CHAPTER IV

TRADE ROUTES

Trade in the Himachal Hill States and the adjoining hill areas of Punjab, which now form Himachal Pradesh can perhaps, be classified into three categories:

1. Trade to the South with the submountain areas and the markets in the adjoining plains.
2. Trade directed to the North with Tibet, Ladakh, Zanskar, Baltistan and Kashmir.
3. Trade between different regions within the hill states.

Trade was therefore, both external (at times foreign) & internal and this involved both exports and imports. Merchandise with the submountain area and plains was carried generally on human back, mules, ponies but sometimes on asses. The trade of the high altitude areas like Kinnaur, Spiti and Lahaul with Tibet, Ladakh and Zanskar was carried on by sheep, goats, yaks and some on ponies. To ensure safety the traders travelled in large parties, well armed as the roads were infested with robbers.

The means of conveyance were horses, yaks and sometimes mules and asses. The carvans had a common leader who used to conduct the carvan safely against the dangers and difficulties of travel from drought, famine, wild beasts & robbers.

The trading season with the Tibet and Ladakh was between May and October as after that the routes were blocked by snowfall. Trade with the plains was carried out throughout the year except during the rainy season when it used to become difficult to cross riverlets. Before proceeding on a trade mission to Tibet and Ladakh the traders had to obtain licences from the authority and registered at Wangtu in Bashahr and Sultanpur in Kulu. But general permission to trade and special licences all cost money. They had to pay trade fee. It was formerly a custom for each trader to exchange presents with the Garpoons (Governors) of Gartok on the occasion of every visit to Tibet.


The physical feature of the country affected the lives and habits of the people. The valleys of numerous rivers, especially the Sutlej, Beas and Ravi and Their tributaries offered easy means of communication and cheap livelihood. Hence their banks were studded with small settlements. The peace in the hills and valleys fostered trade and commerce activities. Like today, there were no proper roads at the beginning of the 19th century. Most of the trade was carried along bridle paths, and northern trade through high attitude passes. Posts were maintained at different places. So that the traders and travellers could spend the night safely. Valuable accounts of these traders routes during the British time have been left by many European travellers and adventures. The most important among these early travellers and adventures were James Baillie Fraser* (1815). Alexander Gerard^ (1817), William Moorcroft® and George Treback (1820), Godfrey Charles Mundy®

6. James Baillie Fraser was a civilian with British Army under Maj Gen. Martindell who with British troops extensively travelled during Gurkha war 1814-15 in Sirmur, Shimla Hills, Bashahr and Garhwal.

7. Alexander Gerard, 27 Native Infantry was a famous scientist and surveyor. He travelled in 1817 and 1818 from Subathu to Kinnaur and carried the trignometrical survey of Sutlej Valley.

8. William Moorcroft was veterinary doctor in the services of East India Company. He travelled in 1820 from Calcutta to Ladakh and Iskardu via Sirmur, Bilaspur, Nadun, Mandi, Kullu, Lahaul for horse trade.

9. Godfrey Charles Mundy was ADC, Lord Combermere. He travelled from Nahan to Simla and then to Kinnaur via Rohru in 1828.
(1828), Edward C. Archer\textsuperscript{10} (1828), Victor Jacquoment\textsuperscript{11} (1829)
Baron Charles Hugel\textsuperscript{12} (1835-39), Godfrey Thomas Vigne\textsuperscript{13} (1835), Thomas Thomson\textsuperscript{14} (1847), Alexander Cunningham\textsuperscript{15} (1847), Philip Henry Egerton (1862), Andrew Wilson\textsuperscript{16} (1873), W.G.N. Van Der Sleen\textsuperscript{17} (1924), Sir Edward Wakefield\textsuperscript{18} (1929)

10. Edward C. Archer was also ADC to Lord Combermere and accompanied him in his tour to upper Simla Hill in 1828.

11. Victor Jacquoment was a French Naturalist who extensively travelled Shimla hills and Kinnaur in 1830.

12. Baron Charles Huel was a German traveller who travelled in 1835 in Punjab Hills.

13. G.T. Vigue was an English traveller who travelled in Punjab Hills, Kashmir, Ladakh and Iskardu in 1835 and 1839.

14. Thomas Thomson & Naturalist. He was sent by Govt. of India in 1847 to Kinnaur. In his book \textit{"Western Himalaya & Tibet (L.1852)"}, he has described his journey and route from Shimla to Kinnaur and Leh. (P-29-186)

15. Alexander cunningham. He was a great Archaeologist and travelled in this area.


17. W.G.N. Van Der Sleen Dutch Naturalist, travelled from Shimla to Kinnaur and Kullu in 1928 and wrote a book \textit{"Four months Camping in the Himalaya"} L. 1924.

18. Edward Wakefield, ICS led a party of trade mission in June,1929 from Shimla to Gartok the capital of Western Tibet.
and many others. The expansion of the Gurkhas in the late 18th and early 19th centuries towards the West placed practically all the passes and routes in the Himalayas to Tibet and Ladakh under their control. The Gurkhas policy of excluding foreign traders and controlling all trade between Tibet and plains prevented the British merchants of the East India company from a commercial exploitation of the hill markets. They wanted to control these areas, for this reason, not so much with a view to collecting revenues as for the security of commercial communications with the country of Tibet, where shawl wool was produced. Tibet was also the richest source in the world for borax and Musk. In the Western Himalaya the valley of river Sutlej provided a broad natural highway directly linking the Punjab with the plateau of Western Tibet. The state of Bashahr in the upper Sutlej valley had acquired great importance as convenient half-way stage on the route from Ladakh and Tibet.

22. Ibid., P. 27
It was to Rampur, the capital of the Bashahr state, that sellers from Kashmir, Ladakh and Yarkand came down to meet the lowland traders and to exchange the precious merchandise of central Asia for the wheat and manufactured goods of the Indian plains. It was by the Sutlej route, no doubt that Indian merchants travelled, when they went to the great annual fair at Gartok, capital of Western Tibet, when every September traders from Ladakh, Kashmir, Tartary, Yarkand, Tibet and China haggled, bartered and bargained, filling the streets with cacophony and colour. This was the area where the very best shawl-wool was produced. Thus the East India Company became interested in Himalayan trade. Therefore, the British Himalayan policy of 1814, besides having strategic issues, was also to open and control the trade routes in Western Himalayas.


26. Ibid., P. 158.
After the Anglo-Nepalese war of 1814-15, the hill states spread between Yamuna and Sutlej rivers came under the protection of the British. As a result of this, the states of Sirmur, Bilaspur, Hindur, Bushahr, Jubbal, Baghat, Baghal, Keonthal Kotkhai, Balson, Kumharsain among others were restored to their traditional rulers. The chiefs of these states were granted sanads, confirming them and their heirs forever in the possession of their territories. Under the sanads, the hill chiefs were put under certain obligations in return for the protection. They were to allow free passage to the British merchants and their goods, they were to furnish a certain number of begar labourers and also had to construct twelve feet wide roads in their territories.

The most widely used highway from the Punjab plains to the Indo-Tibetan border in the Bashahr state started from Pinjor which later on came to be known as Hindustan Road, from where roads branched off in various directions. Capt. Charles Pratt Kennedy, Assistant Superintendent Hill State while submitting a report

through W. Murray, Deputy Superintendent, Hill states to C. Elliot, Agent to the Governor General, Western Provinces dated camp Sabathoo 6th July, 1824 mentioned that. "The great road of communication from the Sirsa or Pinjor valley over the mountainous region to Rampur, the capital of Bashahr and entrepot of the commerce betwixt the Sikh and Hill States and other transverse roads, are in the best state of preservation, and calculated to afford ample facilities to the trade, which although yet in its infancy has increased to a degree beyond the most sanguine expectation, and I met considerable caravans of loaded mules, jackasses and hill porters conveying iron from the mines in Saree and Nawur to seeswa, a possession of the Sikh chieftain, Deva Singh and importing a return cargo of Lahore rock salt."

"The erection of the Sangas, or wooden bridges across the sutlej at Wangtoo and Namptoo have much accelerated the general purposes of commerce and a really, safe and commodious passage over this rapid and dangerous stream is now effected to Shipke and shealkur, the Chinese frontier town on the north-east and to the town of Leh and district of Ladakh on the north."

"In the Sannads originally granted by the Right Honourable the Governor General in council in 1815-16 to the several hill chieftains, the Rajas of Bushahr, Hindoor,
Kuhloor, Sirmour and Rana of Keonthul, with Putteala, had each a clause sanctioning the levy of a transit duty upon the trade passing through their several domains; and although a prohibition in express terms was not conveyed to the numerous petty Ranas, yet it was generally understood by them, as they had received no permission in their Sunnads they had virtually no right to demand a tax from the traders."

Before this report of C.P. Kennedy, the Assistant Superintendent of Shimla Hill States, Alexander Gerard, the Surveyor of East India company was perhaps the first European to travel in August 1817 and again in September 1818 on the aforementioned route to Shipki Pass on the Indo-Tibetan border and some distance beyond that point. He wanted to visit Garso (Gartok) but at Shipki he was asked not to proceed to Gartok. Therefore, he came back and from there he went towards Spiti upto Shealkhur the last post with the border of Ladakh. In his first journey of August 1817 to Kinnaur he travelled through Rohru then a part of Bashahr in the Pabar valley and after crossing Shatool Pass (between Rohru and Kinnaur) he entered Kinnaur. During his journey, which he started in September 1818, he travelled on the route which later on came to be known as the Hindustan-Tibet-Road. On this very route the important trading centre and capital of Bashahr state was situated.
In order to give an idea of the prevailing conditions of communications in the early 19th century, an account left by Capt. Alexander Gerard is given below. 30

"From the rugged nature of the country, the greaterpart of the roads, however, much pains may be bestowed upon them, can never be good for any length of time. Every year some places are destroyed by the falling of rocks and it very frequently happens that the paths are so astonishingly rough, as to surprise the travellers how they could have been constructed with so small a population."

"The roads in general consists of narrow foot-paths, skirting percipices, with often here and there rocks, that would seem to come down with a puff of wind, projecting over the head; to avoid which, it is necessary sometimes to bend yourself double. The way often leads over smooth stones steeply inclined to a frightful abyss with small niches cut or worm, barely sufficient to admit the point of the foot; or it lies upon heaps of gigantic angular fragments of granite or gneiss, almost piercing the shoes, and piled upon one another in the most horrid disorder. Where rocks are constantly hurled from above, there is not

the slightest trace of a path, and crains of stones are erected within sight of each other, to guide the traveller. There are often deep charms between the rocks, and it requires a considerable degree of agility to clear them, and an small share of caution to avoid over turning the once. I have seen several of enormous size just up on the poise from over weight, and we were obliged to make a sudden and violent exertion to gain another, perhaps not more secure; and it sometimes happened, that the one we had just quitted upset with a dreadful crash, form the impulse it received in our taking a leap to the next. Here and there beds of hard snow, inclined at an angle of thirty to thirty five degree, are met with, to ascend or pass along which it is necessary to cut steps with a hatchet and to descend them, the easiest and most expeditious mode is to slide down. The worst are the inclinedrocks, and great slopes of hard gravel, and small stones rolling under the feet, to a deep and rapid streams; some of these cannot be passed with shoes, and although I only took mine off at one place, yet I have often been obliged to grasp hold of a person's hand”.

"The most difficult path, I saw, was where ropes were used to raise and lower the baggage, and this did not arise from the path having given way: now and then flights of stone steps occure, notched trees and spars from rock to rock rude scaffolding along the perpendicular face of a
mountain, formed of horizontal stake driven into the crevices, with boards above, and the outer ends resting of trees or slanting post, projecting from clefts of the rock below."

Alexander Gerard undertook two journeys to Kinnaur. In 1817 he was accompanied by Dr. Goven and in 1818 throughout by his brother Dr J.G. Gerard, who was another sacrifice in the cause of geographical service.

The stages mentioned in his first journey of 1817 were as under:

1. Subathu to Syree 11 miles.
2. Syree to Juko (Jakhu of Shimla), 10.2 miles.
3. Juko to Muhasoo 7.6 miles
4. Muhasoo to Theog 8.35 miles
5. Theog to Mandunee (Manan) 11.3 miles
6. Mandunee to Hutoo (Hattu) 10.2 miles
7. Hattoo to Kotgarh 7.15 miles
8. Kotgarh to Tekree 9.0 miles
9. Tekree to Chuktee 7.0 miles
10. Chuktee to Rampur 12.0 miles
11. Rampur to Dhar 7.7 miles

12. Dhar to Soorahun 9.1 miles
13. Soorahun to Chora (Gora) 3.5 miles
14. Chora to Turenda 4.2 miles
15. Turenda to Nachar 8.1 miles
16. Nachar to Chegaon 5.1 + 4.0 miles
17. Chegaon to Meeroo 5.1 miles
18. Meeroo to Rogee 3.5 miles
19. Rogee to Pangee 9.0 miles
20. Pangee to Parung 7.3 miles
21. Rarung to Pangee (again) 7.3 miles
22. Pangee to Rogee (again) 9.0 miles
23. Rogee to Meeroo (again) 8.3 miles
24. Meeroo to Chagaon (again) 7.6 miles
25. Chagaon to Panooee 5.4 miles
26. Panooee to Wangto 4.3 miles a back to Panooee

From here he crossed Shatool Pass or Rol which
terminated at Kinnaur in this direction. Rol was situated
in Joogao of Choora (Chohara) area. He reached the village
of Bitheean. From thereon the route followed was:

27. Bitheean to Cheergaon 11 miles and then to
Rohru.
28. Rooroo (Rohru) to Riolo/Shyl 12.7 miles
29. Reolo to Hutoo 8 miles
30. Hutoo to Kotgarh 10.3 miles
31. Kotgarh to Khera 10.5 miles
32. Khera to Soonee 10.0 miles
33. Soonee to Soonee 10.5 miles
34. Soonee to Urkee (Arki) 8.4 miles and then to Soobathoo.

In his second journey of 1818, Alexander Gerard travelled to Kinnaur through Kotgarh, Rohroo and crossed Boorando Pass to Brooang village in Tookpa division of Kinnaur. The stages mentioned by him are as follows:

1. Soobathoo (Subathu) to Mumleeg 9 miles
2. Mumleeg to Semla (Shimla) 13 miles
3. Semla to Bunee 11 miles
4. Bunee to Pulana (Parala) 10 miles
5. Pulana to Kotkhai 11 miles
6. Kotkhai to Gujyndee 8 miles (in Nawar valley famous for iron mines. People are miners live by their trade in iron).
7. Gujyndee to Rooroo (Rohru) 13 miles
8. Rooroo to Jangleeg 26 miles
9. Jangleeg to Moondar 10 miles (Here he crossed Brooang pass (Boorando Pass) to Booang village in Kinnaur).

10. Brooang to Pooaree (Powari village) 12 1/2 miles

11. Pooaree to Rispe 13 miles

12. Rispe to Murang 5 miles

13. Murang to Nisung 8 miles

14. Nisung to Dabling 16 miles

15. Dabling to Numgeea 9 miles

16. Numgeea to Lee

17. Lee to Shipke 9 miles (A large village)

Garoo of Gartop (Gartok) was eleven marches beyond shipke. Gerard was not allowed to proceed to Garoo but he mentions that "the road, consisting of gentle swellings, is described as being so good that the trade is carried on by yaks". From Kinnaur to Garoo there were three roads (1) From Shipke (2) From Shealkhur through Choomoorkee and (3) from Nisung through Gangtung Pass. Kainnauri traders who crossed Gangtung Pass used to put on considerable extra clothing in order to defend themselves against the excessive cold.  

Leh, the capital of Ladakh on the right bank of the Indus was at a distance of sixteen days journey from Shealkhur. There were several roads to it from Kinnaur. One from Wangpo another from Soongnam and two from Shealkhur.34

From Shipke when Gerard was not allowed to proceed to Gartok, he returned to Namgeea and struck off to the north west towards Ladakh, crossing the Sutlej a mile from the village by a rope bridge. The stages on the way to Ladakh mentioned by Gerard were -

1. Namgeea to Nako
2. Nako to Leo
3. Leo to Chango
4. Chango to Shealkhur

The first Ladakh village was a day's journey from Shealkhur. About his return journey to Subathu he has mentioned the following stages -

Leo, Hango, Soongnum, Hungrung, Lubrung, Kanam, Leepa, Akpa, Jangee, Rogee, Meroo, Chagaon, Nachar, Wangtoo, Turanda, Soorahun, Dhar, Rampur, Kotgarh, Huttoo, Jeenwo, Nagkanda, Muteeana, Mandunee, Bunee and then back to Subathu.

34. Ibid., P. 297.
Major W.F. Gordon Forbes has mentioned the following stages of travel from Simla to Shipki in his guide book. *From Simla to Shipki in Chinese Tibet* (1893) *An Itinerary of the Roads and various Routes with a few hints to Travellers*. The same route and stages have also been mentioned by Edward of Buck\textsuperscript{35} which were as follows:

1. Shimla
2. Fagu 12 miles
3. Theog 4 3/4 miles
4. Matiana 11 1/4 miles
5. Narkanda 11 miles
6. Kotgarh 10 3/4 miles
7. Nirat 10 miles
8. Nogri 7 miles
9. Rampur 5 miles
10. Gaura 8 1/2 miles
11. Sarahan 10 1/2 miles
12 Taranda 14 miles
13. Paunda 4 1/2 miles
14. Nachar 4 1/2 miles
15. Wangtu 3 miles
16. Chagaon
17. Urni 9 3/4 miles
18. Rogi 10 1/4 miles

\textsuperscript{35} Edward J. Buck., *Simla Past and Present.*, Calcutta, 1904. P. 238-42.
19. Chini 3 miles
20. Pangi 7 miles
21. Rarang 8 miles
22. Akpa 3 miles
23. Jangi 4 miles
24. Kola 5 1/2 miles
25. Labrang 3/4 miles
26. Tabang 1 miles
27. Runang Rang Pass 4 1/2 miles
28. Thanun 3 1/2 miles
29. Sungnam 10 miles
30. Shaso 3 miles
31. Pool 12 miles
32. Dubling 2 1/2 miles
33. Khalb 3 miles
34. Namgea 1 miles
35. Namgea Dogri 1 mile
36. Shipki 8 miles

Beresford Harrop has also mentioned these stages in his book "New Guide to Shimla".36

Many European travellers, British administrators and traders travelled on the Hindustan-Tibet Road during 19th and 20th century. The more informative amongst them were – Victor Joquomont, a French Botanist in 1829, Thomas Hutton in 1838 J.D. Cunningham and Thomas Thomson in 1847, Andrew Wilson in 1873, W.G.N. Van Der Slean, a Dutch national in 1924.\textsuperscript{37}

In 1850 A.D. Hindustan-Tibet Road was widened by Maj. Briggr. Lord Dallousie, the Governor General of India during his sojourn in the hills also travelled on this road upto Chini,\textsuperscript{38} now called Kalpa. He wanted to re-examine the possibility of a trade route to Tibet envisioned during the Gurkha war. The outcome of this visit was the construction of Grant Hindustan and Tibet Road commencing from Kalka. The first lap of the road constructed in 1850-51, was rerouted to pass through Dharampur, Solan, Kandaghat, and Tara Devi, to Shimla. Hindustan Tibet Road upto Shimla came to be used for wheeled traffic by the 1860s. After the conquest of Punjab there also was concern at the utility of the road and the high cost of maintenance. The road beyond Simla, therefore, remained a "small cut bridle path."\textsuperscript{39} It

\begin{itemize}
\item \textit{Gazetter of Simla District.}, 1888-89, Calcutta, 1889, p.82.
\item Andrew Wilson, \textit{Abode of Snow.}, London, 1873. P.94
\end{itemize}
was never more than seven or eight feet wide, zig-zagging from Simla to Theog, Narkanda, Kotgarh, along the right bank of the Sutlej river to Rampur, across the river at Wangtu bridge, to follow the left bank of the Sutlej to Chini.

A name connected with the Hindustan Tibet Road that of Balkoo Jamadar which is popular among the people of the Shimla hills. Though he possessed no qualifications or experience in road engineering, and is said to have surveyed the entire route passing through the difficult mountaneous country right from Kalka up to the Tibetan border with a simple road compass. His birth place was somewhere near Chail in the Simla hills. The certificates in the possession of his descendents reveal that he joined the P.W.D. as a cooly in 1847; and was also employed as a disbursing agent with the field force of the Army Transport corps at Delhi from July to October, 1857. Then he had been constantly employed on the Hindustan-Tibet Road, and had completed 30 years of service in January 1877. His qualities of honesty and sincerity and aversion for the things of the mundane world, were highly commended by Lt. Col. David Brigs., Superintendent Engineer Bihar circle in his letter dated Dharampore, November 6th 1870 on the eve

of his departure to England. His intuitive powers in surveying difficult cliffs and precipices without any instrument except a simple compass is simply borne out by the opinion expressed by Maj. A.M Long, R.E. Fagu Benglow.... "He has an instinctive aptitude for selecting the best line for a road across precipitous country... he should in my opinion, be ranked for his length of service and his unsurpassed zeal intelligence, and special powers as a hill road maker, with any 1st class overseer of the Department." He was the first who surveyed the present Hindustan-Tibet Road.

H.C. Robertson, Executive Engineer mentions in his list of 20th August, 1906 the following stages of travel on Hindustan Tibet Road.

1. Shimla to Narkanda
2. Thanadhar  11 miles
3. Nirath     10 miles
4. Rampur     12 miles
5. Gaura      8 miles
6. Sarahan    11 miles
7. Taranda    14 miles
8. Nachar     9 miles
9. Wangto     3 miles
10. Urni      10 miles
11. Kilba 6 miles
12. Rogi 10 miles
13. Pangi 11 miles
14. Rarang 7 miles
15. Jangi 15 miles

During the year 1914-15 Mr Allan Michell, I.C.S. was the Manager of Bashahr state. He mentioned in his report on "External Trade Report of the Shimla District 1914-15", that "the most extensively used route is the Shalkar-Chango route both for imports and exports." This route leaves the Hindustan-Tibet Road at Kanum or Shiasu and makes a northward detour entering Western Tibet somewhat to the north of the Shipki Pass which is the present objective of the buildings of Hindustan Road......"

"The Shipki route does not appear to be as popular as was supposed for export. It is hardly used at all. This is accounted for partly by the fact that the bulk of the export trade is in May and early June before the snow on the upper shipki Pass has finally melted. There is a lower path on which the snow melts earlier but the traders say this road is bad. The importers used the shipki route more as

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these come mostly in October before the winter snows have fallen. Another season given for the unpopularity of the Shipki route in the past is the fact that up till recently there has been no bridge over the Shiasu Gad and the change to the wire ropeway on the gad (river) interferes with the trade and the traders prefer to strike from Kanum over the hill to Sunam. The Public Works Department bridge at Shasu has recently been completed and traders with whom the managers of Bashahr has discussed the matter are of opinion that the Shipki route will now be more popular."

"It appears, however, that the two routes shalkar Chango and Shipki will never be merely alternative routes for getting to Gartok. They open up different areas in Tibet and the traders regard the adequate construction of both roads as essential. The programme to be aimed at by the Public Works Department should, therefore, be as follows".

"At present the road stops at the kirang Gad, 5 miles beyond Jangi. The road should now be continued from the Kirang Gad to Kanum 8 or 10 miles. From there the road should fork following the two main routes, viz."

A.
1. Shiasu to Poo 10 miles
2. Poo to Namgia 10 miles
3. Namgia to Shipki 10 to 12 miles

B.
1. Shiasu to Sunam 5 miles
2. Sunam to Hango 8 miles
3. Hango to Lio 7 miles
4. Leo to Chango 10 miles
5. Chango to Changcham 8 to 10 miles

At Changcham this route joins an existing road from Shipki into Tibet route. The imports and exports on these routes were registered at the Nachar Post.

Trade with Tibet was for all practical purposes entirely carried on by Kannauries. The traders were those Kinnauries whose homes were situated between Nachar and the Tibetan border.42

In 1929 Sir Edward Wakefield, ICS was deputed by the Punjab Government to look-after and project the interests of the Indian traders under the Anglo Tibetan Trade Regulations 1914.43 A British Trade Agency had been

established at Gartok, the capital of western Tibet for this purpose. Unfortunately the two Garpoons – joint Governors of western Tibet had for some years refused the British Trade Agent facilities to carry out his duties. Representations to the Tibetan Government at Lahasa had proved ineffective and the Government of India had decided to send a British Officer to Gartok to negotiate directly with the Garpoons, to survey the whole field of Indo Tibetan trade relations and to make recommendations for the future of the trade Agency. Punjab Government, therefore, deputed Sir Edward Wakefield on this mission. He started his journey on 4th June, 1929 from Shimla. He also mentions that "For the first fifteen marches, about 190 miles, I followed the mule-track, know as Hindustan Tibet Road, which started at Shimla, runs along the Sutlej valley in a easterly direction as far as Pooh near the Tibetan Border." "The track from Pooh to Gartok, Sixteen marches away, ran over Shipki Pass."

During the medieval period Rampur, the capital of Bashahr state, situated on the right bank of Sutlej river was the central place for trade via these routes while prior to that the caravans crossed over via Baspa valley to the Garhwal and Doon valley. The route passed through Shatool and Barando passes connecting Baspa Valley with Pabar Valley (Rohru area) of lower Bashahr and Garhwal and Doon valley. Lord Combermore, the commander-in-Chief along with his ADCs
travelled in September 1828 through Fagu, Parellee (Paralla then in Theog state), Khotekie (Kotkhai), Koopa mountain (source of the Giri river), Jubbal, Deora (capital of Jubbal state) Saree (a tiny state), Rooroo (Rohru), Chergong (Chergaon a village in Pabar valley) Dogolee, Roole, the Shattool Pass and than back of Krassoo (a village in Nawor valley of Rohru) Kushaine (in Rohru area), Kotgarh and then back of Shimla.

Swami Parmananda travelled extensively in 1928 and 1935 in the Himalayas for well nigh fourteen years in connection with his spiritual practices. During this period he had occasion to study the geography and topography of most of the regions he passed through. He has given a detailed list of stages on Hindustan Tibet Road from Shimla to Gartok which is as under:

1. Shimla    --    --
2. Phagoo    12 miles 12 miles
3. Matiana   17 miles 29 miles

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<th>Town/Location</th>
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<td>18</td>
<td>Namgia</td>
<td>10 miles</td>
<td>198 miles</td>
</tr>
<tr>
<td>19</td>
<td>Shipki Pass</td>
<td>4 miles</td>
<td>202 miles Indian boundary. Pass is crossable from May to Nov.</td>
</tr>
<tr>
<td>20</td>
<td>Shipki camp</td>
<td>8 miles</td>
<td>210 miles</td>
</tr>
<tr>
<td>21</td>
<td>Kuke</td>
<td>5 miles</td>
<td>215 miles (a village)</td>
</tr>
<tr>
<td>22</td>
<td>Tiag</td>
<td>15 miles</td>
<td>230 miles (a village bridge over Sutlej)</td>
</tr>
<tr>
<td>23</td>
<td>Miyang</td>
<td>12 miles</td>
<td>242 miles (a village)</td>
</tr>
<tr>
<td>24</td>
<td>Foot of Shiringla</td>
<td>8 miles</td>
<td>25 miles (16,400 ft.)</td>
</tr>
<tr>
<td>25</td>
<td>Nooh</td>
<td>15 miles</td>
<td>265 miles (a village)</td>
</tr>
<tr>
<td>26</td>
<td>Hule</td>
<td>12 miles</td>
<td>277 miles</td>
</tr>
<tr>
<td></td>
<td>Location</td>
<td>Distance</td>
<td>Altitude</td>
</tr>
<tr>
<td>---</td>
<td>------------------</td>
<td>----------</td>
<td>----------</td>
</tr>
<tr>
<td>25.</td>
<td>Khiniphuk</td>
<td>13 miles</td>
<td>290 miles (a village)</td>
</tr>
<tr>
<td>26.</td>
<td>Shangtsizong</td>
<td>15 miles</td>
<td>305 (13,760 ft.)</td>
</tr>
<tr>
<td>27.</td>
<td>Shang</td>
<td>6 miles</td>
<td>311 miles</td>
</tr>
<tr>
<td>28.</td>
<td>Near a stream</td>
<td></td>
<td>325 miles</td>
</tr>
<tr>
<td></td>
<td>Loache La</td>
<td></td>
<td>(18,510 ft.)</td>
</tr>
<tr>
<td>29.</td>
<td>Ayitlapptcha</td>
<td>14 miles</td>
<td>339 miles</td>
</tr>
<tr>
<td></td>
<td>Zhongchhung La</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30.</td>
<td>Near a Gartok stream</td>
<td>12 miles</td>
<td>351 miles</td>
</tr>
<tr>
<td>31.</td>
<td>Gartok (capital of western Tibet)</td>
<td>9 miles</td>
<td>360 miles</td>
</tr>
</tbody>
</table>

The two Garphans or viceroys of Western Tibet (Urko-Kong and Urko-Yoke) lived here in summer and in winter months at Garguna. A big horse race fair called chhogdu was held here on Bhadrapada Pournima, when the representatives of all the four Zongs (Governors) of western Tibet assembled. The fair lasted for four or five days. A small mandi was held by the Bhotias from the middle of August to the middle of September, though a few merchants used to go there. It was also the head quarters of the British Trade Agent, western Tibet in summer.

Another track which played an important part in the trade through Kulu and Lahaul has been used from very ancient times by traders and travellers between Punjab and Ladakh and the adjoining countries. The route passed
through the Beas river valley upto Rohtang Pass or Hamta Pass to Leh the capital of Ladakh. It is possible that early Buddhist Missionaries must have travelled to Kullu. Lahoul and ultimately to Ladakh on this route we know that Chinese monk Huien Tsang (630-643 in India) travelled on the very route in 635 A.D. He mentioned in his account that Thathgata himself visited Kuluta to teach his gospel. Hiuen Tsang further mentions that Ashoka built a stupa there in memory of Thathagata.46

In November 1631 A.D. two Christain missionaries Francisco de Azevedo and John de Oliviera travelled from Leh to India via Kulixi crossing successively the Zanskar, and Himalayan ranges by the Tagalaungla (17,500 ft.) Lachalung La (16,600 ft.) Baralacha La (16,200) and the Rohtang (13050 ft.).47 They were the first Europeans to travel on this route and cross the passes well known to day though often closed at the season Azevedo took them long ago.

46. Huien Tsang Si-Yuki., Buddhist Record of the Western World, tr frothe chinese by Samuel Beal. Delhi, 1969, P. 177-78.

The famous travellers William Moorcroft and George Trebeck, the horse traders also travelled on this very route in 1820 A.D. Through Lahore, Kangra, Mandi-Suket, Kullu, Lahaul to Ladakh.\textsuperscript{48}

The opening up of the Himalayas after the Sikh wars led to other journeys of importance. J. Henderson in 1834-35 also crossed the Baralacha La to Leh and travelled down the Indus to Skardu, crossed the Alampi La to the Astor river and the Burjil Pass to Srinagar.\textsuperscript{49} Alexander Cunningham travelled extensively as Commissioner appointed to examine the boundaries of Maharaja Gulab Singh's dominion, including his recent conquest in Ladakh, with the newly acquired British territories and with Tibet. With him in 1847 AD and 1848 AD were Henery Strachey and Dr. Thomas Thomson, Surgeon to the commission and a keen naturalist. Together they covered much of Zanskar, almost the whole of Rupshu and eastern Ladakh and much of Batistan.\textsuperscript{50}

\begin{flushleft}


\end{flushleft}
No particular attention was devoted to this route until Davices, the secretary to the Punjuab Government, in 1862, issued his trade Report and drew attention to the advantages that might accrue from fostering this commerce. Subsequently by 1863 a better pathway had been laid over the Chandra river in Lahaul at a spot where previously there had only been a jhula or rope bridge. For sometime afterwards there were apparently but few efforts made to improve the existing communications, but in 1865 Mr. Forsyth Commissioner of the Jalandhar Division, reported favourably on the advisability of extending the existing road and from 1866 onwards various sums were allowed from the Government funds for this purpose.51

A.F.P. Harcourt who was Assistant Commissioner of Kulu Division from April 1869 to March, 1871 described this route the "Main Trade Route"52 commencing at the crest of the Bubhoo, passes Kuronw and Sultanpur (Kullu town of today), and winds by the left bank of the Beas upto Manalee (Manali) shortly after crossing the solung it ascends to Rolla and traversing the Rohtang, descends by the new road to a spot opposite to Kakbur village. It then turns up the left bank of the Chandra, and near Kaksur rest house passes to the

52. Ibid., P. 16-18.
right shore, following the course of the river till it is joined by the Bhaga. The path now lies over this last stream, and along its right bank past kielung, Kolung and Darcha to Putseo, where it change to the left side of the river; and just beyond Zingzingbor, to the encampment at the foot of the Baralacha, again leads back to the right bank, and so ascends the pass, from thence proceeding into Ladakh by Lingtee".

"All throughout Kooloo this road is in excellent order for mule traffic, the gradients are easy and the pathway from ten to twelve feet wide; and both over the Rohtang and for various portions of the line through Lahaul, it is easily traversible by baggage animals, but as it nears the Baralacha, the path becomes lost in boulders, and speedy locomotion is impossible".

On the Kulu-Leh trade route, Capt. H. Ramsay, the British Commissioner Ladakh reported to the British Resident in Kashmir that - "In the autumn of 1887 the first Palampur fair was held, for the purpose of stimulating the central Asian Trade. Mr. Forsyth, in his letter to the Punjab Government reporting on the results of the fair

wrote, assuming then the route between Yarkand or Khotan and the Punjab to be the only feasible one — "We have a choice of two great lines, one from Leh through Kashmir to the plains, the other through the Lahaul, Kulu and Kangra. Undoubtedly if Kashmir were a British Province, there are certain advantages in adopting that route for the mountain passes between Leh and Srinagar are lower than those between Lahaul from Ladakh. But even here there are counter balancing advantages on the Lahaul line and comparing the two lines as they are present to be viewed politically, there is everything in favour of the Lahaul line. British territory runs upto the Lingti river within seven marches of Leh and thus we can ensure traders from exaction so far and give them some consideration too may be given to the fact of our tea district being trapped by this route, and it would make a material difference to the tea merchants whether they took their consignments direct by Kulu and Lahaul to Yarkand markets, or went by the circuitous and consequently expensive route of Kashmir."

"The first Ladakh trade report was submitted by Dr. Cayley in January 1868. The Kulu route suits the Punjab mule-men because they do not give their mules any grain.

Shaw, the owner of a tea garden of Bhagsu of Kangra, was particularly interested in the improvement of
the Kulu route and was certainly not likely to underestimate its value. The Kulu route led to Amritsar which was even then on the line of railway. This route was open for six months. This route for many marches passes through high and uninhabited regions where supplies were not obtained and it also crossed over four passes especially for Yarkand traders.

1. Takalung Pass (18,042 ft.)
2. Lachelung Pass (16,630 ft)
3. Baralacha Pass (16,060 ft)
4. Rohtang Pass (13,000 ft.)

The Kulu route was originally advocated by Mr. Forsyth not because it was better than the Kashmir route but because it enabled traders to avoid the heavy taxes levied on them in Kashmir."54

In the north west Chamba and its division Brahmaur in the Upper Ravi valley and Pangi in Chenab valley had contact with Jammu, Basohli, Kistatwar and main valley of Kashmir.55

55. Ibid., P. 277.
During the 19th century the important routes connecting Chamba with Jammu and Kashmir were

1. One route from Chamba to Jammu passed through Bhagwantpur, Chil, Sanjip;


Another track from Chamba to Udampur area of Jammu and Kashmir passed through Gurjan, Drabla, Gilech, Chatri, Bhulan, Kathet, Tisa, Kutehi, Jane, Quila, Alwas, and South roundi. One road from Kutehi branched off to Chandra, Bindraban, Kalatop, Kilar, Bajwas, Dharwas and then entered into Udampur in Jammu and Kashmir. From Dharwas one track branched off to Kanwas, Tongor, Tiasa and finally proceeded to Padam in Zanskar.

One road from Pangi through Chaudra Bhaga river passed via Bhujund, Kund, Bara, Udaipur, Trilokinath Tholong to Kyelong and further on crossing Baralacha Pass to Leh. An other road in Lahaul passed through Rakh, Benog, Ghitrar, Lal, Brahmaur, Phat, Dharoul Ghat and Kugti and after short distance entered Lahaul North eastern border of Chamba formed the boundary line with Ladakh.
Maj. Gen. D.J.F. Newall (Bengal, retired) fellow of Royal Geographical Society, travelled several time in this area from 1849 to 1872. In his account of travel he has mentioned several tracts that connected Kashmir with Chamba and Lahaul.

Arthur Neve has also mentioned some important routes that connected Chamba with Jammu and Kashmir region. The stages on the route of Kishtwar were as under:

<table>
<thead>
<tr>
<th>Route</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chamba to Manjir</td>
<td>16 miles</td>
</tr>
<tr>
<td>Manjir to Bhandal</td>
<td>14 miles</td>
</tr>
<tr>
<td>Bhandal to Langera</td>
<td>12 miles</td>
</tr>
<tr>
<td>Langera to Thanala</td>
<td>15 miles</td>
</tr>
<tr>
<td>Thanala to Badrawar</td>
<td>7 miles</td>
</tr>
<tr>
<td>Badrawar to Joora</td>
<td>15 miles</td>
</tr>
<tr>
<td>Joora to Jangalwar</td>
<td>7 miles</td>
</tr>
<tr>
<td>Jangalwas to Kaneni</td>
<td>12 miles</td>
</tr>
<tr>
<td>Kaneni to Kishtwar</td>
<td>10 miles</td>
</tr>
</tbody>
</table>

The other important routes that connected Chamba with Jammu and Kashmir were:

(1) Chamba to Jammu passing through Bathri 14 miles, Sandhara 12 miles, Basohli 7 miles, Mandpur 12 miles, Padu 12 miles, Samburta 12 miles, Ranikot 12 miles, Mansar 10 miles and after crossing Tawi river to Jammu.

(2) Chamba to Kishtwar. The stages were - Chamba, Sundla 14 miles, Saluni - Diur 8 miles, Khanga 10 miles, Makan 10 miles, Jagasar 16 miles, Neti 10 miles, Batoli 10 miles, Pringal 10 miles, Balesa - Jawalapur 12 miles, Surur 12 miles, Sarteli 10 miles and then Kishtwar 12 miles.

(3) Chamba to Bhadrawah -
1. Chamba to Sundla 15 miles
2. Bhandol to Bhandol 14 miles
3. Bhandol to Langra 12 miles
4. Langra to Thanala (in Kashmir territory 16 miles)

(4) Chamba to Kashmir. The stages on the route to Srinagar in Kashmir were:
1. Chamba
2. Manjer 14 miles
3. Bhandal 14 miles
4. Langera 14 miles
5. Thanda 17 miles
6. Badrawar 8 miles
7. Kaleni 12 miles
8. Kaleni 12 miles (a village of some name)
9. Assar 12 miles
10. Batoti 12 miles
11. Srinagar 99 miles

There was another route from Chamba Srinagar Kashmir via Kishtwar. The stages were as follows:

1. Chamba
2. Pukhri 8 miles
3. Sundla 14 miles
4. Bhandal 15 miles
5. Langera 12 miles
6. Thanala 16 miles (The state frontier was at Kundi, Manal)

7. Bhadrawa
8. Chinla  4 miles
9. Jaura  12 miles
10. Jangalwar 10 miles
11. Kundani 12 miles
12. Kishtwar 12 miles
13. Mughal Maidan 11 miles
14. Tsingan 11 miles
15. Sinthan 7 miles
16. Doosoo 14 miles
17. Islamabad 22 miles
18. Srinagar 44 miles

Shimla was the summer capital of the Government of India and the Punjab Government. It was the district headquarters of Deputy Commissioner of Simla and also of the Superintendent of Simla Hill States and also after 1936 of the Political Agent of Shimla Hill States. People like businessmen, traders, travellers, foreign and Indian Government officials, nobles and princes frequently visited this hill trading centre and metropolitan hill city. It was and is situated on the famous Hindustan Tibet road. During British time it was well connected with routes and roads with western Tibet Ladakh and Kashmir Shimla because the focal point where no less then sixty three routes, directly or indirectly connected by intervening routes, converged.
The important roads that diverged from Shimla at that time were as follows:

(1) The Hindustan-Tibet Road has already been discussed above.

The second route from Shimla to Leh was via Kullu and Lahaul. It branches off from the Hindustan Tibet road at Kumaharsain and diverted to Dalash in Kulu and reached Manglor via Chawai, Kot and Jibi. From here it joined the Kulu-Leh road already discussed

Arthur Neve of the Kashmir Medical Mission has also given a list of stages from Simla to Leh via Spiti.

1. Simla
2. Wangtu 121 miles
3. Danker (in spiti) 81 miles
4. Kaza 16 miles
5. Khyibar 12 miles
6. Jughtha 12 miles
7. Dutung 10 miles
8. Umdung 17 miles

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<table>
<thead>
<tr>
<th>No.</th>
<th>Place</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Norbu Sumdo</td>
<td>20 miles</td>
</tr>
<tr>
<td>10</td>
<td>Kyangdom</td>
<td>11 miles</td>
</tr>
<tr>
<td>11</td>
<td>Kazarak</td>
<td>13 miles</td>
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<tr>
<td>12</td>
<td>Puga</td>
<td>17 miles</td>
</tr>
<tr>
<td>13</td>
<td>Thail</td>
<td>13 + 12 miles</td>
</tr>
<tr>
<td>14</td>
<td>Debring</td>
<td>14 miles</td>
</tr>
<tr>
<td>15</td>
<td>Gya</td>
<td>16 miles</td>
</tr>
<tr>
<td>16</td>
<td>Upshi</td>
<td>12 miles</td>
</tr>
<tr>
<td>17</td>
<td>Machalong</td>
<td>12 miles</td>
</tr>
<tr>
<td>18</td>
<td>Chushot</td>
<td>12 miles</td>
</tr>
<tr>
<td>19</td>
<td>Leh</td>
<td>10 miles</td>
</tr>
</tbody>
</table>

**Total** 430 miles

Shimla was also connected with two or three different routes with Kashmir. One route was via Bajaura (11 marches) and Baijnath (16 marches) to Chamba (24 marches) thence as mentioned in route between Chamba and Kashmir through Kishtwar or Badrwar.

Another road was via Bajaura (11 marches) upto the Kullu valley, across the Rohtang Pass (16 marches) into Lahaul down the chenab through Pangi and Padar to Kishtwar, 30 marches from Shimla. Thence to

- Paloti 15 miles
- Asan 16 miles
Kullen 15 miles
Bheli 10 miles
Jangalwar 14 miles
Kanani 13 miles
Kishtwar 15 miles
Mughal Maidan 11 miles
Tsingam 11 miles
Simtha 7 miles
Doosoo 14 miles
Islambad 22 miles
Srinagar 44 miles

There was another route from Shimla to Srinagar (Kashmir) which passed through Kangra and Chamba. The stages were as under:

1. Simla
2. Sairi 10 miles
3. Sahiki Hatli 20 miles
4. Bilaspur 21 1/2 miles
5. Kumar Hati 9 miles
6. Dangash 8 miles
7. Hamirpur 16 miles
8. Nadaun 14 1/2 miles
9. Jawalamukhi 6 1/2 miles
10. Ranital 11 1/2 miles
11. Kangra 9 miles
12. Riloo Hutli 13 miles
13. Sihanta 12 miles
14. Rapir 9 miles
15. Chauri 7 miles
16. Raseri 14 miles
17. Chamba 6 miles
18. Manieri 16 miles
19. Digi 11 miles
20. Bungul 11 miles
21. Mur (Camp) 10 miles
22. Badrawar 12 miles
23. Kaleh 11 miles
24. Doda 10 miles
25. Bhagwan 7 miles
26. Ganji 9 miles
27. Camp 7 miles
28. Chaon 13 miles
29. Vernag 10 miles
30. Srinagar 52 miles

There were routes from Lahaul to Kashmir which passed through Zanskar and also Palampur to Leh through several routes which connected Punjab and the Shimla hill states with Tibet, Ladakh, Zanskar, Baltistan, Kashmir,
Srinagar and Jammu region for trade and other commercial purpose.

The southern trade of the hill was with the Punjab and Eastern United Provinces (now Uttar Pradesh). The main marts were Amritsar, Jalandhar, Hoshiarpur, Sarhind, Sirsa, Ambala, Jagadhri etc. Mostly the traders from Chamba, Kangra, Mandi, Kullu, and Bilaspur traded with Punjab whereas traders from the Shimla hills and Sirmur used the trade marts of Ambala, Jagadhri, Yamunanagar, Sarahanpur and Dehradun.

As the ordinary routes of travel through the plains had become unsafe, merchants and other travellers proceeding to Kashmir and the north west frontier adopted a route which entered the outer hills near Nahan, passed through Bilaspur, Nadaun, Haripur (Guler) and Nurpur to Basohli on the Ravi and then to Jammu. This was really an old trade route but which had probably fallen more or less into disorder in the settled time of Mughal rule.60

The traders from Eastern Shimla hill states used to travel to Haridwar, Jagadhri and other trade centres of Eastern UP through the Pabar and Tons river valley passing via Kotkhai, Jubbal or Rohru, Hatkoti Arakot, Tuni on the border of Jaunsar-Bawar, Dakpathar, Minus and then to Dehradun and Haridwar etc. There was another road which started from Shimla and passed through Fagu, Sainj, Chopal, Tikri, Maindrot, Katiyan, Kinanipani and Chakrata. This route was called the Simla-Chakrata road. Traders from Sirmur used the Poanta-Dehradun road called Doon Road for trade with UP and the Nahan-Kala Amb Ambala road for trade with Eastern Punjab trade marts.

After the expulsion of the Gurkhas in 1815 A.D. the British paid great attention to the Hindustan-Tibet road. The traders from the Shimla and adjoining plains extensively used this road for exporting local products like opium, giner, potatoes, walnuts ghee, iron, herbs and imported sugar, salt, cotton-clothes etc. Some traders preferred the Ropar, Hoshiarpur, Sirsa marts and used routes through Arki (Baghal states capital) Bilaspur.


Trade routes from Lahaul to Hoshiarpur passed through Manali. This road was the shortest route from the cipper Upper Beas valley to any railway station. There was much mule and camel traffic by it through Mandi from Ladakh and Yarkand. It passed through the Bahl and southern portion of the Sarkaghat tehsil. Labanas with their bullocks and Kumhars with their mules were the chief carriers. The camel traffic along the Hoshiarpur road was also considerable in the cold weather and generally there was no lack of transport but ekkas ran regularly from Una to Hoshiarpur. The stages from Mandi were as follows:

1. Galma 11 miles
2. Bhamla 13 miles
3. Aghar 16 miles
4. Barsar 13 miles
5. Una 19 miles
6. Jaijon or Bankhandi 12 miles

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The routes from Mandi to Ropar and thence to Doraha railway station was 109 miles and usually travelled by Pilgrims to Haridwar.

There was a road between Pir Nigaha on the Hoshiarpur boundary and Sirkhand on the borders of the Mandi territory, a distance of 41 miles. It extended through Mandi and crossed the Dulchi Pass to Bajaura in Kulu and connected the route of the area which it joined in the north at Phagwara on the time of the Sind. The Punjab and Delhi Railway. This route suited the conveyance of traffic on mules and camels and of passangers on Ekkas.  

The trade routes from kangra area to the trading centres of the Punjab - Hoshiarpur, Jalandhar, Amritsar, Lahore, Sialkot, Multan, Rawalpindi and other towns passed for the most part through the towns of Palampur, Nurpur, Kangra, Jawalamukhi.

There were regular routes from Dharamsala to Hoshiarpur which passed through Kangra, Ranital, Gopipur, Dehra and Bharwain. Similarly a route from Dharamsala to

69. Ibid., P. 197.
Gurdaspur passed through Shahpur, Kotla, Nurpur and Pathankot, communications on the road from Pathankot to Dharamsala were slightly interrupted in the rains by the swelling of the Chakki torrent which was unbridged a narrow gange railway line was laid between Pathankot and Jogindernagar in Mandi state. This proved to be a boon for the traders of this region.

Chamba and upper Ravi valley region was connected with the Punjab plains with three different routes. These routes converged at Pathankot which was the northern Railway station. They were known as the Banikhet road, the Shahpur road and Chuari or Nurpur road.  

Nurpur Chuari-Chamba road was the ancient line of communication with the plains. In olden times the principal and in fact, the sole mode of conveyance was the road, with crossing of rivers and streams on inflated skins as a small exception. And, on the road, it was mostly the pony and the mule, which constituted the mode of travelling other than the human fool, vehicular conveyance being confined only to the stretch of road between Banikhet and Chamba proper, about 30 miles in length. Overwhelming, the travelling was on foot and merchandies were carried on mules, sheep, goats.

INTERNAL TRADE ROUTES

As mentioned earlier, the mountainous region lying between rivers Yamuna and Ravi was divided into a number of big and small hill states. None of the states was an economically viable unit and no attention was paid to the road construction and communication. Those princely states had neither the resources nor the will to develop communication. Yet these states were well connected with hill tracks and bridle paths and merchandise was generally carried on these paths on human back or by sheep and goats. Where paths were little wider mules, hill ponies and donkeys were used. Hill torrents and streams were fords or by rope bridges. At that time there were very few wooden bridges.

Many rulers took keen interest in the construction of roads and trade routes, passes, wooden bridges on the rivers and dak bungalows at different stages. After the Anglo sikh war of 1845-46, the hill area between Sutlej and Ravi came under the control of the British. They returned the area of Suket, Mandi and Chamba to their rightful owners and retained the hill areas of Kangra, Kulu, Lahaul and Spiti. The condition of the construction of road and

free passage to the British merchants and their goods was also imposed on the rulers of Suket, Mandi and Chamba. As for Kangra and Kulu Government took keen interest in the construction of roads and routes as they knew well their importance.

In the east Sirmur was the largest state. Its capital was Nahan which was also an important trade centre for local people as well as for the traders of adjoining plains area. All roads and routes to the interior of state diversified from here. The important routes were -

Nahan-Sabathu-Shimla Road. The earliest mention of this road was made by Capt. Godfrey Charles Mundy and Major Archer who accompanied Lord Viscount Combermere, the commander-in-Chief from Calcutta to Shimla and then into the interior of the hills in 1828 A.D. They reached Nahan on the 24th April and from there travelled to Simla. They also paid a visit to the Raja of Sirmur who informed them that the road from Nahan to Sabathu was four marches. The road was tolerably wide but steep for loaded camels and elephants.


Capt. Mundy has also mentioned that the road on which they travelled was the work of the Raja of Nahan. It was remarkably well constructed; and though in several precipitous points it had been found necessary to support it with masonry, it was rarely narrower than 8 feet. He mentions, "I found my gloont, mountain-pony, rather too small and weak for the steep roads and long marches, but my mule, which bears not half its appearance of strength, carried me extremely well." The stages from Nahan to Shimla mentioned by Capt. Mundy are -

1. Nahan
2. Bernett (Bunglow)
3. Suran (Sarahan)
4. Bhole
5. Subathu
6. Sahree 13 miles from Subathu
7. Shimla.

From Simla they travelled to Kinnaur through Fagu, Theog, Paralla, Kotkhai, Jubbal, Saree, Rohru, Chergaon, Dagolee. They returned to Shimla through Kotgarh.

A French traveller Victor Jacquomont also

travelled in 1829-30 from Nahan to Shimla and then to Rohru and Kinaur. In 1838 Lord Auckland, the Governor-General, also travelled upon this route from Nahan to Shimla. He was accompanied by his sister, Emil Eden who maintained a diary of his travel. It appears that in those early days of 19th century there were two or three routes that connected this part of the hill country with Nahan and beyond it Poanta, Dehradun and Haridwar.

Another Shimla-Nahan road passed by Fagu through Keonthal State to Bhojal. Then to Chalha in Jubbal and on to Kalabag near the crest of Chaur mountain. The stages between this and Nahan were Tirri, Chetha Lana (famous for iron mines), Annum, Ponyal, Mahipur.

Other important internal roads were:

1. Nahan to Rainka Road - 16 miles
2. Nahan to Dadahu - Rajban Road
3. Nahan - Rampur Road. This road between Nahan and Rampur Ghat was in excellent condition even in 1904.

The main roads of Shimla hills were those which started from Kalka to Shimla and from Shimla onwards to Rampur and Chini (now Kalpa). Only a small portion, however, of these roads was in British territory. There were two roads from Kalka to Shimla.76

(1) The old road was via Kasauli and Subathu and was possible only by foot, horse, mules, ponies or cattle. It was not intended for wheeled conveyance. The distance from Kalka to Shimla was 41 miles. The stages were:
1. Kalka
2. Kasauli  9 miles
3. Kandaghat  11 miles
4. Sairi   11 miles
5. Shimla  10 miles

(2) The new cart road which passed from Kalka to Shimla was 57 1/2 miles. The important stages here were:
1. Dharampur  15 miles
2. Solan   12 miles
3. Kiari Ghat  14 1/2 miles
4. Shimla  16 miles

The road to the hill stations of Kasauli, Subathu and Dagshai branched off from the Kalka-Shimla road. The important Dyer and Co brewery at Solan was situated on this road.

In Bilaspur the main trade routes were the two bridle paths, one coming from Ropar in the Punjab and passing through Swarghat, Bilaspur and ultimately leaving to Suket and Mandi, and the other came from Nadaun in Hamirpur and ran via Bilaspur to Shimla. Both these routes converged at Bilaspur, and contributed, to some extent to its trade and prosperity. George Foster (1783) William Moorcroft and George Treback (1820) G.T. Vigue (1835, 1839) Baron Hugel (1835) were among some of the foreign travellers who pursued their journeys through these older routes. These routes were mostly fit for pedestrains and pack animals like mules etc. Despite the existence of the Sutlej no merchandise was carried through its course. This was primarily due to its unsuitability for this purpose.

It appears that during British times the attention of the rulers was drawn primarily towards the development and maintenance of roads and routes in the territory because of the insistance of the British. As a result, road

transport was reasonably developed, as would appear from an account contained in the Gazetteer of Bilaspur of 1911 which runs as follows:

"Much has been done of late years to improve communications and there are now 104 miles of road in the state fit for camel transport. Details of these are as follows:

1. Dehra to Namol 13 miles
2. Dehra to Swarghat 26 miles
3. Bilaspur to Nawal 13 miles
4. Rajpura to Bhajun 7 miles
5. Brahmpukhar to Jhanda 2 miles
6. Bilaspur to Hari Tiliangar 21 and then continued to Hoshiarpur and Kangra.
7. Aur to Talai 17 miles
8. Naina Devi to Bijainagar 5 miles

The settlement Report of Bilaspur, 1933, mentions the following roads which served the twelve parganas of Bilaspur state.

1. Bilaspur to Swarghat 12 miles
2. Rajpura to Bhajjaon (Bhajun) on the Subathu road 7 miles
3. Bilaspur to Namol on Shimla road 13 miles
4. Namol to Dehra 13 miles
5. Bilaspur to Dehra on Bilaspur Suket Mandi Road 13 miles
6. Bilaspur to Hasi Tilianger 21 miles
7. Aur to Talai and the to Badsar in Hamirpur 17 miles
8. Brahm Pukhar to Jhanda 2 miles
9. Swarghat to Naina Devi 12 miles
10. Naina Devi to Toba Kanlanwala

On the Naina Devi Anandpur road upto the year 1942-43 further improvements were effected in the main lines of communication namely the Swarghat-Nalagarh road and the Bilaspur-Ghumarwin road. 79

There was also a road from Shimla, west ward to Bilaspur and then branching out to Suket and Mandi on one side and to Nadaun and Kangra on the other.

The Shimla Masuri road branched off the road from Shimla to Rampur about 12 miles from Shimla at Fagu and passed to the north of the chaur mountain continued east wards via chaupal to the valley of Tons.

One road branched off from the Hindustan-Tibet road at Theog. This road passed through Kotkhai, Jubbal, Hatkoti to Rohru. From Hatkot one road branched off to Arbkot, Tuni and then to Chakrata, Dehradun and Haridwar.

Another road from Shimla passed through Mashobra Naldehra, Suni to Karsog and then to Sundernagar and Mandi. Lavi, Loi-Jeth and Dhal were held at Rampur Bashahr. Therefore it was connected with internal trade routes and roads with Kinnaur, Rohru and other neighbouring states. Jubbal was also of considerable size and importance. Its capital was Deorah which was connected with Chaupal area by all weather road. It was also connected with Rohru, Tuni, Chakrata, Minus and Dak Pathar.

Other small states like Keonthal, Theog, Madhan, Kotgarh, Delath were situated on the Hindustan-Tibet road and similarly Ghund, Balson, Kotkhai, Khaneti, Jubbal Rawingarh, Dhadi etc. were located on the Shimla-Theog Jubbal-Tuni Road. This road was commonly used by traders and travellers.

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A road from the Hindustan Tibet Road branched off at Fagu to Dhamandri (in theog) Sainj, Parala, Deha (in Balsan state) to Chaapal and then Sarahan (in Chopal Tehsil) and ultimately to Sirmur. Natives as well as traders from the plains who used to trade in opium, herbs, ghee, skins, honey timber etc. used the river valley route, to take their merchandise from one place to an other

In the mid nineteen thirties there were four main roads in the princely state of Nalagarh. There were:

1. From Nalagarh to Bilaspur, Suket, Mandi and Kulu with halting stage and rest house at Kundlu, 13 miles from Nalagarh;

2. From Nalagarh to Ropar, 14 miles;

3. From Nalagarh to Baddi, 10 miles where there was a halting stage and rest house; from Baddi the road continued through Patiala state territory to Kalka;

4. From Baddi to Patta in Mahlog state, and thence to Shimla via Kakarhatti and the old Kalka-Shimla road.81 The first three were fit for country

carts. Baddi Patta road was rough and only fit for mule traffic.

Mandi was one of the biggest states of the Punjab hills. Its capital Mandi was situated on the right bank of Beas river. It was and is a flourishing trading centre. All trade routes to the interior of the state and to Kangra, Kulu, Bilaspur and Hamirpur diversified from here.

There were three main routes - (1) Mandi to Palampur in Kangra; (2) Mandi to KulL: over the Dulchi Pass; and (3) Mandi to Hoshiarpur through the Balh and southerm portion of the Sarkaghat tehsil. The trade along each of these three roads was considerably; wheeled traffic was only possible on the first, but was practically non existant. On others labanas with their bullocks and Kumhars with their mules were the chief carries of goods.82 The camel traffic along the Hoshiarpur road was also considerable in the cold weather and generally there was no lack of routes fit for mules traffic, viz. Mandi to Pandoh, Mandi to the Saraj and thence to Rampur Bashahr; the Shimla road via Saket and Jhungi, the Kulu road over the Bhabu Pass, and the Mandi Riwalsar road. There were numerous bridle and footpaths which gave ready access to the more outlying villages, but along these goods had to be carried by cooly.

Mandi-Palampur road - By this route Mandi was and is 133 miles from Pathankot, 81 miles from Kangra 77 1/2 miles from Dharamsala and 62 miles from Palampur. The Baijnath road was constructed in 1889 AD at a cost of a lakh of rupees. The stages from Palampur were as follows:

1. Baijnath 11 miles
2. Dhelu 13 miles
3. Urla 14 miles
4. Drang 12 miles
5. Mandi 12 miles.

The stages from Palampur to Sultanpur (now called Kulu town).

SUMMER ROUTE

1. Baijnath 11 miles
2. Dhalu 13 miles
3. Jhatingri 13 miles
4. Badhwari 11 miles
5. Karaon 12 miles
6. Sultanpur 8 miles

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68 miles
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WINTER ROUTES

1. Baijnath 11 miles
2. Dhelu 13 miles
3. Urla 14 miles
4. Drang 12 miles
5. Kataula 14 miles (mule road)
6. Bajaura 16 miles
7. Sultanpur 9 miles

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89 miles
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The travellers and traders to Shimla usually followed the Bislaspur route, which was as follows from Mandi

1. Suket (Bhojpur) 15 miles
2. Dehar 11 miles
3. Bilaspur 1 mile
4. Namol 15 miles
5. Arki 13 miles
6. Gahna 13 miles
7. Shimla 12 miles

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90 miles
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Alternative route, which longer but through pleasenter country was:
1. Suket 15 miles
2. Ghiri 12 miles
3. Jhungi 13 1/2 miles
4. Chindhi 11 1/2 miles.
5. Alsindi 11 1/2 miles
6. Suni 11 miles Bridge over Sutlej at Tatapani
7. Naldera 11 miles
8. Mashobra 6 miles
9. Shimla 6 miles

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95 1/2 miles

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Yet another route from Mandi to Shimla was that through Kulu,85 and to the leisured traveller this was the most attractive of all. The stages from Bajaura were:

1. Largi 11 miles
2. Banjar 12 miles
3. Shoja 10 miles
4. Khanag 7 miles
5. Ani 9 miles
6. Luri 11 1/2 miles
7. Narkanda 13 miles

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8. Mattiana 11 miles
9. Theog 11 miles
10. Fagu 5 1/2 miles
11. Shimla 11 1/2 miles

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112 1/2 miles

The important routes that connected Kulu with adjoining areas of Mandi Kangra, Lahaul and Shimla hills states were as under 86:

**Route No.1 The stages were:**

1. Pathankot to Nurpur 15 miles
2. Nurpur to Kotla 13 1/2 miles
3. Kotla to Shahpur 11 1/2 miles
4. Shahpur to Dharamsalas 13 miles
5. Dharamsala to Palampur or
6. Shahpur to Kangra 13 miles
7. Kangra to Malan 10 miles
8. Malan to Palampur 12 miles
9. Palampur to Baijnath 9 1/2 miles
10. Baijnath to Dholu (in Mandi) 12 miles and rest as mentioned in the routes from Mandi to Kulu.

**Rout No.II from Shimla to Kulu**

1. Fagu 11 miles
2. Theog 5 1/2 miles
3. Mattiana 11 miles
4. Narkanda 11 miles
5. Kotgarh 11 miles
6. Kumarsain 4 miles
7. Dalash (in Kullu) 9 miles

**The main roads and routes through Kulu were**

1. Rala to Manali 9 miles
2. Manali to Katrain 12 miles
3. Katrain to Sultanpur 11 1/2 miles.
4. Sultanpur to Bajaura 9 miles
5. Bajaura to Larji 12 miles
6. Larjit to Manglaur 7 1/2 miles
7. Lareji to Jibbiu 8 1/2 miles
8. Jibbi to Kot 10 1/2 miles
9. Kot to Chawoi 9 mile
10. Chawoi to Dalesh 8 miles
11. Dalash to Shimla was the same as mentioned above.

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Kulu was connected with Rampur Bashahr which was the capital of Bashahr State and important centre of wool trade. The stages on route to Rampur was as under:

1. Manglaur to Bathad 17 miles.
2. Bathad to Sarahan (in Kullu) 10 miles.
3. Sarahan to Arsu 8 miles.
4. Arsu to Jagat Khanna 8 miles.
5. Jagat Khanna to Rampur.

All the above routes were practicable for miles. The main trade route to and through Lahaul started from Rohtang Pass. It was the only road in Lahaul worthy of the name. The others were mere footpaths and was possible for both mules and horses. The important places on this route were:

Rohtang Pass
Rala, Halting place on the otherside of the Rohtang Pass.
Khaksar
Sisu 12 miles from Khaksar
Gondla 7 miles
Kyelang 10 miles

Gazetteer of the Kangra District : III, Lahaul, 1897. P.58.
Kolong
Darcha

The stages after Khaksar were:

Kolong 10 miles
Darcha 8 miles
Zing-Zing-Bar 12 miles
Kinglung 12 miles
Lingti 17 miles

The other routes of the region were-
1. Route to Chamba and Pangi.
2. Direct route from Dharamsala via Kukti Pass.
3. Between Lahaul and Bara Banghala.
4. Route to Spiti via Hamti Pass and Lahaul
5. Route to Spiti via Baralacha Pass.

The main route or path through Spiti crossed the river at Losar from the right to the left bank. There was a Jhula for foot-passengers and a ford for animals. The path which was practicable throughout for hill ponies, the following were the stages90:

1. Losar
2. Kiota 8 1/2 miles
3. Kibbar 10 3/4 miles
4. Kaza 8 1/2 miles
5. Dankar 14 1/2 miles
6. Poo 8 3/4 miles
7. Lari 10 1/2 miles
8. Rupi
9. Bhabeh
10. Lippi
11. Manirang

It will be seen from the above that to get to Spiti from Kulu you either so round through Bashahr territory and over the Bhaba, or cross by one Hamta or Rohtang Passes into the valley of Chamba in Lahaul and hence over the Kunjam Pass into Spiti. Both routes were ordinarily closed by heavy snow for some time in October or beginning of November till late May. The bridges on one trade routes over the torrents in Spiti were rare. The travellers, were compelled to ford.

The principal roads and routes of the Kangra region together with the halting places on them, and one

91. Kangra District Gazetteer, 1904, P. 177.
conveniences for travellers to be found at each are mentioned below. Routes in Kulu, then part of Kangra district have already been described above.

**FROM DHARMSHALA TO HOSHIARPUR:**

From Dharmsala, Kangra was 11 miles. From there the next post was Ranital 12 miles. The third station Dehra was 13 miles. From Dehra Bharwain across the Beas was 11 miles. Last station was Hoshiarpur which was an important trade market at the foot of the Kangra hills.

**FROM DHARMSHALA TO SHIMLA, by Hamirpur and Kumarhatti:**

1. Kangra 11 miles
2. Ranital 12 miles
5. Hamirpur 14 1/4 miles a town.
6. Mahr-Ki-Hatti 9 3/4 miles a village in Bilaspur State
7. Kumarhatti 12 miles (in Shimla District)
Chamba State was the most worth Western state of the Punjab Hill State group. Its capital was Chamba which is situated on the right bank of Ravi River. It was an important centre of trade and commerce of this region. All roads, routes and paths coming from the Southern area like Pathankot, Sialkot, Nurpur, Dalhousie, Kangra and even from Jammu and also from the Northern interior of the state all converged at Chamba.

The route in Chamba were best described by Lt. Col J.B. Hutchivson in "Guide to Dalhousie, the Chamba State, and the Neighbouring Hills" in 1869-70. This guide was again revised by H.A. Rose, Assistant commissioner and J. Hutchison, the co-author of "History of Punjab Hill States", 1933. The details given by them are reproduced here in original to give a better picture of the routes in the state during the 19th and early 20th century.

**PATHANKOT TO CHAMBA VIA SINDHARA**

This was a ancient line of communication with the plains, dating probably from very early lines. After touching the Ravi at Shahpur (Shimla), it follows the left bank of that rive, passes Phangota (12 miles) and enters Chamba at Kairi. From Sindhara (10 miles) it ascend the
Gaggidhar ridge, North of Dalhousie, and is connected by a branch from Banikhet with the Dalhousie road. After sinking Bathri valley (12 miles) it again here to the Chil Spur, but descended to the Ravi at Udaipur, and ran up its left bank to the suspension bridge (15 miles) which was 57 miles from Pathankot. The road was much used in winters, but the road was rough, and in place dangerous for laden animals. This was an important trade route between Chamba hill and Punjab plains. 92

CHAMBA TO KASHMIR VIA KISHTWAR

Bhadrawah road - This road ran down the right bank of the Ravi to Kiyani and across to Pukhri, 8 miles from Chamba descended to the Kothi bridge over the in Nala and Sundle (14 miles). It then rose to Saluni, on the Prithvi Jor ridge, which divided the upper from the lower part of the Siul river, and gradually descended to the Pala bridge and crossed it to Kihar, ran on to Bhandal (15 miles). The whole of this road from Sundla, near the Kothi bridge to Bhandal was new.

The old road from Sundla followed the right bank of the Siul to Manjir, rose to Saluni and descended to cross the Siul at the Kalor bridge, regioned the new road at Pala bridge. From Bhandal the old road followed the left bank of the Siul to Langera (12 miles) and was very rough in places. Then it ascended the Padri Pass 10,000 feet and descended rapidly to Tranala in Bhadrawah (16 miles). The state frontier was at Kundi Maral, 5 miles from Langera, where the road enters Jammu territory.

The Bhadrawah road was good, with easy gradients as far as Bhandal, and pack animals were able to go all the way to Langera. Ponies went through to Bhadrawah, but parts of the road on the Padari Pass were rough and somewhat unsage for animals. The descent to Thanala was very steep.

The road then ascended to China (4 miles) and the top of the Jaura ridge, along which it ran to Jaura (12 miles). Extensive views were obtained of the Chenab valley. From Jaura there was a rapid descent to Jangalwar (10 miles) near the Chenab. The road then ran up the left bank of the Chenab to Kandani (12 miles) and Kashtwar (12 miles) and fairly level and good all the way. The same coolies should be taken from Jangatwar to Kashtwar as they were difficult to obtain at Kandan without previous notice to the Tehsildar of Kishtwar.
The stages via the Sinthan Pass were - Chatru, 16 miles; Sinthan, 13 miles; Dusu, 14 miles; Achibal, 15 miles; Islamabad, 7 miles. The road crosses the Sinthan Pass, 12,300 feet and was good all the way. The road from Chatru to Islamabad via the Marbal Pass, 11,550 feet little used.

The above account reveals that there has been a very intimate relationship between trade, trade routes and politics and, therefore, it throws light on the socio-economic and political conditions in the Punjab hill State and adjoining regions during the 19th and 20th centuries. The political conditions help us to comprehend the history of hill states trade and commerce in a realistic manner. For instance when after the expulsion of Gurkhas from the hills the Britishers brought peace to the area and took keen interest in the hill trade. They asked the hill chiefs to maintain trade routes which passed through their territories. For this they constructed, widened and maintained Hindustan-Tibet Road which connected Punjab plains to Shipks pass and beyond that to Gartok the woolment of Western Tibet. Similarly after the first Sikh war of 1845-46 when Punjab hills between Sutlej and Ravi rivers came under the control of British Government, they paid great attention to the trade route that ran through Mandi,

Kulu, Lahaul, Spiti to Leh, the capital of Ladakh, an other important trade centre where several trade routes from Tibet, Yarkand, Kashmir and central Asia met. In the north west the trade routes connecting Kangra, Chamba region with Jammu and Kashmir valley became more popular as many Kashmiries migrated to Chamba, Nurpur, Amritsar and Ludhiana and started wool and wool-shawls manufacturing.

The routes connecting these hills with the Indian plains were frequented from time immemorial by pilgrims, adventurers, peace seeks and trades.

With these trades and merchants Indian religion and culture also travelled to other countries like Tibet, China, Yarkand, Central Asia and products of those lands inflowed to Indian plains through these hilly valleys and high altitude passes.