The Principal means of communications of the Panjab were the roads which connected Delhi and Lahore, Lahore and Multan, Lahore and Kashmir, Lahore and Attock, Lahore and Kangra, Delhi and Multan. There were some equally other important roads such as the Hindustan-Tibet-Road, which ran from the Shipki pass on the frontier of the Chinese Empire to Simla.

The Indian rulers regarded the building of roads with rest houses, as a pious duty. But the Sultans of Delhi showed little care for such useful public works and their treasury and energy were spent mainly on such unproductive work as building mosques or destroying old cities to build new ones to perpetuate their own names.

Among Muslim kings, Sher Shah may be called the pioneer who took the real interest for such useful public works and his glory lies in the great roads built by him, which have kept his memory still green in the minds of his countrymen. For the safety of his vast empire, he considered it imperative to build roads all over the country. The longest as well as the best-known among these was the one running from Sonargaon (near Dacca now in East Pakistan) to the Indus, 1500 km, in length. It was "the greatest highway in the world". The roads were admirably planned, connecting together all the strategic frontier cities; on any threatened point the armies of the Empire could be concentrated rapidly.

On either side of the roads were planted fruit trees, and beside these were erected carvan sarais with separate lodgings for Muslims and Hindus. Grain and fodder were supplied for horses and

1. W.H. o 1 c
2. o 2 - Douie, P. 127
3. o 3 - Vol. II, Ranking, P. 417
   - Vol. II, Text, P. 225
cattle, and each caravan sarai contained a well and a mosque of
burnt brick, with a 'muazzin', and 'imam' and several watchmen. 'Once
a traveller has occupied the rooms allotted to him nobody else may
turn him out.' All these caravan sarais were maintained from the
land attached to every sarai. In every such halting stations two
horses were kept ready, so that news from great distances might reach
as early as possible. These sarais served as halting stations of
state officials and were the stations of conveyance of news by relays
of horses. "By dak-chauki, news reached Sher Shah (also to the Mughal
Emperors later) every day from Milab (The Indus) and the extremity
of Bengal."

The Grand Trunk Road from Agra to Attock was marked out by tal
pillars (Kes-minars) twenty to thirty feet high and two and half mile
apart. Though the roads were unmetalled, yet these were clearly defin-
ed, in some cases by avenues of trees, and more generally by the
sarais, stated above. "In northern India, these routes were, in some
cases at least, suitable for wheeled traffic and long lines of carts
might occasionally be seen."

The rivers were usually crossed by bridges of boats. Such
bridges as there were constituted great barriers, perforated with
numerous small pointed arches, affording considerably less waterway
than the area of obstruction presented by the massive piers, which
were founded on shallow wells and supported a continuous floor.
Ordinarily, rivers were crossed at fords by ferries or bridges of
boats, and the passage became extremely difficult when the streams
were in flood. Akbar's chief engineer, Qasim Khan, was specially
skilful in the construction of bridges of boats for the passage of

1. - - - ae oy and P-
2. - - - E ot and Bowson P.417
3. - - - Nizam-ud-din Ahmed Text P.232
4. - - - Vol.I Text P.238
5. - - - Moreland PP.6-7
imperial army. He built several such bridges over the rivers of the
Panjab in 1591.

The most important road of the Panjab, of this period, was
from that of Agra to Attock, Lahore being the rendezvous of all the
main roads and routes of the Panjab. From a political and military
point of view, its consequence can hardly be over-rated as binding
together all the then important northern cantonments and maintaining
communication with Peshawar, the greatest frontier station. In this
respect this road was of the greatest strategic importance to the
Panjab and to India, but to the Panjab it conferred another great
benefit by forming a great highway, passing through the upper distri-
ccts, the chief cities, commanding the entrance to Hazara and giving
access at several points to Kashmir. It thus constituted a great
artery from which numerous branches separated off in various direct-
ions. Lastly, it was the great outlet and channel for the import and
export trade between India, Central Asia and the West.

The next, important road of the Panjab was that of Lahore to
Multan. Multan was well situated (as even today) for purposes of trad-
on account of the three rivers which pass through the province of
Multan and which join not far from the city. Multan is on the trade
route from Iran through Kandhar to India. It would be curious to note
that at the time of the British occupation of the Panjab, the caravan
which travelled from Delhi to Chasni, the two most important cities of
the Muslim Empire - followed this most difficult and circuitous route.
Emerging from the passes of the Suleiman Range at Dera Ismail Khan,
they toiled through the wilds of the Sindh Sagar Doab to Multan and
then turned northwards to Lahore; thence they proceeded to Ferozepur
and Ludhiana. Sometimes they travelled downwards from Multan to Baha

1. -Smith, P
2. - omas Holditch,pp.30-83
3. -De Last (Hoyland),p.78
alpur. The two ancient trade-routes in these regions were (a) From Dera Ismail Khan via Mankhera, Shorkot, Harappa, Pakpattan, Fazilka, Samana to Delhi; (b) From Dera Ghazi Khan via Multan. The route proceeded to meet the former one at Pakpattan. Pakpattan was the famous ferry over the Satlej. These roads often passed through arid and desolate tracts, and wells and hostelries were provided at suitable intervals without which these would have been useless.

These roads had made Lahore, Multan, Sialkot, Gujrat, Attock, Dipalpur, Pathankot, Rajwara, Sultanpur and Sirhind the great centres of trade. Twelve to fourteen thousand loaded camels passed through Lahore every year. Traders of different nationalities viz.; Armenians, Aleppo and Gujaratis had settled in Lahore and they carried on trade with foreign countries on a large scale. Lahore was also a great market for Indigo.

THE MAIN ROUTES

A. DELHI TO LAHORE:- (1) Badli, 9 miles north west of Delhi railway junction. (2) Marela, 16 miles. (3) Sonipat, 27 miles. (4) Ganaur, 37 miles. (5) Samalkha, 44 miles - Also known as Sambal-Mi-Sari. This part of the country was exceptionally dangerous, being infested by the robbers. (6) Panipat, 55 miles. (7) Charanda, 66 miles. (8) Sarai Pul, 72 miles. (9) Karnal, 76 miles. (10) Tarnow, 84 miles. (11) Ambala, just before the Mai Nadi (Rivers) is crossed. (12) Thanisar, 28 miles south-east of Ambala on the Grand Trunk Road towards Delhi. Here the Siraswat river was crossed. (13) Shahbad, (Markanda) 111 miles. (14) Ambala, 128 miles. (15) Sarai Noon, (16) Sarai Hajjam, (17) Todar Mai, (18) Atuva, 13 miles north of Ambala. (19) Sirhind, 30 miles north of Ambala. (20) Khanna, 42 miles from Ambala. (21) Sarai Laskkar Khan, 52 miles. (22) Dorga, 55 miles. (23) Ludhiana, the town was situated

1. De as - oy ,PP. 2
2. Early Trans.-Pur as,
3. Vroage to East India-Edward Wms.P.30
4. The Empire of the Great Mughal-De Laet (Hoyland),P.49
5. 'It was a fortified place', Ibid.
6. There was another route which was very popular up to the reign of Jahangir, and separated from the above route at Sirhind; it led through Nachhewara, Rupar, Rahon, Rajaga, Sarai Noor-Ed-din, Adina Nagar, Patial Kalanur and Sarai Amnat Khan; then to Lahore. Sirh was a big halting station and sometimes it was the base of supplies for the war operations towards the North-west Frontier Province of India.
7. Dorga, means two routes.Rupar and Rahon route was followed from here. The carvans generally used to go from here to Rupar, Rahon, Garshana Mar, Rajwara, Hariana, Dasuya, Pathankot, Sialkot, Gujrat and so onward.
on the left bank of the Satlej. Since then the river has shifted its bed, nine miles towards the north. (34) Philour, 11 miles north, north-west of Ludhiana on the Grand Trunk Road. (35) Noor Mahal, 8 miles from Philour. (36) Nikodar, 20 miles. (37) Dhankari (Serai), 25 miles, also known as Jahangirpur. (38) Sultanpur — 40 miles. Here the Kalna Nadi (River) was crossed immediately west of the town and the Beas river, 6 miles further north-west at the ferry of Bagopur. (39) Fatehabad, 48 miles from Philour and 13 miles from Sultanpur. (Naurangabad, 8 miles north west of Fatehabad and 4 miles south-east of Tarn Taran. (41) Serai Noor-ud-din, 8 miles from Naurangabad to the north-west. (42) Kanshali-da-pul, 9 miles to the north west of Hoshiarpur towards Lahore from Amritsar. (43) Hoshiarpur, 5 miles north of Sarai Amanat Khan and 36 miles east of Lahore and Shab Gandhi, 34 miles.

B. LAHORE TO ATTOOK— The road from Lahore to Attook was infested with Pathan brigands, and although the Great Mughals established twenty guard stations of armed troops at regular intervals nevertheless travellers were frequently robbed by those brigands. "The size small or ill-prepared bodies of strangers, drag them away into the recesses of the mountains, and enslave them; they even mutilate their captives to prevent their escaping."

The stages of the journeys were as follows— (1) Shahdara, 3 miles north of Lahore fort on the other side of the Ravi. (2) Faizabad, 15 miles from Lahore to the north. (3) Pul Shah Daula, 22 miles from Lahore on the Dugh river. (4) Emnabad, 33 miles from Lahore and 9 miles south of Gujranwala. (5) Hakimabadpur (6) Shabak Cheema, 11 miles north of Gujranwala. (7) Waizabad, 10 miles to the north from Shabak Cheema, after this the Chem is crossed. (8) Ojrat, 9 miles to the north of Waizabad. (9) Khawaspur, 11 miles north, north-west of Ojrat and 6 miles south-west and west of Daulit Nagar. Then the Wimmer river is crossed. (10) Kharian (Kinar) 12 miles north-west, a pass. (11) Kharian, 14 miles from Khawaspur. (12) Sarai Alamgir, 3 miles north of the Jhelum river. (13) Naurangabad, near Sarai Alamgir. (14) Chakoa, 9 miles north-west of Rohtas fort. (15) Khuda Jala 30 miles north of Rohtas fort. (16) Pacha, 10 miles north west of Sarai Jala Khan. (17) Roat, 21 miles south east of Rawalpindi. (18) Lashkari. (19) Rawalpindi. (20) Kalapani, 17 miles north west of Rawalpindi (21) Hassaan Abdul, 9 miles north-west of Kalapani (Panja Sahib). (22) Nadara, 19 miles north of Hassaan Abdul, and (23) Attock 8 miles, on the eastern bank of the Indus.


D. LAHORE TO KASHMIR— From Lahore the route to Kashmir was common wi

Before the advent of the Great Mughals the most important road from the North-West Frontier to Delhi was through Tula's at Pakpattan, Dipalpur, Fatehabad, Rajpur, Ahrwan, and Tohana to Delhi.

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