CHAPTER 1ST

(TRADE ROUTES AND THE MEANS OF COMMUNICATIONS)
Transport and communication have always played a very significant role in the development of Trade and Industry of a country. They can best be described as the blood-running arteries. They are also just like the keys to the unlocking of the country's wealth. The ever extending network of transport and communication have accounted for the ever increasing contacts, among different parts of the world and a break through amidst their relative isolation. Trade and Commerce seemed to expand as the means to carry goods to different and distant parts became facile and those communication fluent. The increased and quick mobility of men and material from one place to another, helped the growth not only of trade and commerce, but of agriculture and industry as well.

The importance of transport in the development and progress of human civilization is now universally recognized. W. T. Jackman, while writing the history of the development of Transport in modern Britain, lays much stress on the relation of transport "to the progress of agriculture, the growth of markets, the advance of industry, the increase of wealth, and many other economic and social factors."
The Vogra period of Kashmir history does not hang together in complete unity as many important changes took place in different fundamental aspects of Kashmir's economy and society. While this caution needs to be sounded well before taking up any serious study of any problem of the period in question, the study of trade and commerce in general and means of transport and communication in particular demands a clear understanding of this important fact of Kashmir history.

From the point of Transport and communication, the history of the period can readily be divided into three distinct periods, i.e. 1846 to 1893, 1895 to 1922, and 1922 to 1947. The first of these periods was a continuity of the middle ages, as the age-old means of transport and communication continued without any change. The external trade was carried through mountain passes with the help of coolies and the boat was a pivot of internal commerce, supported by human back, mules, horses and asses. The second phase inaugurated a revolutionary change in Kashmir's means of transport and communication, as it was for the first time in 1890 that Kashmir was linked with Indian subcontinent through a road—Jhelum Valley Cart Road, completed in 1890 and thus the wheeled traffic was introduced in Kashmir.

The Jehlum Valley Cart Road and the introduction of carts and tongas together with the construction of Baramulla-Srinagar and Srinagar-Anantnag roads, ushered in an era of unprecedented development of Kashmir's internal and external trade. From 1922 to the end of our period, some new developments took place in Kashmir's transport system, when automobiles were introduced both for external as well as internal transportation. Besides, a network of roads was constructed linking different far-flung areas with the urban centres.

**Routes and Means of Transport During the First phase (1346-1393)**

As mentioned above, during the first phase, the traditional mode of transportation did not witness any change, with no modern roads that would connect Kashmir with other parts of the Indian subcontinent. The external trade of Kashmir was carried through the passes that linked the mountain locked Valley with external world. There were about 26 passes, among these the most important passes which the traders frequently used were Banighal, Poonamida.

5. A. R. 1272-23, p. 56; Lawrence, p. 244.


Khulnarva\textsuperscript{9}, Fir Penjal\textsuperscript{10}, Baramulla\textsuperscript{11} and Zojillia\textsuperscript{12}, were the principal trade routes, through which ingress and egress could be effected.

The Ranihil Pass, which is situated six miles southwest of Verinag in the pargannah of Shahabad, is fifty miles away from Srinagar\textsuperscript{13}. It is nine thousand feet above the sea level and remained a convenient link of communication between Kashmir and upper Chenab and hilly states of eastern Punjab. The traffic on this route was always considerable as it remained open throughout the year. It was passable all the year round for laden ponies and horses except when it was choked with extraordinary snowfall\textsuperscript{14}. The second of these was to the west and was named as Sidai or Badi\textsuperscript{15}. This pass lay on a route which connected Srinagar with Akhnur and Sialkot in the Punjab plain. It was suited only for foot traffic. Beyond the lower Raten Fir Range in the

\textsuperscript{9} Ibid.
\textsuperscript{11} F. E. Bousbol, Routes in Janau and Kashmil, p. 29.
\textsuperscript{12} Bates, Gazetteer of Kashmir, pp. 7-8.
\textsuperscript{13} Ibid.
\textsuperscript{15} Lawrence, \textit{Valley of Kashmir}, pp. 25, 246.
\textsuperscript{16} Bates, Gazetteer of Kashmir, pp. 2-9.
\textsuperscript{17} Ibid.

The distance between Srinagar and Janau via Akhnur was only 129 miles, it was in early times favourite route with Kashmiris for its shortness. Stein, etc., \textit{Geo. Kasm.}, p. 71. See also Crow, J.K. Territories, p. 524.
westerly direction lay the passes of Rupri and Derhel. These passes gave direct access to Rajouri, the ancient Rajpuri. Tosamaidan Pass was the third pass which connected the Valley with other parts of Indian subcontinent. The pass is located on the eastern side of Pir Panjal range at an elevation of ten thousand and five hundred feet. On the Kashmir side, it was somewhat of steep ascent of about three miles, but on reaching the plain the path was a gradual slope. It was a convenient link of communication between Kashmir and West Punjab. As it lies on high elevation, it remained close from the second half of December and was not practiceable upto the fifteenth of May for horses. It was opened earlier for foot passengers in fair weather and was frequently used during summer months.

The other recognized pass which connected Kashmir with Punjab was Khul Narva. It was the best horse-path and was opened for horses a little earlier than Pir Panjal route which was an important link of communication between Kashmir and Central Punjab.


17. Bourdel, F.R. Routes in Jammu and Kashmir, p. 35. It had great political and strategical importance as in 1015 and 1021 A.D., Shahbuz Ghazni made an unsuccessful attempt to penetrate the Valley of Kashmir by this pass. In 1616, Shahjehi Pundit Singh's army used this very pass to enter Kashmir, but was defeated by Mohammed Azim Khan, the then Afghan Governor of Kashmir. Vigne, op. cit., p. 148.
coming from Rejauri to Kashmir via this route, one entered the Valley at Poonpora, the ancient Surenpuram founded by Sure—
the minister of Svantivaran, in the 9th century A.D. It was "a
convenient emporium on this important trade route." Sura also
transferred from this place the dargah (watch-station) of the pass.
Abul Fazl states that Akbar thrice traversed this route on his
way to the rose garden of Kashmir. It was the Imperial road,
constructed in early Mughal times. This route was taken for their
summer visits to Kashmir by the Mughal emperors from Akbar's
time down to the reign of Aurangzeb. Regular supplies for the
royal court and kitchen seem to have come from Kashmir through
this road. Day in and day out this road must have witnessed heavy
passenger and goods traffic.

It is thirty-five miles away from Srinagar in the south
of Kashmir at an elevation of eleven thousand and four hundred
feet. Most of the Indo-Kashmir traffic was carried through this
route as its ascent was smooth and wide. The road remained
closed between December and May owing to snowfall.

24. This was mainly because when emperor Akbar visited Kashmir
for the first time, it was dressed and broadened.
One of the best commercial routes which connected Kashmir with Hazara, Peshawar, Kabul, Yandher and Iran as well as with Rajouri and Poonch when Air Panjal—Shimber—Rajouri route remained closed was Baramulla—Muzaffarabad—Kansera route. It remained open all the year round for horses and foot passengers.

During the Afghan regime of Kashmir, almost all traffic was carried by this route as it was a direct link of communication between Kashmir and Kabul.

Zojilla (11,300 feet) has from ancient times to the present day been the most important thoroughfare connecting Kashmir with Ladakh and thence to Samarkand, Khutlan, Kashmir, etc. Caravans laden with cotton textiles, spices, and handcrafts travelled from the plains of India to Leh where they met the caravans coming from Central Asia and Tibet carrying tea, silk and shawl-wool and traded them through barter and cash. Leh was thus an important entrepot trade.

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26. Ibid., 1919. This route had tremendous influences on the religious history of Kashmir. Sayyid Ali Hamdani and his son Sayyid "Shah mad Hamdani entered Kashmir by this particular route and spread and popularised Islam in the Valley of Kashmir.

27. Buddhist Mimcham, who became the first Muslim ruler of Kashmir entered the Valley by this route. Similarly, Mirza Haider Juglal used this very route when he invaded Kashmir in 1532, in the capacity of military Commander of Sultan Gaid Khan of Kashmir.
From Srinagar the route to Leh (243 miles) runs up to the side-Valley of the linch for 64 miles and then ascends the Zojilla (11,300 feet) on to the elevated cable land of Indekh. For five marches the route follows the course of the Deris river through a desolate country of piled-up rocks and loose gravel. It then takes a southerly direction of Shergil, and abandoning the valley, ascends the bare mountains through gorges and defiles, the Valley of Shergil reaches, from where the road runs over the Namikha (13,000 feet) and Potu-ha (13,400 feet). Later the Indus is crossed by a bridge and the road runs along its right bank through Khalsai to Leh. It is a long and difficult road from Leh to Yarkand, about 482 miles, over the Khurdung to the Sarar-la and the Karakoram passes between 17,000 and 19,000 feet altitude.

The route to Gilgit from Srinagar (233 miles), after passing through the Gurais Valley beyond Bandipora, ascends the Sargil laas. Across the pass it is a bleak and rugged country, and when Astor (7253 feet) is left, the sense of desolation increase. There is nothing to cheer the traveller, except a view of the Nanga Parbat, till one reaches the pleasant Oasis of Gilgit.

Fastrry High Roads: From the Valley of the Lah side, there was the road from Srinagar to Leh, known as the Treaty High Road, it was so named after the commercial Treaty of 1870, between this state and the British India and was kept under the

28. For this Treaty See Appendix __________________.
executive administration of a British Joint Commissioner, whose permission was to be obtained in order to travel on it. The route was maintained entirely on the expense of the Kashmir State which paid some few rupees yearly to the Joint Commission for its upkeep.

This road gave a unique commercial importance to the state, which was recognized by the Government of India. The road connected the British India with Yarqand by Karakoram Pass and formed an important trade route between India and Central Asia.

From Srinagar to Leh was a distance of 259 miles, and the route was divided into the following 19 stages where one could procure transport and other supplies:

<table>
<thead>
<tr>
<th>Stage</th>
<th>Miles</th>
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<tbody>
<tr>
<td>Srinagar</td>
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<tr>
<td>Candertal</td>
<td>18</td>
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<tr>
<td>Kangan</td>
<td>12</td>
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<tr>
<td>Gumb</td>
<td>14</td>
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32. Knight P. F., p. 131.
<table>
<thead>
<tr>
<th>Place</th>
<th>Miles</th>
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<tbody>
<tr>
<td>Gangachir</td>
<td>9</td>
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<tr>
<td>Sonamarg</td>
<td>10</td>
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<td>Pattal</td>
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<td>Karoli</td>
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<td>Lamsayru</td>
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<td>Nurla</td>
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<td>Nimu</td>
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<td>Fatkak</td>
<td>18</td>
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<tr>
<td>Leh</td>
<td>19</td>
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</tbody>
</table>

The road at its best, however, was again a fair weather and bridle track dangerous even for ponies at certain points. As on every other route in these regions, here also the traveller was sometimes expected to loose his baggage. The traders and travellers could traverse this route usually from the middle of June to middle of November though snow could be met with on the top of Zojilla pass to the end of June.

The import export trading commodities to and from
Kashmir was carried by different means of transportation, such
as coolies, poney and mules, horses, yak, sheep and ass.
but it depends upon the climatic conditions to what means the

37. **Coolies** owing to the absence of proper roads in the Valley
and also because of tortuous paths in the hilly region,
among the different means of transport in the Jammu and
Kashmir state, man or coolie has always been one.

During the summer months in Ladakh, the state
government, in the beginning of the 20th century, organized
a system by which each village had to provide a certain
number of coolies for transport on the Leh road. Their rates
of remuneration were fixed. The system was known as "Raj
and the coolies as "Ragars." Under this system, the villagers
of Drass, Kargil, made a fair income by carrying the load
on the Leh road.

Coolies were usually engaged by state and at the end of
every month, if the coolies had done their work well, they
were generally to be given a "Sukshma," generally, on
the road the coolies carried from two to three mounds load each.
They fastened their loads with ropes over both shoulders and
took a stout stick about two and a half feet in length with
a cross bar. So when they wished to take rest, they placed
their sticks behind them and rested.

38. **Monies and Mules:** Kashmir was specially suited for
breeding both ponies and mules. The ponies found in the
Valley were diminutive, but were undoubtedly extremely
hardy, sure footed animals, and would carry with safety
where animals of greater promise were quite unable to contend
with the difficulties of the way. The pashmina of Neopinpar
on the right bank of the Lidar river, was quite famous for
its breed of ponies.

The ponies were hired to travellers on the different
routes. They afforded much aid to pack carriage of ordinary
necessaries of daily use in local as well foreign trade,
which mostly depended upon beasts of burden as wheeled
traffic was not very common in certain parts of the state.

In kashmir area the mules carrying load both ponies and
mules were very beneficial as they could travel much faster
than coolies. A pony could carry more than two coolie
weights, on a plain road. Along the mountainous routes a
pony carried about 25 mounds for a stage of 10 to 12 miles.
owner of the goods choose. Goods were sometimes carried on the backs of baggage porters to various directions.42

contd. In Ladakh also the ponies were small but hardy. However, there were not numerous nor much used. At least one half of the ponies used in Ladakh were brought from Yarkand and were employed in the Central Asian trade. The Government paid much attention towards the pony transport between Srinagar and Yarkand on forty High Road. They provided money advances to the villagers so that they could maintain proper number of ponies on this road. G.K.L. p. 31; Bates, G. T. cit. p. 26; Ass. Report, Baramula Tehsil Jammu Feasil, 1914, p. 30. Mac Donnel, J.C. Hints on Hill Travelling in Kashmir. Allahabad, 1903, p. 39.

Hugel writes, "I met a man pass with eight horses well laden, end a servant, and have asked him where he came. I learnt that he was a wool merchant, and had travelled with much labour from Ladakh through deep snow, for eighteen days". But other than owner of the goods, two to three hired servants always accompanied the animals moving in caravans, with the purpose to take care of the food and water requirements of these transport animals. In Kashmir internal goods were carried from one place to another by professional muleteers (merkabans) a class which always existed in Kashmir. But the breed of Kashmiri horses was neither large nor attractive, so few hundred of them were exported every year from Tibet for the transporting purposes. Lawrence, Valley of Kashmir, p. 37.

In Ladakh the best means of transport was Yak, a sure footed beast, which carried a weight of nearly 200 lbs. Burrend, Major C. C. cit. p. 253; Ass. Report, Kargil Tehsil, 1911, p. 37.

Ladakhi sheep were another most successful animals for carrying loads in the plains of Tibet. These were of two distinct kinds, the tall black lamina and the pretty diminutive sheep, lurik. A large quantity of traffic of Ladakh was carried on these sheep. Cunningham, thus wrote in 1875, "I have seen a single flock of six hundred sheep entirely laden with wool; and in one day I have counted as many as from five to six thousand sheep laden with small wool and cotton wool, borax and sulphur, and quantities of dried apricots, all making their way to the hill provinces or the south west." Cunningham, p. 211. Macleod, p. 207.

was oftan carried on the backs of coolies. Usually transportation was effected by means of horse or mule.

In the Kashmir side, trading articles were carried on by professional merchants (markubars), a class which always existed. Water transport was the pivot on which all the important commerce turned. Waterways were mostly used during winter and in wet weather. Channels were provided for when necessary. They were sometimes quite rough, but they were frequently dried up due to the absence of water during the first phase of the first period. The first phase of the first period was marked by the absence of water. A few rivers and canals connected with the important waterways accessible to boats were the chief modes of transport during the first phase. The river Jhelum, in the absence of roads and the consequent absence of wheeled transport, became the pivot on which all commerce depended.

The internal traffic of the Valley was carried both by land and by river, as the place was connected with water.

Traffic routes and roads, each carrying goods from one place to another, passed through the Valley. Usually trade was carried on by means of horses or mules, but goods were often carried on the backs of coolies.
a common form of conveyance, it was also easiest speedy and cheap means of transportation. The produce of the country was brought to the great centres by boats. Villagers residing even at a great distance had no doubt just at the present day, their landing places (Kashmiri Yarbal) on the river or the near navigable water way.

In addition to the pleasure boats, there were number of boats employed in trade and passenger traffic. Various types of boats such as eighti, buncas, shikaras, karigades etc., were used by the people for their pursuits of life. Some of the buncas were such considerable in size that they carried a cargo of one hundred and fifteen tons. But one of the common forms of the boats was buncas which was a keel-less bottomed and fifty to sixty feet in length and sixteen feet in width. This was mainly a passenger boat but during the winter, when passengers traffic came to stand still, it was also used for carrying wood and provisions. Shikara was a small edition of the buncas and was employed for short journey, but it was mainly utilized for hunting and fishing purposes. So it earned the name of shikara.

47. Ibid.
48. Ibid.
49. Ibid.
50. Ibid.
51. Ibid.
The parinda was also a passenger boat but was not for common herd. It was a dignified vehicle for the rulers and bureaucrats of the time. It was the fastest craft in the river Jehlum because it was propelled by forty to fifty rowers at a time. Besides making the use of boats, the rivers and canals of Kashmir were also used for transportation of such material like wood, wood as we find in present days was frequently brought from the mountains by means of canals and rivers without any help of boat.

The most important highway of Kashmir was river Jehlum from Khanabal to Baramulla. At Khanabal, the Jehlum, as now, became navigable and continued to be so on its whole course through the Valley till it reached the north west end of the Valley, a distance of 102 miles. Thus, value for the development of trade can hardly be under-estimated.

The Second Phase (1893-1922)

The year 1890-91 is a landmark in the history of Kashmir as it is in this year that the construction of Jehlum Valley Cart Road was completed which made the use of wheeled traffic possible for transportation of goods to and from the Valley. Jhelum Valley or Murree-Kohala road connected Kashmir with the Punjab. The whole of this road lay along the Jhelum

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52. Ibid.
52a. Ibid.
which flowed out of the Kashmir Valley and descended through wild and romantic gorges into the plains of India. The river, which flowed out of the Kashmir Valley and descended through wild and romantic gorges into the plains of India. The road was one of the main trade routes of the state and almost whole of the trade between Kashmir and British India was carried on by this route. This was the only road practicable for wheel traffic and was regarded as the best route from the trade and engineering point of view. The necessity of this road was realised after the great famine of 1877-79. In 1877 due to unusual rainfall, the wheat and barley crops of the summer were very poor. The fruit also suffered on account of continual wet and cold. As the means of communication in the Valley were very bad, so the food supplies could be procured from the neighbouring provinces with great difficulty. As a result, two thirds of population died and trade came to a stand still.

54. N. A. I., Fgn. See E. Frogs, 81-82 of March, 1883.
55. Dutt, R. C., Rambles in India, Darjelling, 1895, p. 65.
In order to remove this terrible state of affairs, work was commenced on this road in March 1881. The road was informally opened to the wheeled traffic in September 1890, when Pratap Singh, Maharaja of Kashmir, was driven through from Baramulla to Kohala. However, it was not till 1892 that the road was permanently opened to the public traffic.

The immediate result of the opening of this road to Cart Traffic was that trade deserted to a certain extent through the Banihal and the Pir Panjal routes. It opened the state to the world and made large-scale trade possible. The road from Rawalpindi to Srinagar was 196 miles and was metalled throughout. Out of this 64 miles territory i.e. from Rawalpindi Railway station to Kohala bridge, under the British government, whereas after crossing the bridge the territory belonged to the Maharaja of the State.

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34. L.V., p. 384.
35. East and West, 1929, p. 45.
36. Logan B., Microfilm, p. 117; Langer F. M., op. cit., p. 17.
The Imperial Carrying Company owned by Dhanjibhoy of Rawalpindi, kept an inexhaustible supply of conveyance of this road. Mules, tongas, akkas and bullock carts plied on this road. With the passage of time not only trade developed on this road but also different stages appeared on the route where travellers and traders could procure supplies. The Jhelum Valley Road attracted many outside traders to start business on these stages.

68a. Messrs Dhanjibhoy and Sons, a Parsee firm at Rawalpindi held the monopoly of the transport to Kashmir from 1886 onwards. It had its branches at Baramulla also. It had a contract with the Government to carry the mail. It would supply private tongas to the travellers, at fixed rates, authorized by the Government. The cost of a single seat in a tonga was Rs. 36/- and the whole tonga Rs. 110/- (1901) upto Baramulla. From Baramulla to Srinagar it would cost Rs. 7/- per head. The chief means of transport were the tonga, phaeton, bullock wazoo and akka. The tonga was the quickest and generally, used as mode of transit. See Swinburne's, A Holiday in the Happy Valley with Pen and Pencil, p. 68.; Walter Del Mar, The Romantic East, p. 151-52.; Harison op. cit., Appendix X, pp. 267-281; Barbara Earle, op. cit., p. 28. Administration Report of J&K State, 1894-95.

Knight, Where Three Empires Meet, p. 2.

70. J.K. Chief, Pol. Res. 12 of 1892.

<table>
<thead>
<tr>
<th>Place or Stage</th>
<th>Distance between Places in Miles</th>
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</thead>
<tbody>
<tr>
<td>Rawalpindi</td>
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</tr>
<tr>
<td>Barakao</td>
<td>--</td>
</tr>
<tr>
<td>Peshawar</td>
<td>13 ½</td>
</tr>
<tr>
<td>Sunny Bank</td>
<td>11 ½</td>
</tr>
<tr>
<td>Phoqwar</td>
<td>15 ½</td>
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<tr>
<td>Kohala</td>
<td>12</td>
</tr>
<tr>
<td>Dulai</td>
<td>12</td>
</tr>
<tr>
<td>Domel</td>
<td>10</td>
</tr>
<tr>
<td>Gartli</td>
<td>13</td>
</tr>
<tr>
<td>Chakoti</td>
<td>21</td>
</tr>
<tr>
<td>Uri</td>
<td>14</td>
</tr>
<tr>
<td>Rampur</td>
<td>13</td>
</tr>
<tr>
<td>Baramulla</td>
<td>14</td>
</tr>
<tr>
<td>Srinagar</td>
<td>35</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>196</strong></td>
</tr>
</tbody>
</table>

The maintenance of road, however, was quite an expensive affair for the government, as the road was subject to constant slips of the hilly sides along which it ran. Moreover, the road could not be used for the whole of the year as a considerable portion of it remained buried under snow for some months during the winter season.

Before its construction, communication between Kashmir and Gilgit was maintained through a rough track which was quite impassable even for the coolie transport. The track itself was often obliterated by the tremendous avalanches. The track proved oppressive in another way also. A practice existed since long to employ Kashmiri labour to carry from Srinagar the food and other supplies to the state garrisons posted at Gilgit. But no arrangements were made for the feeding or housing of the coolies in the course of their journey, with the result that many of them died on the way from exposure and disease. The track was, therefore, remembered as “the Siberia of Kashmir” and “the journey of death.” The mere mention of Gilgit was sufficient to drive the whole villages to the hills where the people died themselves till they were convinced that there was no more danger of being pressed into service.

What hastened the construction of the new road was the serious threat of a Russian invasion of India, and the consequent policy of the government of India to improve the transport facilities from India to the borders of Kashmir to meet the

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75. Knight, E.F., p. 267; Atherton, P.R., p. 31.
76. Knight, E. F., p. 303; See also L.C.I., 1908, p. 78; Norris Dermot, p. 94.
77. B. P. A., p. 126; L.V.K., p. 413.
78. Thorp, Robert, Kashmir Misgovernment, pp. 160-61; Curzon, Marquess of Kedleston.
79. See also Robert, Lord of Kashmir, p. 433; Curzon, Marquess of Kedleston, pp. 161-62; Norris Dermot, p. 94.
threatened attack. The road was 10 feet wide and, to link
Sadiqpur and Gilgit, a distance of 190 miles.\(^0\) Its construction 
was entrusted to Speedling & Co., who started the work in 1920.
Although in the first year not more than 30 miles of the road 
could be constructed,\(^1\) the work was pushed on with greater vigour 
during the next two years and brought to a completion in 1933\(^2\) 
at a total cost of about 15 lakhs of rupees.\(^3\) With its construction 
and the subsequent re-organization of a transport service, 
the worst incidence of the forced labour disappeared.\(^4\)

The new road, "an engineering feat of high order"\(^5\) was, 
however, still fit for pack animals during the summer and autumn only as in the winter the snowfall on the high passes was very heavy and danger from avalanches sometimes very great.\(^6\)

Later on, side lines from the Gilgit road were taken 
to Leh, Shyokdu and other places in the Frontier Districts.\(^7\) A 46 miles long road from Ramaqhat to Chilas and a road from Skardu to Bunji were built during 1893-94.\(^8\)

\(^0\) A.R. 1889-90, p. 125.
\(^2\) I.G.I. 1902, p. 7.
\(^3\) Norris Dermot, p. 94.
\(^4\) Etherton, F.I., p. 21.
\(^5\) Ibid.
\(^6\) Norris Dermot, p. 94.
\(^8\) A.R. 1923-24, pp. 62-64.
Garhi-Habibullah Road

It was intended to open up a more direct route from Srinagar to Rawalpindi than the Jhelum Valley road which passed through Murree and made an unnecessary ascent, of 5,000 feet in only 30 miles from the side of Rawalpindi.\(^99\)

The work on the road started in 1909.\(^90\) During the first two years, however, the progress of the work was very slow. But thereafter, it was speeded up and the road was opened to the cart traffic in 1902.\(^98\) It connected Bowel in the Kashmir Province with Ramkot at the Hazara border where from it led to the Indian territory upto Abbottabad. Its length from state was 12 miles.\(^92\)

Internal Roads

During this phase, some important feeder roads were constructed to knit the various parts of the state. In the Kashmir province, the more important of them were a long road from Srinagar to Tangmarg, the Bawantpur-Islamabad road and the Uri-Srinagar road. Further, the roads in and around the Srinagar city also received due attention. Thus while the road from the Srinajn bridge to the Nishat-Bagh via Gupkar was made fit for the wheeled traffic, the Shalimar road was newly built.

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It is worth noting that Gulmarg is the first health resort of Kashmir which was connected with the main Srinagar-Baramulla route by constructing a 24 mile cart-road from Srinagar to Tangmarg in 1901, on which phaetons were used. From 1927 motor cars were used up to Tangmarg and from Tangmarg to Gulmarg "dandies" were used.

In 1927, there was a motor road up to Srinagar. However, besides the above ones, many other roads were built to unite together the various parts of the country. According to the Chief Engineer's report, the total mileage of roads maintained by the state public works department in 1943 was as under:

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Mileage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metalled roads</td>
<td>642</td>
</tr>
<tr>
<td>Un-metalled roads</td>
<td>730</td>
</tr>
<tr>
<td>Bridle paths</td>
<td>1,455</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,827</strong></td>
</tr>
</tbody>
</table>

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Postal System

There had been little progress in the extension of the postal services in the state till 1890. In 1880, there were only 2 post offices and no increase took place in their number during the next five years. But then the state had its own Postal services and used its own postage stamps, although, as far back as 1876, there were Indian Post offices in Srinagar and Leh. The state stamps were, however, used only for local purposes. The letters and other postal articles passing between the post-offices of the state and India had to be affixed with both the state and Indian postage. The post was carried by the runners.

In 1890, the postal system was re-organized. As a result, the dual postage system was abolished. The postal line of the runners was also abolished and the tonga mail service was started for the conveyance of the imperial mails by the Jhelum Valley Road. Shortly after the mode of conveyance came to include, railway besides the tonga, ponies and runners.

95. J. C. 1820-31, p. 137.
96. Ibid., pp. 141-42.
97. Ibid., p. 137.
In 1394, the state postal and telegraphs system was entirely amalgamated with India. Thereafter, its progress was very rapid. The number of the post offices in the state increased from two in 1900 to 80 in 1900, 106 in 1911 and 146 in 1920. In 1918 the Tonga Mail Service between Srinagar and Rawalpindi was replaced by the postal motor mail service.

**Telegraph Services**

The first step to introduce the telegraph services in the state was taken before 1885 with the assistance of the Indian Telegraphs Department. But in this respect also, the progress was very slow and only a part of the Srinagar-Gilgit and Srinagar-Jammu lines had been laid by them. It, however, goes to the credit of the State Telegraphs Department that it had evolved an Urdu Morse from early years to supplement messages in English, especially between the employees of the state. But the system had not been functioning efficiently. Owing to the

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100. Census, 1921, P. 15.
political development on the state borders, the government of India felt in 1891, the need of establishing a reliable telegraph communication with their out-post at Gilgit. After examining the various routes between, Srinagar and Gilgit, the one via Tregbal (11,900 feet) and Burzil (13,500) feet was selected. To push this work speedily, the Indian Telegraph Department took over from the State Government in October, 1892 the full responsibility of constructing and controlling the state telegraphs system, with the exception of the Jammu-Sanijhal line.

The task of constructing the line in the Frontier district was very difficult, the workers had to execute the job at great heights and in the winter under snow. But still, starting towards the end of August 1892, a distance of 44 miles up to the Tregbal Pass was covered before the winter set in. A second line was provided from Srinagar to Kohala. Working, thereafter, also with vigour, the telegraph line from Srinagar to Gilgit was completed and opened in 1894. In the same year a telegraph office was opened at Gilgit for the ordinary traffic also and thus a direct and instantaneous communication was established between Gilgit and Lahore (through Srinagar). 105


During the subsequent period, the telegraph lines were extended to many other parts of the state. In 1911, the length of the state and the Imperial Telegraph lines was 585 and 650 miles respectively.

**Bridges**

Bridges played an important part in the transport system of the state, particularly in Kashmir. These were very necessary for crossing the rivers and numerous streams.

The Jhelum, the principal river of the state, was crossed in its course through the Kashmir Valley by more than a dozen big bridges of wood. Seven of them existed in the Srinagar city alone. But these were very old. Although their log piers were massive, much of their wood had perished and the cut-waters were in bad condition. Moreover, as a result of the frequent high floods, deep channels had gradually been scooped out between the piers. The bridges could not, therefore, stand the fury of the great floods of 1893 and with the exception of the first bridge, the Amirs Kadal, all of them were swept away. Of the other bridges of the Jhelum, only the three at Sumbal, Gapore and Barzimalls remained intact. The destroyed bridges were,

106. *Census 1921*, p. 15.
however, soon reconstructed. The Amira Kadal bridge which
was found to be shaky and, therefore, in a dangerous condition
was also removed in 1895 and a new bridge was built in its
place during 1895-96. All the new bridges, like old ones
were built entirely of wood. Big beams, the trunks of unusually
lofty cedars, were placed across the top of the piers. The
piers themselves were built of massive square trestles of cedar
logs arranged in a square with the ends over-lapping. The bases
of the piers rested on the foundations of stones and piles
driven in around. The upper end of the pier was contilevered
in such a way that the span was diminished. The ends of the
bridges were fixed down by an alternate courses of stone and
wood. The Kohala bridge was constructed in 1894-95 by the
government of India, but the state government also contributed
half of its cost.

Means of Transport:

With the construction of Jhelum Valley Cart road many
new means of transport like bullock carts, tongas, ekkas, jongas
were introduced in the Valley.

113. A. R. 1894-95, p. 64. Singh, Gaya Prasad, p. 5.
114. Ibid.
Hill Cart or Bullock Cart:

This means of conveyance, was a curious vehicle, with a seat before and behind covered with a leather hood hung very low and driven by two or three ponies or bullocks. Bullock carts were allowed to ply on the Jhelum Valley Road only in the night i.e., from an hour after sunset to half and hour before sunrise. This was done to avoid constant detentions and inconveniences of the road caused by the passing of military conveyas and other such movements. This caused unnecessary delay in the transportation of goods as the cartmen used to go in the shape of a convoy which started its journey after a number of days and then took fifteen to seventeen days to reach Srinagar from Rawalpindi. Total number of bullock carts passing over the Jhelum Valley Road as per the trade report of 1900-01 was 10659. By 1931, however, the number was reduced enough as stated by Census of India, 1931 for the Jammu and Kashmir state, and this means of traffic, again, having been replaced by the fast moving vehicles.

117. Note on Trade Registration, A.P.P. 1903, p. 5.
118. Ibid.
119. Ibid, p. 4.
120. Census of India, 1931, Vol. XXIV, Part I, p. 34.
It was a small clumsily-built cart with a low covered top having the appearance of a dome perched on two wheels and drawn by one pony or horse. It was one among the best means of the road transport on the Jhelum Valley Road. In 1900-01, thus, 6030 ekkas passed over the Jhelum Valley Road. Figures available reveal that in 1931 their number dwindled enough, though concrete figures in this connection are sadly absent and having largely been replaced by fast-moving vehicles by that time. These ekkas usually carried a load of some ten or eleven mounds each, i.e. between 800 lbs and 900 lbs. They carried the goods with the exception of heavy and bulky articles.

Juncas

It was another mode of conveyance, a horse vehicle with a carved, dome shaped roof, under-neath which was one seat parallel to the axle. Upon this tonga four persons could find room, luggage as possible could be arranged under the seat, on the mudguards and on the sides of roof.

References:
123. T. R., 1900-01, p. 4.
126. *J. K., Chief, Pol. R., No. 204/7-140 of 1911.*
Postal Agency was also used for the trade of light weight articles like medicines, silk piece goods both Indian and European etc.

**Third Phase (1922-1947)**

The third phase 1921-1947 saw far reaching developments in the means of transport and communication. It was during this phase that automobiles were introduced in the Valley.

*Genaral Cart Roads*

Of the routes which connected Jammu with Srinagar, the most important and direct was the one which ran across the Semail Pass. This was one of the chief commercial routes of the state and the Inter Provincial Trade was carried on by this route. Some of the trade between Kashmir and Punjab which was registered at Jammu also passed over this route.

There were three branches to this route, by the Chenab Valley, by the Sincipal Pass, and by the pass over the Larularly range, all meeting at the iron suspension bridge over the Chenab river at Ramban. Following were the spots which developed into supply depots for the traders and travellers on the different branches:

129. L.W. K., p. 383.
131. C.K. 1920-21, p. 27.
132. Bourneell, Major General Le Marquise De, *see* cit., p. 45.
1. **Route by the Chenab Valley**

<table>
<thead>
<tr>
<th>State</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jammu</td>
<td>---</td>
</tr>
<tr>
<td>Merh</td>
<td>9</td>
</tr>
<tr>
<td>Jaura</td>
<td>11</td>
</tr>
<tr>
<td>Bera</td>
<td>12</td>
</tr>
<tr>
<td>Riesi</td>
<td>9</td>
</tr>
<tr>
<td>Kansur</td>
<td>10</td>
</tr>
<tr>
<td>Ketoo</td>
<td>6</td>
</tr>
<tr>
<td>Katra</td>
<td>7</td>
</tr>
<tr>
<td>Farand</td>
<td>11</td>
</tr>
<tr>
<td>Mandial</td>
<td>8</td>
</tr>
<tr>
<td>Dharamkund</td>
<td>11</td>
</tr>
</tbody>
</table>

Totals: 94.133

2. **Route by the Simpson Pass**

<table>
<thead>
<tr>
<th>State</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jammu</td>
<td>---</td>
</tr>
<tr>
<td>Danial</td>
<td>17</td>
</tr>
<tr>
<td>Krimachi</td>
<td>16</td>
</tr>
<tr>
<td>Mir</td>
<td>13</td>
</tr>
<tr>
<td>Lendra</td>
<td>11</td>
</tr>
<tr>
<td>Ramband</td>
<td>24</td>
</tr>
</tbody>
</table>

Totals: 81.134

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III. Route by Serarourh Pass over the Laraulil Ranges

<table>
<thead>
<tr>
<th>Stage</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jammu</td>
<td>17</td>
</tr>
<tr>
<td>Sausal</td>
<td>12</td>
</tr>
<tr>
<td>Uthampur</td>
<td>13</td>
</tr>
<tr>
<td>Drakhal</td>
<td>11</td>
</tr>
<tr>
<td>Betoti</td>
<td>13</td>
</tr>
<tr>
<td>Ramband</td>
<td>13</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>66.135</strong></td>
</tr>
</tbody>
</table>

IV. The Stages from Ramband to Srinagar as follows:

<table>
<thead>
<tr>
<th>Stage</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramband</td>
<td>12</td>
</tr>
<tr>
<td>Jammu</td>
<td>17</td>
</tr>
<tr>
<td>Deoqui or Denibal</td>
<td>11</td>
</tr>
<tr>
<td>Varinag</td>
<td>18.4</td>
</tr>
<tr>
<td>Islamabad</td>
<td>17</td>
</tr>
<tr>
<td>Anantipur</td>
<td>17</td>
</tr>
<tr>
<td>Srinagar</td>
<td>18</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>85.136</strong></td>
</tr>
</tbody>
</table>

135. Bourboll, Major General Le Marquis De, _op. cit._, pp. 49-52.

The third branch i.e., route by Satarqarn Pass and the Larulari range, was considered the private route of the Maharaja and special permission was to be obtained from him through the Resident in order to go to Kashmir from Jammu by this route. It was this last route which lately began to be converted into a cart road renamed as the Banihal Cart Road. In 1901-02, the state government started the construction of a cart road from Jammu to Uleherpur. It was completed in the next year at a cost of Rs. 37,425. The construction of the Mandni Tunnel on the road involved another expenditure of Rs. 14,932. The road proved to be of great advantage to the inhabitants of the surrounding districts. But still no road link existed between the two major provinces of Jammu and Kashmir. In order to go to Srinagar, the people from Jammu had first to undertake a long journey to Bawalpindi with a nightly change at the washer bed junction. At Bawalpindi, they had to make transport arrangements for their onward journey to Srinagar. All these factors tended to make the travel from Jammu to Srinagar and back a tedious and uninviting one.

139. Census, 1911, p. 34.
To make up the above deficiency, the state government formulated in 1911-12, a scheme to widen the route from Udhampur to Banihal in order to make it fit for the east traffic. The work on it started the next year. But subsequently, the government decided to make the whole road from Jammu to Srinagar fit for the wheeled traffic. It was to pass over the Banihal pass through a 660 feet long tunnel.

The road was first opened as a special case in May 1921 for the traffic in connection with the annual transfer of the state government offices from Jammu to Srinagar and again in November, the same year at the time of the return of the offices, even though some important work on the road had yet to be completed. For the general public, it was thrown open only in May 1922, when it was nearly completed at a cost of Rs. 41,08,850.

140. J. R. 1912-13, p. 56.
141. J. R. 1912-14, p. 69; J. R. 1913-14, pp. 4, 8, 9.
142. Notification No. 2, 2nd May, 1921, J & K State
143. House Department Notification No. 8 of 2nd November, 1921,
144. Notification, 8th May, 1922, J & K, No. 226, 3-37 (111) of 1922.
The Seninal Cart Road, as the new road was called, provided a direct link between Jammu and Srinagar and passed entirely through the state territory. About 200 miles in total length, it rose from the Jammu city to the Patni Pass (about 7,000 feet), then dropped down to the Valley of the Chenab at Nabban and again rose to the Seninal Pass (4000 feet) whence it dropped again to the Valley of Kashmir.

Like the Jhelum Valley Road, it was also described as "the triumph of modern road engineering" and the two roads together formed the longest and "one of the finest systems of the mountain roads fit for the wheeled traffic in the world". It gave a considerable impulse to trade by providing a cheaper all-state route and bringing Jammu and the Punjab towns of Sialkot, Lahore and Srinagar much nearer to Kashmir. It progressively gained in importance and popularity so much so that in 1931, it is said that the huge number of 14017 motor Lorries, 3,612 Motor cars, 495 tongas, 63,168 oxen and 137 bullock carts passed over the road. The small number of the tongas, oxen and

bullock carts clearly indicates that these slow means of transport had by then been almost completely ousted by the motor vehicles. This rush of the traffic was, however, nothing as compared to that on the Jhelum Valley road. Consequently, the visitors who wished to avoid the greater rush of traffic, preferred to travel by the Banihal than the Jhelum Valley Cart road.\(^{150}\)

The road from Jammu to Srinagar by Banihal Pass, however, did not remain open all the year round. It remained closed even for horses and ponies for about two months on account of snow on the Banihal Pass. Many times, for two or three days together, it used to remain closed for men, who could not traverse it when the wind was violent and the road was blocked.\(^ {151}\) Such a condition was bound heavily to tell on the free flow of trade, though one should not forget that during winter major part of the Valley remained covered with snow, and even if the route remained serviceable, it could not continue to be of some utility as during the summer season.

The development of the means of communication particularly the roads, gave an impetus to the local as well as to foreign trade. The improved means of transport accelerated in economic development of the state in certain respects. The normal movement

\(^{150}\) Tynack Lt. Col. R. H., pp. 146-47.

of the goods within the state and its neighbours did increase.

But an important factor which appeared and made the increase faster was the influx of the tourists which took place as a result of the construction of new roads in the Valley. Although the contemporary records are silent with regard to the number of tourists visiting the Valley every year, yet they constantly speak of increase in this traffic. 152

Obviously, the influx of the tourists in the Valley was bound to increase the import of the articles which they consumed, as also production of the local art and other manufactures which they locally consumed or carried away with them at the time they left. Besides, the influx of these tourists was bound also to influence the tastes of the local inhabitants and thus increase the demand of the goods they consumed, such as tobacco, tea, sugar piece goods etc. 153

The most important effect of the introduction of wheeled transport was the end of bager or forced labour of men for carriage of goods. The cultivators breathed a sigh of relief at being freed from this烦ious system which turned him into a beast of burden. 154

154. Ibid.