place with a strong fort, a frontier post; supplies and water plentiful; country fairly cultivated on nearing Harrand; road as above.

5. TOBA—17 miles—73 miles—

Road good until entering the Cháchar Pass at the 9th mile, when it becomes stony, leading up the bed of the Cháchar nallah.

At 11 miles pass Drakót, where there are some pools of water, sometimes used as an encamping-ground, but cramped and otherwise ill-suited for bodies of troops. After passing Drakót the pass becomes narrow for about a mile and a half; it then widens out, and there is a good road.

Near Toba there is a quantity of tamarisk jungle. Wood and water, grass for horses, and camel-grazing abundant.

The water is obtained from a spring on the hillside about 400 yards from camp, and is of excellent quality.

6. BAKSHAN-KE-BHET—15 miles—88 miles—

Pass open and easy for first five miles, when a small Kotal is reached, over which the path lay.

The ascent is easy, but the descent, being down the side of a steep hill of loose earth and sand, is somewhat difficult. There is an easy road, however, to the right, but it is about 2 miles longer.

About a mile beyond this the pass becomes somewhat narrow, the bed of the nallah full of boulders occupying its entire breadth, the road being cut out of the side of the hill. This narrow portion is about a mile long, but beyond it the pass opens out; the road to Bakshan-ke-Bhet is easy.

Bakshan-ke-Bhet is a small open valley at a bend in the Cháchar stream, near the point where the Kalchas nallah joins it, and at the head of the pass.

There are a few large tamarisk trees and spring of good water, with plenty of grazing for cattle. This place is about 1,856 feet above sea-level.

Captain Wylie's remarks on the Cháchar Pass. Captain Wylie has the following remarks on the Cháchar Pass:—

“The length of this pass is 33 miles. Its lower half is rough, rocky and cramped. At present it is impassable for wheeled-guns, though mountain-guns and all others arms of the service could traverse it with ease.

“Without much labor a road sufficiently good for wheeled-vehicles could be made. Grass of good quality is obtainable from the hills

all round, and the water-supply (though in parts brackish) is of sufficient quantity, especially at Toba and Bakchan-ke-Bhet.

"The pass runs in a south-westerly direction, having on the north-west the Marí mountain and on the south-east the lower ranges which lie between Marí and the plains, the only lofty crests being Bheshto Bhet and Jámú-ke-zard.

"It should be remembered that no supplies save grass and wood are obtainable throughout the Cháchar, which is quite uninhabited."

7. KALCHAS—9 miles—97 miles—

Road through a country of low undulating sand-hills, covered with long dry grass. At about five miles reach the Sham plain, and follow the Kalchas nallah for four miles to camping-ground. Water here is somewhat hard but abundant. It is taken from the nallah. Grass abundant, wood scarce.

Captain Wylie's remarks on the Sham plain. Captain Wylie has the following remarks on the Sham plain:—

"At the head of the Cháchar Pass lies the Sham plain. This, though by no means the large level space shown in the old surveys of the Dera Ghází Khán District, is still of some extent, but it is divided into several valleys by ranges of hills.

"The plain is undulating, breaking in some parts into stony lines of low hills, but, for the main, the soil appears good, and grass of the best quality is abundant.

"The Kalchas nallah is the main source of the Cháchar. There is always water in it (rather brackish but not bad), and all along its banks there are sites for encampments.

"If it were not for Marí raids, the Sham plain would be a fine country for the husbandman and shepherd; good water is reported within ten feet of the surface, the air is clear and bracing, and in summer the nights are said to be always cool and pleasant. The general elevation is about 2,500 feet above sea-level."

8. CHATT—18 miles—115 miles—

Route along the upper part of the Sham plain, toward the tract of country lying between the range of low hills called Mir Dost-ke-Zard and Khap hill. There is no made road, but the country is easy, and, with the exception of an occasional small nallah, flat and free from stones. It is covered all the way with grass and jungle, bushes and trees.

At about eight miles a low watershed is crossed, and road proceeds down the Chatt stream, which on rounding the west end of Khap, flows into the Philawar.

Camp at the extreme end of Khap, from encamping-ground get a good view of the Philawar valley. This is said to be a magnificent valley lying between Khap and Siáh Koh. Its soil is said to be excellent and pasturage abundant.

Chatt is about 2,600 feet above sea-level. All along the road from Kalchas to Chatt, water is abundant at all seasons. At Chatt, even

if no water is on the surface, by digging only a very short distance a plentiful supply can be obtained.

9. PATOR—12 miles—127 miles—

Road for about 4 miles over an easy country of low undulating hillocks of sandy soil, covered with grass, then reach a large deep nallah draining towards Philawar. Pools of water here and there in its bed.

At about 5 miles ascend a gully to the Barzen Pass, then for two miles over a high grassy table-land, and descend into the Pator valley drained by a nallah of the same name.

Camp near the gap between Sir Ani and Kourdan hills. It is about 2,750 feet above sea-level. Wood, water, and grazing abundant; when on good terms with the Maris, live-stock procurable in large quantities.

Barzen Pass at present not practicable for wheeled artillery.

10. DERA BÚGTÍ—23 miles—150 miles—

Route lies at first south over Pator; at 2 miles pass Kechi Kot; at 7th mile (altitude 2,400 feet) commence ascent of Barbóĵ. Morao is reached at about 16th mile. Cross Morao plain, south-westerly, for about four miles. Pass Morao Sham, a low watershed between Morao and Sîháĵ, and thence down the upper portion of the Sîháĵ affluent. Soil hard, much cut up, and stony. The route here is commanded entirely by hills rising about 300 feet above it.

Those on the left (south), precipitous, jagged, and cut up with deep fissures and ravines not practicable for infantry; those to north are accessible with difficulty to infantry.

The route lies mainly along dry bed of a huge mountain-torrent covered with enormous boulders for about three miles. This ends in a basin, through which the Daha turns south, and issuing through the defile of this name enters Sîháĵ valley, $1\frac{1}{4}$ miles from Dera Búgtí.

Horsemen walking their horses take upwards of six hours. Should rain fall during the march, camels would be seriously delayed by slipperiness of boulders after passing Morao.

No water *en route* between Kechí Kot and Daha, unless after rain in the Askían maidan or in the Barghanao, which is a little off the direct route.

SEE No. 17, PART I.

- 11. SANGSILA—21 miles—171 miles.
- 12. CHAGIRDI—8 miles 4 furlongs—179 miles 4 furlongs.
- 13. GWITCH-KI-DRIK—11 miles 4 furlongs—191 miles.
- 14. DINGAN—11 miles—202 miles.
- 15. LEHRI—19 miles 4 furlongs—221 miles 4 furlongs.
- 16. MÚCH—16 miles—237 miles 4 furlongs.
- 17. MITTRI—16 miles—253 miles.
- 18. DÁDAR—15 miles—268 miles.

No. 24.

Dera Ghází Khán to Bárkhán (Hájí Kot), capital of the Khetrán Valley.

1. VIDOR—14 miles 4 furlongs—

Leaving the cantonment of Ghází, the road goes westerly, and passes for the first 7 miles through country fairly cultivated on both sides (autumn and spring crops); irrigation from numerous wells *en route*. For about a mile and a half the road lies through a belt of date trees, which almost encircle Ghází. After this the country is dotted about with jungle-trees, and, generally speaking, unintersected by obstacles. Cross the following canal cuts: (1) At $4\frac{1}{2}$ miles from Ghází the Shori masonry bridge, single arch, about 18 feet broad: banks heaped up with mud, reaching to a height of about 11 feet, width 40 feet. (2) At $5\frac{3}{4}$ miles from Ghází the Manika masonry bridge, 2 arches, width of bridge 18 feet: banks similar to the Shori, but it is somewhat broader. At $7\frac{1}{2}$ miles pass the village of Churata, situated about 600 yards south of the road. From this, for the rest of the march the country is much more arid and less flourishing; it is dotted with jungle trees, and few patches of cultivation, watered by the Vidor hill-stream. Vidor is a frontier post and village: supplies to a small amount procurable; one well in the town.

2. SAKHÍ SARWAR—17 miles—31 miles 4 furlongs—

The route lies south-westerly. The road is not a made one, but the track is practicable for wheeled conveyances throughout. The country to the right and left is open, and generally devoid of trees. It is more or less of a desert, with plots of cultivation, dependent on rain, or irrigation of hill-streams, and producing only autumn crops. The road for the last 2 miles or so is commanded by a low ridge of stony hillocks on the south, sloping gently from a distance of from 800 yards to $3\frac{1}{2}$ miles. It is, as a rule, heavy from sand; in places hard and stony. As the road approaches Sakhí Sarwar (the highest white tomb of which comes in view from a distance of 8 to 10 miles, the town itself being visible for the last 4 miles or so), it is commanded by the hills from the north-west. Pass the following hill water-courses: At 1 mile branch of Vidor. At 2 miles branch of Vidor. Both some 200 yards wide; sandy bed, banks low. At about 12 miles a hill-stream; much as above, at $\frac{1}{4}$ mile from Sakhí Sarwar, the Mokam ditto; left bank steep, and some 40 to 50 feet high. The camping-ground here is open, but very stony, and commanded by hills. Grass fair (from the hills); wood very scarce; water, generally speaking, scarce. The road so far is practicable for wheeled conveyances of all sorts.

3. SIRI*—11 miles—42 miles 4 furlongs—

Leaving Sakhí Sarwar, the route lies at the foot of the hills and over stony country for about $5\frac{1}{2}$ or 6 miles, to the bank of the Mithawan. It then enters the Mithawan about $\frac{1}{2}$ mile, from where it is

* NOTE.—Major Sandeman says kafilas generally go through to Kaji. There is now a good made road throughout.

No. 24—*contd.*

joined by the Siri, and follows the latter up to the valley of this name. The Siri is a watercourse, with stony bed varying from 100 to 200 yards; hills on either side, usually low, and of limestone formation, though at places they are scarped. At about 9 miles running-water is reached. The water at about 9 miles is absorbed in the bed of the Siri, but about this is met with for many miles; it is good, and a fair supply of a couple of yards or so, and about 9 feet deep. From this point to the Siri valley, which is distant about 2 miles up-stream, there are a few plots of cultivation (Kalois and Hinjwanis) on the banks of the Siri, with a few acres of good wheat-crops, as the water-course near the Siri valley; it opens out considerably to a distance in places of several hundred yards. Camp at east edge of valley; water good; grass scarce; no supplies; camping-ground, except after rain, large enough for a large brigade or division, but stony.

4. KAJI—7 miles—49 miles 4 furlongs—

Ascent commences almost immediately after crossing the Siri valley, and is very rocky. Running-water all the way in the bed of the Siri.

5. CHATTE MAR—10 miles—59 miles 4 furlongs—

Continue up bed of the Siri, which is very difficult. It is a question whether this could be made practicable for lightly-laden camels: they are, in the present state of the road, never taken. The Unt Thoda (Sohákí) road runs near this, south, and is far preferable. At Chatte Mar this route rejoins the Sohákí road.

ANOTHER ROAD IS AS FOLLOWS:—

A long and tiring march, impracticable for laden camels: merchandise and baggage have to be taken on bullocks or donkeys, which are procurable in small quantities at Sakhí Sarwar. From the Siri valley the road runs at first fairly level, west by south. At $1\frac{3}{4}$ miles it crosses a low hill, and proceeds along its crest, leaving on the south a valley very similar in shape and dimensions to the Siri, and watered by the Rákhi. At $2\frac{1}{4}$ miles descend a few yards to the bed of the Sebdi, follow it to the junction of the Sebdi and Barghin, a mile or so, and take the latter. The Sebdi is some 60 to 80 yards wide, very rough and stony, and commanded by rugged and bleak hills. The Barghin is similar to the Sebdi, but less difficult as to stones; for some hundred yards at times no stones being met with. At $4\frac{1}{4}$ miles there is water in the Barghin, which is here absorbed (a running stream a yard or so wide, and a few inches deep). The road generally follows the bank rather than the bed of the Barghin, which is very winding. It is very stony, but could, without much labour, be made fairly easy. At $5\frac{1}{4}$ miles there is a good pool in the Barghin. Water good (between $4\frac{1}{4}$ miles and this running-water nearly the whole way) from this point to Chatte Mar; ordinarily no water obtainable. Up to this the road presents no difficulties. Here the ascent of the Sohákí hill commences, and lasts $1\frac{1}{4}$ miles (total from Siri 7 miles). It is a stiff ascent, with large, loose rocks and boulders. Hence, for about $\frac{3}{4}$ mile, the road is level, or nearly so, and passes on the left, south, a small plot of arable land, a few acres only cultivated at times by the Hadianí Laghárís. At about $7\frac{3}{4}$ miles

No. 24—*contd.*

the ascent to the higher slopes of Sohákí recommences, and lasts $3\frac{1}{4}$ miles. In places it is very stiff and difficult from loose rocks, &c.; horsemen generally dismount in two or three places, though it is possible to ride the whole way. The hill is of sandstone formation, rocky, but the soil would apparently be easily worked, and it would not be a very difficult matter to make the road practicable for laden camels. The ascent of the Sohákí hill (from a rough calculation) is apparently 1 in 6. In some places the rocks would require to be blasted; and by cutting out the road in a direction about $1\frac{1}{2}$ miles west of where the descent now commences, and taking a circuit of the north spur of the hill, it appears feasible to materially facilitate the slope without any very great outlay. Snow is said to fall, in small quantities, once or twice only in the winter. The rainfall here is small; and as the route generally follows the crest of the under-features as they descend to the plains, it would not suffer much damage, when once made, from the causes which annually derange hill roads. From Sohákí peak the route lies along the ledge of the Sohákí hill, from which there is perpendicular drop of several hundred feet down to the bed of the Rákhi, or its branches. The road here is narrow. It follows the Sohákí crest about 2 miles (total 13). On this crest are two small pools, which only contain water a few weeks after rain. From the 13th mile the road goes downhill $\frac{3}{4}$ mile or so, and up a similar ascent of $1\frac{1}{4}$ miles (total 15 miles), very rough, with large stones; perhaps the most part of the road being a very stiff climb. Here the difficulties of the road for this march cease. From this point follow for a short distance the sandy bed of the Barghin, which, after about $1\frac{1}{4}$ miles (total 16 $\frac{1}{4}$), leads to the summit of a plateau, or rather a series of plateaux, somewhat undulating, but fairly level (known as Manah), on which is a large Hadianí graveyard, containing, amongst others, the graves of a few of the former Makadams of the Hadianí sections. Follow these plateaux for a mile-and-a-half or so, when the Chatte Mar valley is reached. Camping-ground in the valley, and on the plateaux just above it, sufficient for one, if not more, complete *corps d'armée*, but hard and rocky. Water from several pools generally found here for two miles after rain; and as heavy rain falls here once or twice a quarter, it is generally a sure find. Grass in abundance; wood rather scarce.

There is now no difficulty between Sakhi Sarwar and Rakni, a good road about five feet wide having been made the whole way. The road runs through Chette Mar, which is close to the much preferable encamping-ground of Gagan-ka-Thal.

6. RAKNI*—13 miles 4 furlongs—70 miles—

The route commences (general direction west by south) with a very stiff ascent, about one mile, difficult on account of large rocks and boulders, and it there follows the crest of this for $\frac{3}{4}$ mile. It is then tolerably level; and there is a descent of about a quarter of a mile, and Gagan-ka-Thal is reached. The road then crosses the valley south-west by west; water in abundance; valley grassy, and in length a

* NOTE.—Made road ends at Rakni.

No. 24—*contd.*

little over a mile (total 3 miles). At the head of the valley it turns off north-west, and commences the descent immediately, which for some distance is very easy as to gradient, but stony. At the mouth of the Gagan valley, as well at its head, are graveyards of the Hadians and Khetráns. After about 3 miles of tolerably easy descent, the road is very difficult: horses have to be led for about a mile or more. The next $1\frac{3}{4}$ miles is fairly easy; then very difficult for a mile or so (total $7\frac{3}{4}$ miles). The next 2 miles are easy; at about the 10th mile pass Ba Wata Toba on the right, a small tank, where water will always be found. At the end of the 10th mile (the descent may be said to have ceased) it is still slightly sloping downwards, but is almost imperceptible. At the end of the 12th mile enter the Rakni valley, which traverse for about $1\frac{1}{2}$ miles to Rothar Kot. Water from two wells and pools after rain; grass, wood, and supplies scarce; camping-ground open for miles. After the autumn crop is cut, coarser grain is available in abundance. From Rothar the ascent to about 2 miles west of Gagan Tal occupies a good $2\frac{1}{2}$ hours; thence to Gagan Tal easy walking. Bullocks are available at Rothar to carry baggage over the hill: $3\frac{1}{2}$ maunds is considered the utmost load, and animals carrying this weight do the journey in three marches or four to Sakhí Sarwar. This is the road most frequented from Ghází to the Khetráns, Tarins, Músa Khels (and also to the Lúni country). One or two small kafilas of from 6 to 8 bullocks will be met on the road daily.

7. LAJLÁNI—8 miles 4 furlongs—81 miles 4 furlongs—

Leaving Rothar, turn off straight for the mouth of the Badhi Pass, which is distant $3\frac{1}{2}$ miles. Cross about half-way a stream running from Dekha hill to the Rakni watercourse, a small perennial rivulet with high banks. The pass is about $3\frac{3}{4}$ miles in length, difficult in parts (see "Badhi" for details), but particularly for horsemen and laden camels. From the mouth, west of the pass, the road is over a cultivated plain to Lanjani or Khanar Kot, which is hid from view by a low spur, at the foot of which it is situated. After entering the pass, the road throughout is along a stream of excellent water. At Khanar a small amount of provisions available; grass scarce; wood available; water good.

8. ISÁNI DAKÚ KOT—10 miles—91 miles 4 furlongs—

The road may be said to be level throughout, and this is a very easy march. It lies at first up a branch of the Lanjani valley, having on right the Badhi stream. At $\frac{1}{2}$ mile pass on right village of Rahim, walled 400 yards from road. At $1\frac{1}{4}$ miles pass a low watershed, which crossed, enter a portion of the Zakrani valley (between Rahim Kot and this watershed a road branches off to the right to Bagh'ao Gali): close to the watershed, and on left of road, at 80 yards, is an old mud-and-stone Zakrani fort, deserted.

At $2\frac{1}{4}$ miles on right of road, 80 yards and hidden from view till close to it, is a small fort of mud and stone, Ranim Kalla, on a spur. At 5 miles on right of road, and within a distance of $\frac{1}{2}$ mile on a spur, is an old deserted Zakrani *kot*. A few hundred yards further on, on

No. 24—*contd.*

the crest of a low spur, which the road crosses, is the fort of Nodo, on right of, and adjacent to, the road, of mud and stones; water from a well in the fort: from this the route lies through the Nodo valley (head of the Isáni), which is cultivated to the right of road in places, but generally waste to the left. At 6 miles the road enters a narrow defile, the length of which is about a mile, fairly straight, and general direction west-south-west. A perennial stream carrying the drainage of the Nodo valley runs its length; its bed is rocky. The hills on either side rise to about 150 feet, and their crests are distant about 400 yards. Hence to Isáni, 3 miles down the Isáni valley. The road is commanded on the right by a circular small fort, Muda, at $\frac{3}{4}$ mile from mouth of the pass; by a square fort, Kanni Kala, distant 1,500 yards from road and $\frac{1}{2}$ mile from the circular fort; at $\frac{1}{2}$ mile further on a low spur comes down to within a few yards of the road: behind it is situated the fort of Haris, a small mud fort. Hence to Daku 1 mile. Daku is situated on a low rocky spur; it is a small mud fort. Supplies abundant; grass scarce; water good; a running-stream falling into the Kaha. This road throughout is through valleys, well cultivated, and commanded the whole way by low hills, usually of limestone formation, and distant sometimes 100 yards, in other places 800 yards, or a mile, from either side of road.

9. BÁRKHÁN—8 miles—99 miles 4 furlongs—

The road throughout is perfectly level and easy. Isáni is the head of the Bârkhán valley, and is known by the latter name after a mile or so (close to a clump of trees on the road). General direction 245° , or between the high peaks of Grandan and Per Roh, which serve as good land-marks. The road lies through a magnificent valley, which produces a splendid wheat-crop. On either side are low hills, sometimes so near as half a mile, but generally not nearer than 2 to 3 miles. At $1\frac{1}{2}$ miles leave on the right, distance $\frac{1}{2}$ mile, the small village of Badrani; at $4\frac{1}{2}$ miles on the left, and at 500 yards or so, the village of Loma. At 5 miles the road crosses the Baghao or Nara (usually dry) watercourse, 100 to 200 yards, bed single and round pebbles; follow its right bank to Chuhar Kot, distant 6 miles from Daku, situated on a low rocky spur commanding the river: it is one of the largest of the villages in the Khetrán valley. From Chuhar Kot the road crosses the river, twice following its bed, which is stony for some yards within the next $\frac{3}{4}$ mile. Haji Kot is the Khetrán capital. Supplies to a large amount of all descriptions available; grass scarce; water from a running-stream; wood scarce.

No. 25.

Dera Ghází Khán to Quetta viâ Sakhá Sarwar Pass, Bârkhán, Chotali and Thal.

BÁRKHÁN—99 miles 4 furlongs—

See No. 24.

No. 25—*contd.*

10. KOLŪ (northern part of Kolú plain)—16 miles—115 miles 4 furlongs—

Road easy through the Han Pass—water to be had on the road. Malikzai is passed 4 or 5 miles before reaching the encamping-ground, which lies on a perennial stream. From the Han Pass the country of the Zarkhan Patháns commences.

or

10. BALA DHÁKA—18 miles.

11. CHOTALI—20 miles—

(Bála Dháka is another encamping-ground, where wood, grass and water are plentiful. The road separates after passing through the Han Pass.

It joins the road from Kolú to Chotali at Zaran. It is a rocky road, but avoids the steep ascent of the Takel range.)

11. CHŌTALI—24 miles—139 miles 4 furlongs—

Major Sandeman says the road from Kolú to Chotali is not more than 24 miles at the outside. (The route set down makes it 71 miles.) After 2 or 3 miles the ascent of the Takel range commences. Road difficult but passable for laden camels. On descending, arrive at Zaran, where water can be had. Hence there is a level road to Chotali. Water obtainable at two or three points. Chotali contains about 150 houses. It lies on a perennial stream. Wheat is grown. Supplies plentiful * Town belongs to the Tárin Patháns. A direct road goes from Hassan Kot in the Khetrán Valley to Kolú, and to Thal Chotali. Major Sandeman says he saw this road but did not traverse it; it seemed easy.

The road from Thal to Kolú is easy.

12. THAL—15 miles—154 miles 4 furlongs—

Road through a cultivated country along a perennial stream. Pass forts of the Úshtaránis and Shadozais. Thal is a considerable place. Supplies plentiful. It is surrounded by many forts belonging to the Tarins.

NOTE.—Up to this point the route was personally observed by Major Sandeman in 1875.

13. ŪMERZAI†—12 miles—166 miles 4 furlongs—

Road runs through a cultivated country. Ūmerzai stands on a perennial stream. It is held by a Makadam of the Tarins. Water, forage and supplies procurable.

14. TOYOB—14 miles—180 miles 4 furlongs—

Stony, but no hills *en route*. Some cultivation from springs dotted here and there and used up in cultivation.

* NOTE.—Probably not for a large force.

† Called also *Rahi* or *Daki*.

No. 25—*contd.*

A high hill on left of route, half-way, 5 miles off; name unknown. This is a village of 20 houses, 60 men of clan Sargari, a branch of Kákars numbering 700 or 800 men.

15. KÁLA YUSAF—12 miles—192 miles 4 furlongs—

Easy march. Cross a dry ravine draining south. Pass a few Povindah houses *en route*. A few springs here and there, which are expended in cultivation, rice, wheat. Kála Yusaf is in a broad open plain, and contains 100 men.

16. BAGHWÁNA—24 miles—216 miles 4 furlongs—

Stony, undulating. No water *en route*, nor herbage. A stiffish range of hills on the south. Cross near Baghwána the Nari, a stream. Baghwána contains 40 houses, 180 men; it is an elevated place, very cold in the winter; large quantities of cultivation, &c., in the vicinity, and belongs to Tarins. Fodder plentiful. Water good and plentiful from Karez.

17. CHÚNGI—15 miles—231 miles 4 furlongs—

An easy march, much cultivation on the road. Water from Karez. Scattered hamlets. Pass a high hill at 10 miles on the left (south) 5 miles off. Chúngi is a small hamlet of 18 or 20 houses, some 7 or 8 water-mills.

18. ZÍÁRAT—14 miles—245 miles 4 furlongs—

Level road, with cultivation near it. It is a small village, with a shrine, inhabited by descendants of Sháh Álam, a celebrated priest.

A large number of pilgrims assemble here at the Íd.

19. CHAPRI—15 miles—260 miles 4 furlongs—

Water from springs. Chapri is at the foot of the Chapar mountain.

20. QUETTA—25 miles—285 miles 4 furlongs—

Ascend the Chapar Pass, covered with snow for five or six months; descend, and thence to Quetta for 13 or 14 miles.

NOTE.—Information regarding route from Thal to Quetta is very imperfect at present. No reliance must be placed on being able to procure supplies by this route.

No. 26.

Dera Ghází Khán to Pishín via Sakhí Sarwar, Bárkhán, Chotali and Thal.

ÚMERZAI, also called RAHI or DAKI—166 miles 4 furlongs—

See Nos. 24 and 25.

14. SHINJAZAI—14 miles—180 miles 4 furlongs—

Fair road through the country of the Kákar Patháns. The Tarin country ends at Úmerzai. At Shinjazai, grass, wood and water are plentiful.

No. 26—*contd.*

15. SHINJAVI—12 miles—192 miles 4 furlongs—

Road rather difficult; runs through a pass, through which a perennial stream flows. Grass, wood and water plentiful.

16. PAI—8 miles—200 miles 4 furlongs—

Difficult road is traversed by kafilas. Pai is a Kákár village; grass, wood and water are plentiful.

17. ZAGHWANZ—18 miles—218 miles 4 furlongs—

Road lies through a fertile country. Zaghwanz is a hamlet of the Kákars; water from springs draining to Rahi.

At 2 or 3 miles from Pai the route branches off in two: (1) the Salam-i-ab, northerly; (2) Salam-khúsk, southerly. The two routes rejoin after some 8 miles. The Salam-i-ab is generally taken. At 8 miles from Pai is a spring, the water of which flows into a tank (masonry) said to have been built by Fíróz Sháh. Not far from this the two routes meet. From this to Zaghwanz there is no water.

18. ZWANGAI or SPINZANDAI—18 miles—236 miles 4 furlongs—

The road runs over a slightly undulating country, and between hills running north and south. Water on the road from springs (which disappear in their bed) in places; water from springs which are used up in cultivation, of which, however, there is not much. A spur is crossed near end of this stage, which is considered the boundary of the Kákars and Kandahar, and drains east to near Dakhi, west of the Súrkháb.

19. ISAB-KACH—15 miles—251 miles 4 furlongs—

The country now is undulating, but sandy and stony for 6 or 8 miles, after which the road follows, in and out, a dry ravine.

There are hills on the north and south of the route, but a mile or so off it. Isab-Kach consists of hamlets of 12 or 15 houses in each. It has abundance of cultivation from springs, which flow into the above-mentioned ravine. Fruit (apples) in abundance; cultivation consists of corn, jowari; some supplies procurable, forage in plenty.

20. PAIN KÁLA, near Khojak Pass—18 miles—269 miles 4 furlongs—

The road is level, through an extensive, open, fruitful and well-cultivated valley, scattered with a few mud forts and small hamlets. No hills near the plain. Pain Kála is a hamlet of 70 or 80 men inhabited by Sayyids, chiefly cultivators; its water is procured from Karez fed by the Súrkháb, a stream with a copious supply. Forage and supplies plentiful.

21. GULISTÁN KAREZ, PISHÍN—22 miles—291 miles 4 furlongs—

This is a long march, and is generally over a sandy district without much fodder. The country is somewhat desolate. Cross the Súrkháb and follow its right bank to Gulistán Karez, which is 2 or 3

No. 26—*contd.*

miles from its banks. A few Povindah hamlets *en route* scattered here and there. Plain dotted with zaitoon trees (wild-olive). Gulistán Karez is a mud fort containing 80 or 100 men, with a small village adjacent, somewhat elevated above the Lora. Its water is good and plentiful from numerous Karez.

It has much cultivation, corn, barley, &c., and a few gardens. Fodder is somewhat scarce here.

From Thal to Gulistán Karez is also given as follows:—

Rahi (or Daki)...	...	...	12 miles.
Bagáo	...	...	10 "
Smalan	...	...	8 "
Zaghwanza	...	...	25 "
Zwangai	...	...	17 "
Isabkach	...	...	15 "
Paín Kala	...	...	18 "
Gulistán Karez	...	...	22 "
			<hr/>
	Total	...	127 miles.

General Observations.

Information regarding this route is very scanty.

It seems likely to be useful, as it is undoubtedly the most direct to the Pishín valley, and seems to offer no natural difficulties to the movements of troops. Supplies could not be relied on, and the natives from Thal onwards would probably be hostile. Raverty speaks of it as follows:—

“The Sakhí Sarwar Pass is the direct route to Kandahar through the district of Thal and the Pishín valley; and in Akbar’s time, couriers are said to have been in the habit of reaching Múltán from that city in six days. Water is plentiful along the whole line of road, which is not only practicable for loaded camels, but for artillery also, or, at the worst, could be made so very easily, for there are no great natural obstructions to prevent it.”

No. 27.

Dera Gházi Khán to Dádar viâ Harrand, Cháchar Pass and Kahan.

PATOR—127 miles—

See No. 23.

10. KÁLÁ KŪH—15 miles—142 miles—

Passing through the gap between the Sir Ani and Kourdan ranges, the road proceeds directly west, skirting the Sir Ani range over most excellent ground to the Pator nallah about 5½ miles. Along the stony bed of nallah for about 2 miles to Sajj-ka Kach, where there is good and abundant water. Inclining northwards, cross a large nallah lying at the foot of the end of the Danda range.

No. 27—*contd.*

Ascend this hill and reach an elevated table-land called the Dui valley, running directly east and west. This valley is uncultivated, but the soil is excellent and grass abundant. It is about 12 miles long, and extends on to the open country near Kahan.

The Dui valley, at its widest part, is about one mile broad. For the first three miles it gently rises to a ridge extending from side to side of the valley called the Dui-ka-Sham (watershed) which is here the boundary-line between the Marís and Búgtís, the drainage on Búgtís side running to the Pator, on Marí side towards the Kahan or Saroz nallah. Crossing the ridge, the valley gently dips, but is much more stony than before. About $2\frac{1}{2}$ miles beyond the ridge is Kálá Kúh. Here there is abundant wood, water, grass and forage for camels. It is about 2,800 feet above sea-level.

11. KAHAN—12 miles—154 miles—

Road good, skirting the low hills at the foot of the Danda range.

The valley gradually widens towards Kahan, about a mile from which place the deep Kahan or Saroz nallah is crossed. Considerable cultivation, principally wheat and jowar, about Kahan. Kahan is a small town enclosed by a mud wall built in the form of a square, with a sort of bastion in each corner. The walls are about 12 feet high, very thin, and in several places broken down. The valley here is wide and open. The chief town of the Marís; supplies procurable in small quantities, live-stock in large quantities. Wood, water and forage abundant.

12. NAL DAF—8 miles—162 miles—

Cross the Kahan nallah and proceed in a north-westerly direction towards the foot of the Lára Bága hill, and reach an elevated plateau. Crossing this at about 2 miles from Kahan, again strike the nallah. Continue along the nallah for a short distance, when the Nal nallah joins the Kahan. The two combined take the name of Nal. At their point of junction they enter a defile in the Kodi hill, and flow in a general direction north-west for about six miles to Nal Daf, where they are joined by the combined Sarháf and Kaora.

Road lies along the stony bed of defile, which is on an average 80 yards wide all along. The hills on either side are of sandstone, very friable, perpendicular, and about 100 feet high.

. At Nal Daf, water, wood and grass abundant.

13. DAHÚ—12 miles—174 miles—

The route lies up the valley of the Sarháf for about six miles, and then crosses over a watershed to head of the Dahú stream.

Camp on the banks of the stream; water and wood abundant; grass scarce.

14. MIHI—13 miles—187 miles—

Climb up from camp to the Gandar table-land immediately above it; this table-land is intersected by deep nallahs, with perpendicular sides which drain into the Nal river.

No. 27—*contd.*

One of these ravines is crossed by a bridge of stones said to have been made by the Emperor Nadir Sháh causing each man of his army to throw one stone into the ravine.

Descend by a long incline to the bed of the Nal river, which is here a fine strong stream of clear water. Water, wood, grass abundant, and room to encamp a considerable number of troops.

15. TRATANI—13 miles—200 miles—

Route lies down the bed of the Nal, which has to be crossed and re-crossed repeatedly. The ground is stony, and, marching in such a confined place as the bed of a river, the heat is great. Water-supply on march good and constant. At Tratani plenty of space, and grass of excellent quality is abundant, also fuel and water.

16. DHAKO—25 miles—225 miles—

For a short distance keep along the bed of the Nal, there take a sudden turn to the right, and follow a route directly west over a series of sand-hills. At 10 miles reach Gází-ke-Khund, where there is a large pool of brackish water at $1\frac{1}{2}$ miles further on; emerge from the hills into the plain of Kachí. Keep west along the skirt of the Marí hills for about 10 miles, when Mall is passed. Then change direction to the north for about four miles, and encamp on the banks of the Mall stream near a large pool of water lying in its bed.

Wood, water and grass abundant.

17. CAMP ON THE NÁRÍ RIVER NEAR SIBI—11 miles—236 miles—

Route lies directly west towards the western hills of Kachí across the Sibi District towards the town of Sibi. Wood, water and grass abundant. The Sibi district belongs to Afghanistan and pays tribute to the Amir. It is extremely fertile owing to the constant water-supply from the Nárí river which is used for irrigation. The climate is said to be good. Its principal crops are wheat, jowar and cotton. The principal villages are Kurk and Kajjik. The inhabitants are Afghans.

18. DÁDAR—12 miles—248 miles—

Crossing the Nari, the road leads south-west over the plain of Kachí. For description of Dádar see No. 20.

The usual route after striking Káchi would be Mall, Mittri, Dádar, as in No. 23, thus avoiding Afghan territory.

General Observations.

This route seems to offer greater advantages in the way of water, grass and forage for camels than those leading by Rajanpúr, Jacobabad and Larkhana, and, if on good terms with the Marís and Búgtís, large supplies of live-stock would be procurable, but no other supplies.

The road could be made practicable for wheeled artillery.

No. 27—*contd.*

It is one of the most direct routes to Quetta, lying through Bilúch country from Dera Ghází Khán and Múltán.

Surgeon G. Thomson, in his report, speaks of it as follows :—

“ In former days, kafilas from Khorassan to India *viá* the Bolán Pass invariably used the road *viá* Mall, Tratani, Mihi-ke-Khúnd, and Kahan to Harrand, along which we are now travelling.

“ There is certainly nothing in the nature of the roads to prevent even the largest kafilas from at present using the route. Halting-places are numerous, and at all these are abundant supplies of good water, wood and forage. The Harrand fort is said to have been built to protect the trade along this route.”

Captain Wylie mentions that about 1,400 people marched with the Mission under Major R. G. Sandeman in 1875.

This route is mainly compiled from the reports of Captain Wylie and Surgeon Thomson, 1st Punjab Cavalry, who accompanied the Mission.

No. 28.

From Mangrota (25 miles north of Dera Ghází Khán) to Pishán viá the Bozdar country (the Sangarh Pass), the Lúni country and Mekhtár.

1. HARANBOR—12 miles—

The road runs up the Sangarh river, which after heavy rain is a mountain-torrent. The Sangarh Pass is 12 miles north of the Mahúi and 30 miles south of the Vihowá Passes, and is the principal entrance to the Bozdar country.

It is practicable for wheeled carriages, and 4 miles from the mouth there is a convenient place for encamping called Dachi-ka-Kachí. Here the pass divides into two branches: the right route lies along the principal bed of the Sangarh river; the left route is less stony and wider. Taking the road to the left at about a mile on, the hills converge and the road becomes difficult, winding through a basin surrounded by low hills. It then opens out, and at a point $1\frac{1}{2}$ miles from the bifurcation it reunites with the right route. The latter is very narrow, not more occasionally than 50 yards wide, but is more level than the left road, though equally stony. The Drúgnai joins the Sangarh at a point 9 miles from the mouth, and from this point of junction to where the pass opens out at Haranbor, a distance of 3 miles, a more formidable route is hardly to be met with. From the junction of the two channels to the point where the Sangarh-nai turns at right-angles to the west, it is bounded on either side by a scarped hill of considerable height, both of which completely command the road, a matchlock fired from one hill ranging to the foot of the other. From the point where the abrupt westerly bend occurs, the hills have to be passed at right-angles to their strata, and, instead of having one range to deal with on either side, a series of precipitous spurs, rising one after another in close succession, are exhibited, from the summit of which perfect command of the road below is given. It is to this particular portion of the defile that the term Khánbund is generally

No. 28—*contd.*

applied, although, strictly speaking, the name implies only that one spot, across which a mound of stones and earth has, at some former day, been raised to add to the natural defences. It would be a very doubtful operation for an army to force the defile in front, and, even if successful, would entail a large sacrifice of life. The position, however, is capable of being turned on its north side from the Drúgnai, the hills of which are practicable, and it was turned in this manner by Brigadier-General Chamberlain in the expedition against the Bozdars, March 1857. General Ventura and Jemadar Khushal Sing, with a large Sikh army, had in former years once tried to force the Khánbund, and been compelled to retire and enter into terms with the Bozdars; and on another occasion Dewan Sawan Mal's army, when returning from a successful raid accomplished by the Mahú Pass, was attacked at the same point, and lost many of its numbers and all its booty. Until its prestige was destroyed by General Chamberlain, the Khánbund was therefore held by the Bozdars to be perfectly impregnable.

When the Khánbund is passed, the road gradually widens, until it enters a plain called Haranbor, which is extensively cultivated by the Bozdars; it then follows the course of the river along its banks, crossing and re-crossing it until it reaches Barti, leaving which the next place is Kíkar, a small village with a mosque.

The pass then bends gradually more to the westward over low, undulating sand-hills, and, abandoning the river, joins it again in the plain extending along the foot of the Kálá Roh from north to south. It then enters the gorge in the hills, through which the Sanghar river flows, and joins the plains beyond, passing under a high mountain called Hinglan.

The name of the gorge is the Saonra Dar.

What the Khánbund is to them on the east, the Saonra defile is to the Bozdars on the west. The Saonra is the point where the Sanghar-nai road passes through the Kálá Roh range. The defile was pronounced by General Chamberlain to be impregnable on the west. Its strength on that side is consequent on the mountain being scarped, and presenting at its summit a precipice of from one to several hundred feet in height, not to be turned (according to the reports of trustworthy persons) on the north nearer than by the Vihowá Pass, 80 miles, and on the south nearer than by the Vidor, 45 miles. From the east side it is difficult, but practicable, and the Bozdars, after their defeat at the Khánbund, did not attempt to defend it against General Chamberlain's force.

Beyond the Saonra defile, and between it and the hills defining the territory of the Lúni Patháns to the west and the Khetráns to the south-west, the country is claimed by the Ghúlamání section of the Bozdars, who, when at feud with their Pathán neighbours, and compelled to act on the defensive, retire behind the defile and close the only western entrance. Beyond the Saonra defile there are roads either by Majvel to Bárkhán, or by the Hinglan to Thal, Bori, &c.,

No. 28—*contd.*

Grass for horses and camels abounds after the July rains, continuing so until the months of February and March, provided rain falls in January, as it usually does.

Forage is most plentiful in April, when the *rabi* crops are nearly ripe. The Bozdars have but few *khariif* crops. All other supplies are scarce, in fact not procurable, as the hillmen keep their grain stored in caverns near their fields, removing it as required. Water is abundant all along the pass from the Sanghar river, and in the days of the Moghals this road was one of those used for keeping open communications between Kandahar and the southern part of the Punjab, and when Sháh Suja was defeated by Dost Mohamed Khán in 1811, a remnant of his followers returned by this route. From 13 to 15 days are given as the average time for a horseman to reach Kandahar from Mangrota. The length of the defile, from the plains to the Hinglan Sham, is about 80 miles. The roadway throughout is either perfectly good and practicable, or could be made so with ease.

There is no doubt that were arrangements once satisfactorily made with the Bozdars, the Luni and Músa Khel Patháns, this route would be one of the best and most direct routes from Múltán to Kandahar.

2. ENTRANCE TO THE SAONRA—14 miles—26 miles—

Leaving Haranbor, and between Bharti and it, take the Háthi Már road, over the low hills to the right (north), an insignificant ascent, descend to bed of Saonra (or Sanghár), and follow it to Thak or Kahir Kach. The river stony, but presents no difficulties ordinarily. At Thak, grass obtainable. Supplies to a small amount after harvest. Camping-ground good and open. There are two roads from Bati, one ascends and descends by Ludri Már, and is the shortest and most difficult. The other follows the windings of the river. The infantry of General Chamberlain's force went by the former, and the guns and baggage by the latter. The force encamped in the Daoli-ka-Kachí. From the west side of the Thak, there is a path by which a horseman can reach the Luni river.

3. HINGLAN KACH—12 miles—38 miles—

Follow bed of the Sanghar or Hinglan through the Saonra defile, which is entered shortly after leaving the Thak camping-ground. No difficulties, ordinarily speaking, except for artillery, for which the route is extremely hard. Water a small stream through the bed of the Sanghar for 6 miles or so after leaving the pass. Road follows left bank of stream, and is commanded by hills throughout. Grass at the camping-ground abundant; water ditto. Ground confined and commanded. From Hinglan Kach there is another road which goes to the Sandwel Pass. Crossing the Hinglan hill to the south by a rather high and steep pass between the Sanghar and Luni, and then down by the Siran ravine, which drains to the latter, and thence to the Sandwel camping-ground. Grass and water abundant. Then to Laki Lut and Mekhta. From Hinglan Kach a road goes to Rakni, 18 miles, along the bed of a watercourse, commanded throughout to the Rankan-ka-Sham. Thence to Darazu-ka-kot is 16 miles, and

No. 28—*contd.*

Barkhan is 16 miles further. From Rankan, Baghao is distant 30 miles south-west, whence there is a road to Bora direct in two marches.

4. RARA SHAM—12 miles—50 miles—

Up the bed of Hinglan. Water in places (running). Bed, round stones and large boulders. Camp on elevated ground. Country open. Wood, grass, water (from pools) abundant. This borders on the Luni, Khetran and Bozdar boundaries. Existing differences between the three tribes have diverted the traffic route between Bora, Pishin and Musa Khels to the Buj and Musa Khel route.

5. KHAN MOHAMED KOT—15 miles—65 miles—

The road lies northerly. A gradual and easy descent from the Rara Sham. Water from the Luni stream, some $2\frac{1}{2}$ feet deep. The "Kot" is in ruins. Country flat and open for several hundred yards south-west. Grass in fair quantity. No supplies.

6. NATH (MUSA KHEL LAHARZAI)—17 miles—82 miles—

Up the course of the Luni, which contains excellent water in pools in places, though its stream is not perennial.

The road is undulating, crossing low spurs (of Kakal and Sandwel?) which come down to the edge of the stream in places. Water in abundance from Luni stream. Grass, wood, plentiful; country open. Live-stock possibly obtainable.

7. GIARLAR (KAKARS)—12 miles—94 miles—

The road is undulating over gently-sloping under-features, but crosses no high hill. It lies nearly straight, westerly, and is stony in places. Cross in several places the Luni stream, the course of which is very winding. Camp at juncture of Giarlar and Luni. Country open and fit for a large camp, but desolate. No supplies. Grass and wood abundant.

8. CHACHLO—12 miles—106 miles—

Follow generally the course of the Luni. Water from $1\frac{1}{2}$ to 2 feet deep, bed sandy. The route lies now and again over low hills to escape the windings of the stream. In places the hills come down to the Luni's banks, at others they are miles off. Camping-ground open. Country desolate; water, grass and wood in plenty.

9. MEKHTAR—18 miles—124 miles—

Follow the Luni as in last March. About half-way cross a range of hills running north and south, which juts out from the higher range southerly, and almost meets a similar spur from the south range, forming a narrow and impracticable pass, through which the Luni takes down the drainage of the Mekhtar valley. The spur alluded to which is crossed is easy for beasts of burden. Mekhtar is a village of Hamzazai Kakars. Supplies would probably be procurable, or at any rate live-stock. Wood, grass, &c., abundant. Remainder of route by the Luni country, Ali Sherkot, Shambozai.

No. 28—*contd.*

From Mekhtár there is a road to Zhob thus:—

1. JAR—
A short march, level; a few Kákar encampments. Water in the bed of a water-course.
2. MARGHA—
Long march, but level along a valley. Water in pools.
3. TANGI—
Water from a stream.
4. TAODA—
Mouth of Tangi valley. Good water from springs.
5. STERANI—
Water good from springs.
6. ZHOB.
10. PAINDA KHÁN SHAHR.
11. SHAMBOZAI.
12. AHMADZAI.
13. KATGÁH.
14. UTMANKHEL.
15. CHENATI.
16. NIGANDEH.
17. DARGAI.
18. SOHZAI.
19. PISHÍN—

The distances from Painda Khan Shahr to Pishín are not known, and the stages are only given in the hopes that some corroboration of them may be hereafter found out.

No. 29.

Múltán to Dera Ghází Khán by Sher Shah and Mozaffergarh.

1. SHER SHÁH—9 miles—
A large village, supplies and water and plentiful, encamping-ground good, country fairly cultivated, road good. Canal bridged, two nallahs bridged. There is a railway station and steam-wharf at Sher Sháh. Also post and telegraph offices.
2. MOZAFFERGARH—7 miles—16 miles—
A small civil station; supplies and water abundant; encamping-ground good; country as in last stage; road good, except for the first

No. 29—*contd.*

2 miles, cross the Chenab at $1\frac{1}{2}$ miles by a ferry. There is another road from Múltán by Bunder Ghât as follows :—

Bunder Ghât	...	...	$4\frac{1}{2}$ miles cross Chenab.
Muradabad	...	...	5 „
Mozaffergarh	...	...	9 „
			18 $\frac{1}{2}$ „

The direct road, however, is generally adopted.

3. KORASHEA—14 miles—30 miles—

A small village; supplies easily procurable from neighbouring villages; water from wells; encamping-ground fair; country partially cultivated; road heavy in places, several nallahs all bridged; pass Basira at 8 miles.

4. INDUS RIVER—left Bank of—6 miles—36 miles—

Supplies procurable on due notice; water plentiful; country and road as above; 9 nallahs bridged.

Besides these nallahs two branches of the Indus intersect the road; these are crossed in boats during the rains.

5. DERA GHÁZÍ KHÁN—6 miles 6 furlongs—42 miles 6 furlongs—

A cantonment and small civil station; supplies and water abundant; country and road as above. Both banks of the Indus are sandy for some distance, the right particularly so; the bed of the river here is about 3 miles broad, with a narrow channel flowing under the left bank, in the dry season; cross by a ferry. From Mozaffergarh there is another road to Dera Ghází Khán, which makes the following stages :—

			Miles.
Kínjhár	...	...	16
Dera Ghází Khán	...	...	17
		Total	33

There is a post-office here, and also a telegraph station.

PART III.

CHAPTER I.

NOTES ON THE INDUS, SCIND CANALS, AND INDUS VALLEY RAILWAY.

Indus.

The river Indus begins to rise in March, attains its greatest size in August, and falls in September.

It is navigable at all seasons for native boats and steamers; the former can be collected to any extent. There are steamers and flats in connection with the Indus Valley Railway which will be most useful for the transport of supplies to whatever depôts on the Indus may be fixed on.

During the inundation season the river overflows its banks for many miles in some places.

Canals.

The navigable canals connected with the Indus are the Bígárí between Shikárpúr and Jacobabad; it is thus described in the Scind Gazetteer:—

“The Bígárí Canal is the largest in the water system of this district, and taps the Indus at its extreme south-eastern boundary, forming for about 50 miles of its course a well-defined line of demarcation between this district (Frontier District of Scind) and the Shikárpúr Collectorate. In 1851, this canal was at its head only 24 feet wide, with a depth of 9 feet; but in 1852, sanction was obtained for enlarging it at a cost of Rs. 1,30,094, and on the 13th April 1854, the work having been satisfactorily completed, the water was admitted into it from the Indus, and this reached Jacobabad 50 miles distant, in sixteen hours.

“In 1856, the Bígárí was capable of being navigated by large boats from one end to the other—a distance of nearly 78 miles.”

It is now reported navigable by boats during the season of inundation. Its length is 85 miles.

The Sakkar Canal flows through the Sakkar District; it is 76 miles in length. It is reported navigable by boats during the inundation season.

Railway.

The Indus Valley State Railway is broad-gauge. The following is the list of stations from Múltán to Kotri:—

1. Sher Shah Station.	25. Sangí Station.
2. Búch „	26. Rohri „
3. Shujabad „	27. Sakkar „
4. Giláwalá „	28. Bagarjí „
5. Lodhran „	29. Rúk „
6. Bahawalpur „	30. Madejí „
7. Samsafa „	31. Manudero „
8. Mobarikpur „	32. Larkana „
9. Ahmedpur „	33. Bakrani „
10. Channi Ghote „	34. Badra „
11. Chowdri „	35. Radhan „
12. Firoza „	36. Sita Road „
13. Khánpúr „	37. Phúljí „
14. Kotsomaba „	38. Dadú „
15. Nowshera „	39. Bhan „
16. Sadikabad „	40. Sehwan „
17. Walhar „	41. Laki „
18. Reti „	42. Amri „
19. Khairpur „	43. Sann „
20. Mirpur „	44. Manjhand „
21. Sirhad „	45. Gopang „
22. Ghotki „	46. Búdapúr „
23. Mahesra „	47. Petaro „
24. Pano Akil „	48. Kotri „

From Khánpúr station a road runs to Rajánpúr *viá* Cháchar and Mithankôt. There is a ferry at Mithankôt at which there are usually 10 or 12 boats. More can be easily collected

The road is swampy and difficult to traverse up to end of November, and even then many depressions containing water remain to be crossed. Forage and supplies are plentiful, water abundant. The following are about the distances:—

1. Cháchar	...	... 16 miles.
2. Mithankôt	...	... 10 „
3. Rajánpúr	...	... 10 „

From Nowshera station a road runs by Abádpúr Sarín and the Makkanbela ferry to Rojhán. Description of road as above. Exact route not known.

Reti station is the nearest to Kasmor. Information regarding road can be obtained from the Collector of Rohri.

