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'CORRECTIONS TO "ROUTES IN PERSIA." VOLUME I.'

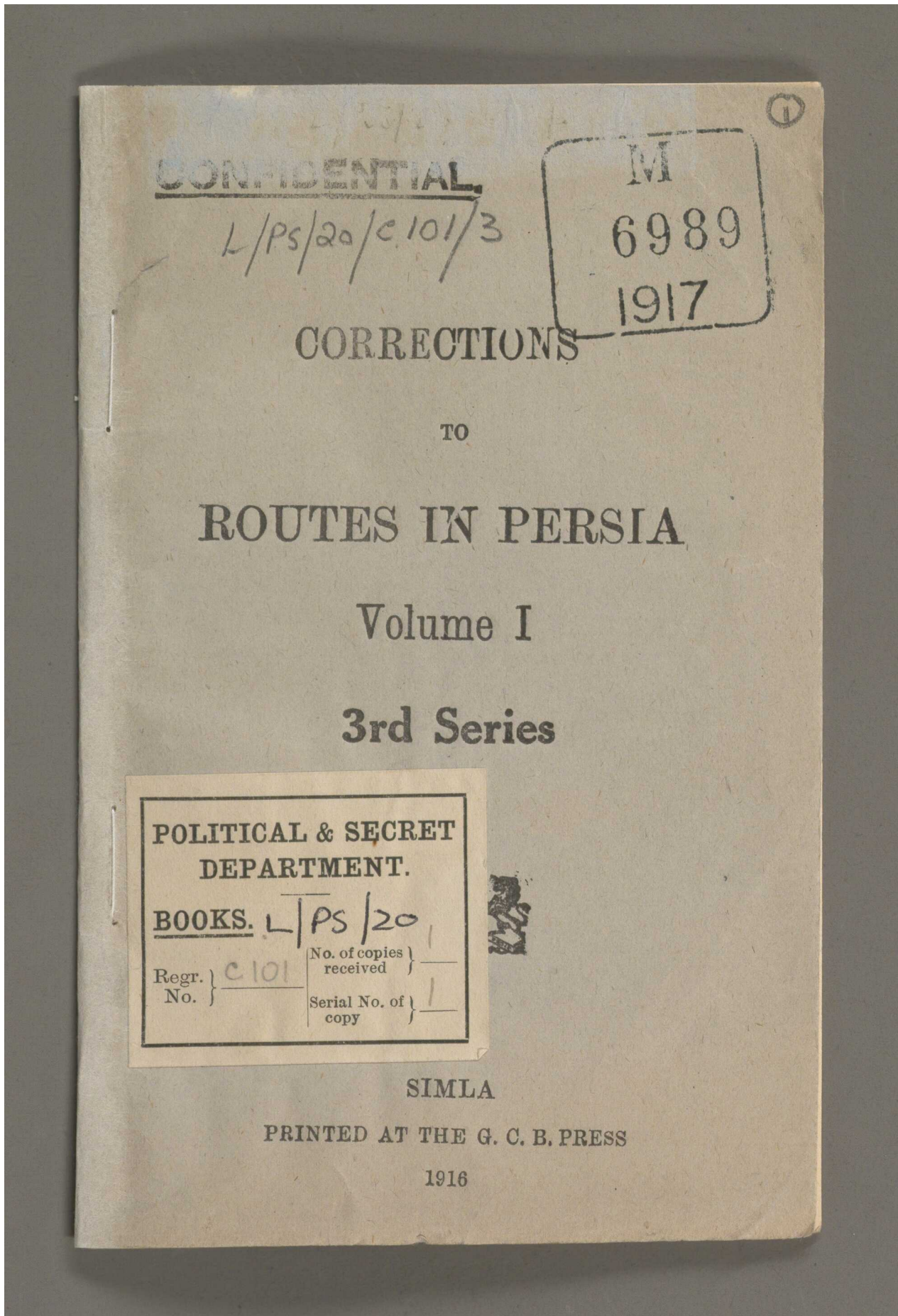
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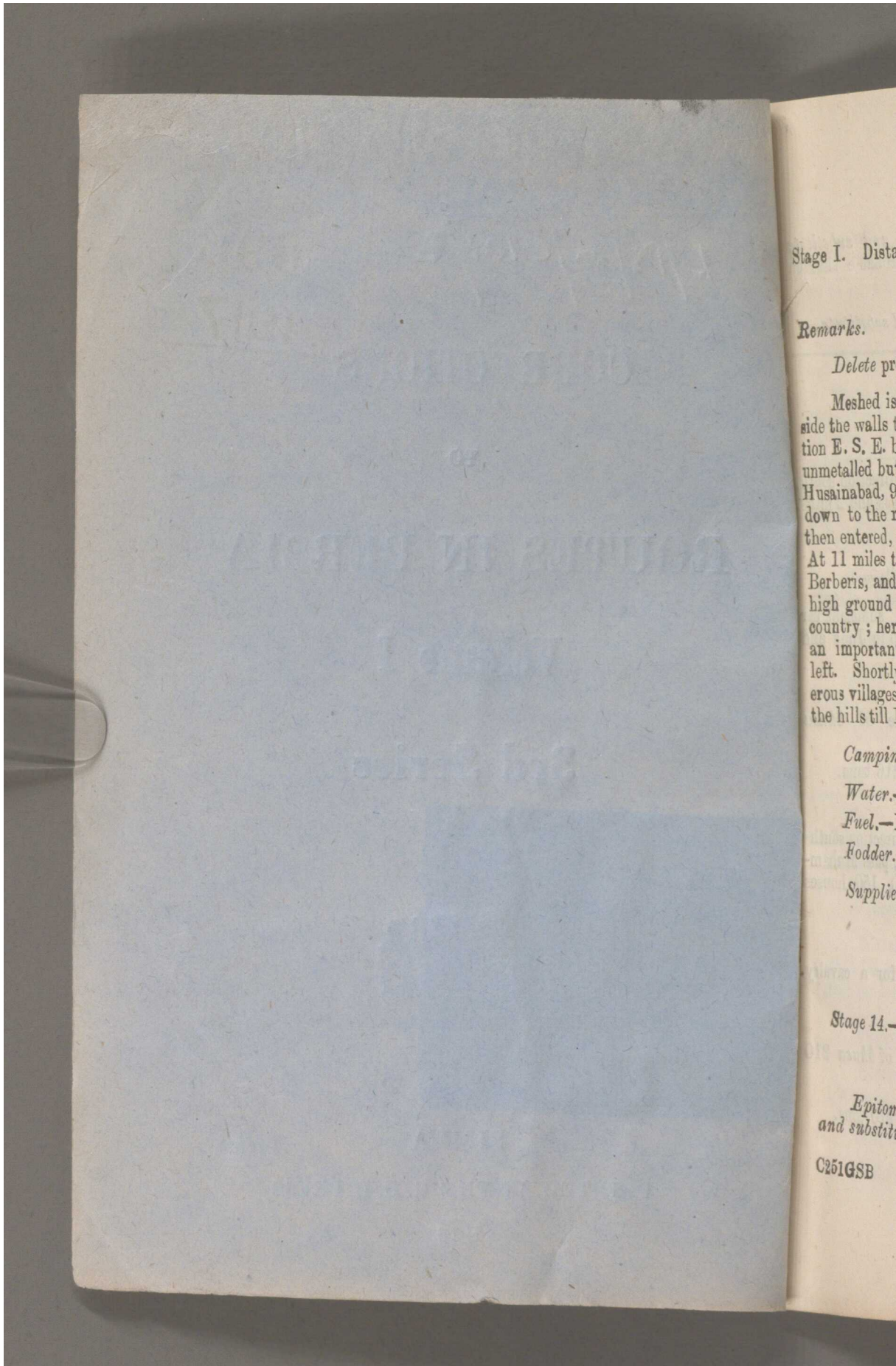


About this record

Corrections to Volume I (catalogued as IOR/L/PS/20/C101/1) of a series of official publications on Routes in Persia [Iran] produced by the Division of the Chief of Staff, Army Headquarters, India, dated October 1912.

The corrections concern routes nos. 44, 69-A, 59-A, and 93-A. The corrections contain revised and additional information including: road conditions; topographical information; settlements along the routes; and the availability of supplies.





2

Route No. 2.

Stage I. Distance of stage is 28 miles, correct all distances in the route accordingly.

Remarks.

Delete present entry and substitute :—

Meshed is quitted by the Ark gate and a detour made outside the walls to the Pain Khiaban gate. Thence, general direction E. S. E. by the right bank of the Kashaf Rud, along an unmetalled but good carriage road. Numerous large villages to Husainabad, 9 miles. At 10 miles a stream is crossed running down to the river which is 1 mile distant. Rounded hills are then entered, opening on to a very rich level piece of country. At 11 miles the village of Ulang, 65 houses inhabited by Timuris, Berberis, and Meshedis. At 14 miles the ruins of a mosque on high ground whence a good view is obtained of the surrounding country ; here Route 68 branches off. At 16 miles, Tangul Shur, an important village ; the village of Chilgi, 35 houses, lies to the left. Shortly after low rolling hills are again entered with numerous villages on both sides of the river ; but direct route keeps to the hills till Langarak is reached at 28 miles, 30 houses.

Camping ground.—Ample.

Water.—Ample from the river, slightly brackish.

Fuel.—Fair amount from brushwood in river bed.

Fodder.—Good grazing for camels : some for horses.

Supplies.—Abundant.

Route No. 3.

ALTERNATIVE A.

Stage 14.—Second line. After "Baidar Pass" insert "6700".

Route No. 5.

Epitome, lines 1 and 2, delete from "and no" to "Turbat" and substitute "after Buznabad, stage 6"

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Route No. 5—*contd.*

Epitome, line 6, delete " and probably " and substitute "and field artillery as far as Buznabad"; it is probable that the whole route there are."

Stages, 1, 2, 3 and 4, delete present entries and substitute—

No. of stage and total distance.	Details.	
I	SEUKI	... 13 m.—General direction south
13	(3900')	At Seuki 250 houses and 2 mill

Camping ground.—For 2 battalions, west of village.

Water.—From a perennial *karez*, good and sufficient for a cavalry brigade; also from a stream, which dries up in June and July.

Fuel.—Scanty; bushes and *bhusa* only.

Fodder.—Good camel grazing; annual produce of *bhusa* 216 tons.

Supplies.—400 sheep; annual produce of corn, 216 tons.

Local transport.—5 horses; 100 donkeys.

2	SAADABAD	16½ miles.—General direction south
29½		east. At 5 miles, pass Muham
and 1 mill.		madabad (3900'), 150 houses
		At Muhammadabad.

Camping ground.—Unlimited, east of village.

Water.—From a stream, good and sufficient for a cavalry brigade; no *karez*.

Fuel.—Scanty; bushes and *bhusa* only.

Fodder.—Good camel grazing; annual produce of *bhusa* 210 tons.

Supplies.—600 sheep; annual produce of corn, 210 tons.

Local transport.—10 horses; 62 donkeys.

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Route No. 5--contd.

At 14 miles, Ibrahimabad, 1 mile west of Shaaba (see Route No. 28, stages 3 and 4); the combined resources of these two villages are as follows:—

50 houses and 1 mill. *Camping grounds.*—For 2 cavalry regiments, round each village. *Water.*—Good and sufficient for 4 cavalry regiments, from *karez*; also from stream, from December to March inclusive. *Fuel.*—Scanty, bushes and *bhusa* only. *Fodder.*—Good camel grazing; annual produce of *bhusa*, 24 tons. *Supplies.*—80 sheep; annual produce of corn, 24 tons. *Local transport.*—18 donkeys.

At 15½ miles, and 1 mile west of the track, Shutara, 1½ miles north-west of Saadabad, which lies on the road. The combined resources of these two villages are as follows:—50 houses.

Camping grounds, water and fuel.—As for Ibrahimabad and Shaaba, above.

Supplies.—200 sheep; annual produce of corn, 30 tons.

Fodder.—Good camel grazing; annual produce of *bhusa*, 30 tons.

Local transport.—3 horses; 15 donkeys.

3 JANGAL ... 16 m.—General direction south-south-west. For road *via* Busbar and details regarding the Kal-i-Salah steam, see Route No. 28, stages 3 and 4). At Jangal, 300 houses; 2 mills.

Camping ground.—Unlimited in the plain around the village.

Water.—From December to March inclusive, good and sufficient for a cavalry brigade; at other times, from 7 *hauzes*, sufficient for local requirements only.

Fuel.—Scanty; bushes and *bhusa* only.

Fodder.—Good camel grazing; annual produce of *bhusa* 1,800 tons.

Supplies.—3,000 sheep; annual produce of corn, 1,800 tons.

Local transport.—100 donkeys.

Route No. 5--*contd.*

4 NAUDEH PASANGE 21½ m.—General direction
(3050') south-south-west. Little
67 cultivation or water, ex-
cept in the vicinity of Jangal. There are three wells of brackish
water, namely at Ambarkhana (4 miles) and Band-i-Uzbak (7
miles) on the track leading to Bimurgh, and Chah-i-Shura, at 9
miles on the Naudeh Pasang track. There is also a well of fresh
water some 6 miles to the east of Chah-i-Shura. For the first 8
miles there is good grazing for camels. A line drawn through
Jangal to Naudeh Pasang passes along the watershed between the
'Amrani desert and the Dasht-i-Buznabad, which merges into
the Dasht-i-Namadi. The 'Amrani desert is a continuation of the
Dasht-i-Kavir; the Kavir and Namadi deserts are thus practically
continuous. The village lands of Naudeh Pasang are divided into
four *tarafs*, which are known by separate names but are all in-
cluded in Naudeh Pasang for administrative purposes. There are
some 60 houses and 1 mill. Route No. 43 connects here.

Camping ground.—Unlimited, west of village.

Water.—Good and sufficient for 2 cavalry regiments from a
sweet water *karez*; there is also another *karez*, the water of which
is brackish, and a *hauz*.

Fuel.—Scanty; bushes and *bhusa* only.

Fodder.—Good camel grazing; annual produce of *bhusa*, 30
tons.

Supplies.—1,000 sheep; annual produce of corn, 30 tons.

Local transport.—2 horses; 50 donkeys. There are usually
several Baluch encampments in the plain, with about 400 camels.

5 GAISUR 19 miles.—General direction south-
(3300') east. There is natural
86 well of sweet awater at
Chah-i-Tize, 9 miles. The track runs through low hills, emerging
on to the plain at about a mile from Gaisur, a fine walled en-
closure of 60 houses.

Camping ground.—Unlimited, all round the village.

Water.—From 2 *karezes*, one sweet and one brackish, suffi-
cient for 2 cavalry regiments; there is also a *hauz* in the village.

Fuel.—Scanty; bushes and *bhusa* only.

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Route No. 5—*contd.*

Fodder.—Good camel grazing ; annual produce of *bhusa*, 30 tons.

Supplies.—600 sheep ; annual produce of corn, 30 tons.

Local transport.—2 horses ; 10 camels ; 40 donkeys.

6 BUZNABAD 22 miles.—General direction south-south-east. The track

108 (4400') lies across a plain for the first 15 miles and then crosses several low spurs to Buznabad, the frontier village of the province of Kain, 80 houses. Routes Nos. 16 and 17 connect here. The village is less barren than most villages in this district, and has several gardens of mulberry trees 1 mill.

Camping ground.—Unlimited in the plain to the north-east.

Water.—Good and sufficient for a cavalry brigade, from 3 *karezes*.

Fuel.—Scanty : a few trees, bushes and *bhusa* only.

Fodder.—Good camel grazing ; annual produce of *bhusa*, 18 tons.

Supplies.—1,800 sheep ; annual produce of corn, 18 tons.

Local transport.—60 camels ; 10 donkeys.

Stage 5, No. of stage, delete " 5 " and substitute " 7 ."

6, Ditto Ditto " 6 " Ditto " 8 ."

7, Ditto Ditto " 7 " Ditto " 9 ."

Route No. 12.

Stage 2, line 10.—End stage after " connect . " Rest of text from " Road passes " belongs to stage 3.

Route No. 14.

Epitome, delete from " Information " to " incomplete . "

Epitome, line 5, after " 3 and 4 " insert " From Buznabad to Zuzan, the route is passable for all arms. In the section,

6

Route No. 17—*contd.*

Zuzan to Rui Khaf, only mule transport can traverse the Dehaneh-i-Sinao, but all arms can complete the march by making a detour of 4 miles, *vid Nishtafun.*"

Stage 2, line 3, after "small spring" add "There are only one or two huts."

Camping ground.—Unlimited, west of the main spring.

Water.—A small *karez* ; two small springs. Sufficient for one squadron.

Fuel.—Scanty ; bushes only.

Fodder.—Good camel grazing only.

Supplies.—None.

Stage 3, line 2, delete "Khaibar" and substitute "Kaibar."

Stage 3, line 5, after "fort" add "100 houses, 1 mill."

Camping ground.—Unlimited west of village.

Water.—From five *karezes* ; sufficient for a cavalry brigade.

Fuel.—Scanty ; bushes and *bhusa* only.

Fodder.—Good camel grazing ; annual produce of *bhusa*, 18 tons.

Supplies.—1,600 sheep ; annual produce of corn, 18 tons.

Local transport.—None.

See also Kasimabad, next stage.

Stage 4, line 2, after "Plain" add "At one mile, and at distance of $\frac{3}{4}$ mile north of the track, lies Kasimabad, 200 houses."

Camping ground.—Unlimited, round the village.

Water.—From a *karez* ; sufficient for a cavalry regiment.

Fuel.—Scanty ; bushes and *bhusa* only.

Fodder.—Good camel grazing : annual produce of *bhusa*, 240 tons.

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Route No. 17—contd.

Supplies.—9,000 sheep ; annual produce of corn, 240 tons.

Local transport.—2 horses ; 140 donkeys.

Stage 4, line 6, after " No. 11 " add " 600 houses. "

Camping ground.—Unlimited, north-east of village.

Water.—From three *karez*s ; sufficient for a cavalry brigade.

Fuel.—Plentiful.

Fodder.—Good camel grazing ; annual produce of *bhusa*, 1,410 tons.

Supplies.—324 oxen ; 5,000 sheep , annual produce of corn, 1,410 tons.

Local transport.—15 horses ; 500 donkeys.

Route No. 18.

Delete—Alternative Stage A.

Route No. 24.

Epitome, line 3, delete from " guns " to " cross it " and substitute, " guns ; the road could, however, be made passable for field artillery by 12 men in a day. The road is used by laden camels. "

Epitome, lines 4 and 5, delete from " Not known, " to " others " and substitute, " Supplies abundant at all stages except at Biwand-i-Kohna, stage 6, at 4 miles to the east of which supplies are available in large quantity at Askhabad village. "

Stage 5, line 2, delete " (P) Six miles from Zava " and substitute " at 6½ miles. Gilsarai ; at 12½ miles commence ascent and. "

Route No. 24—*contd.*

Stage 5, line 7, delete "guns" and substitute "guns, without improvement; 12 men could effect the necessary repairs in one day."

Stage 6, line, 1 and 3, delete "Badvand" and substitute "Biwand-i-Kohna."

Stage 6, line 4, delete "but" and substitute "among the mountains of another range. Supplies and camping ground, water, etc., for a cavalry regiment are available at Askhabad village, which lies in the plain, 4 miles to the east and."

Route No. 28.

Delete "Bimurch" throughout and substitute "Bimurgh."

Stages 3 and 4, lines 5 and 6. Delete "Shirba, a biggish village with large amount of cultivation" and substitute "Shaaba (see Route No. 5, stage 2)".

Stages 3 and 4, line 7. Delete "Shadiabad" and substitute "Saadabad (see Route No. 5, stage 2)."

Stages 3 and 4, line 15. Delete "Shirba or Shadiabad" and substitute "Shaaba or Saadabad."

Stages 3 and 4, line 16. After "halting place" insert "For details regarding water, supplies, etc., (see Route No. 5, stages 2 and 3)."

Route No. 45.

Stage 1, last 4 lines, delete "road" and substitute "mule track"; delete from "and is reported" to the end and substitute ("see Route No. 58, stage 3").

Route No. 58.

Authority and date, add "Sykes, 1913."

Stage 2, line 1, delete "north-west" and substitute "north-east."

Route No. 58—*contd.*

Stage 3, line 10, delete " Qibkan " and substitute " Kupkan."

Stage 3, line 12, to end of stage, delete the whole and substitute "miles Darband-i-Ulang." (At this village an alternative route comes in from Radkan, 42 miles to the south-east, see Alternative A below). The descent of the Maidan Khaneh pass is steep and impracticable for guns, but the hill-slopes are soft and a road might easily be cut. At 9 miles pass Kupkan, 30 houses, and ascend to the summit of the Allah-ho-Akbar pass, 5,400', at 13 $\frac{3}{4}$ miles, by the Nardaban-i-Nadir (Nadir's Steps; steps cut in the rock, in ancient times, for the distance of a mile, to facilitate the passage of guns. These now make the road very difficult and would require filling in with earth to make the road passable for artillery. The pass is commanded near the top by high, precipitous cliffs, but the position there could easily be turned. The valley from the Kupkan stream to the Ab-i-Vard is not passable for guns and is shut in by precipitous spurs on both sides. The descent is easy to Agdash (White Stone), 30 houses, 3,600', at 18 $\frac{1}{2}$ miles. Proceeding across a plain, pass Mayna and Daghdar villages at some distance to the west of the track and reach Chapashli at 12 $\frac{1}{2}$ miles, a fortified village of about 400 families, with extensive gardens and vineyards.

Route No. 60 connects here. Macgregor marched *vid Mairi* making Main Kuh his 2nd stage, between the Maidan Khaneh and the Allah-ho-Akbar.

Camping-ground, water, fuel, fodder and supplies, sufficient for a cavalry regiment.

Stage 4, line 1, after " through the " insert " Darband-i-Kirk Kiz (40 Virgins), a gap."

Stage 4, lines 4 and 5, delete from " here " to " Dukhteran."

At end of route insert.—

ALTERNATIVE A.

FROM RADKAN TO DARBAND-I-ULANG.

42 miles.

3 stages.

Authority and date—Sykes, 1913.

Route No. 58—*contd.*

Epitome.—This route is a difficult mule-track, which joins stage 3 (at mile 7) of Route No. 58. It is a short cut from Chinaran, affording an alternative to that *via* Kaleh Yusuf Khan (Route No. 45, stage 2). It is closed by snow for several months in the year.

No. of stage and total distance.	Details.
1	IMARAT 19 m.—General direction north-north-west. At 5 miles
19	pass Khirich, the white domed shrine of which offers a conspicuous landmark. Here a track alternative to, but longer than, that described in stage 2 of Route No. 45, leads north-west to Kaleh Yusuf Khan. At 8 miles Bahmangam whence ascend to a plateau, elevation 5,000', at 13½ miles. Here an alternative mule-track leads north-north-east <i>via</i> the Gudar-i-Bahmangan to Yadak. Proceeding north-north-west pass the village and <i>kotal</i> of Kara Khuzai, 6,100', at 15½ miles; ascent difficult even for mules. Thence descend to Imarat, 20 houses, situated on the smaller of two streams, which form the head-waters of the Atrek.
2	YADAK 5300'. 12 m.—General direction N.
31	At 4½ miles cross the Kotal-i-Oghiray, 6300' and at 7¼ miles the Kotal-i-Kamu, 6700'. Descend thence to yadak, 200 houses, in the main valley of the Atrek, in the district of Panj Taifa (Five Tribes).
3	DARBAND-I-ULANG 11 m.—General direction
42	N. March North-West down the right bank of the Atrek, and at mile 3 turn North-East and ascend to the Gudar-i-Guna 5,900', a difficult pass, at 5½

Camping ground, water, fuel, grazing, sufficient for a cavalry regiment; but supplies, *nil*; 1 day's supplies for 1 squadron at Khirich and at Bahmangam and for an infantry brigade at Radkan.

Camping-ground, water, fuel, grazing, supplies, sufficient for a cavalry regiment.

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Route No. 58---*contd.*

miles. Thence an easy descent through the district of Mian Kuh (Among Hills); at 10 miles pass the hamlets of Kishlak and Darband Bala, and at 11 miles reach Darband-i-Ulang, at the 7th mile in stage 3 of Route No. 58.

Camping-ground, water, fuel, grazing, supplies.—Sufficient for a cavalry regiment.

Route No. 38.

Stage I.—Delete remarks under stage and substitute "See Route No. 2, stage I."

Route No. 61.

Stage 3, line 17.—For "7" read "9."

Route No. 62.

Authorities.—add "M. A. Meshed, 1914."

Route No. 67.

Remarks, line 7.—After "cross." Add "The only bridge across the river between Meshed and Sadrabad is a temporary structure (1914), passable for camels but not for wheeled traffic, 1 mile west of Ismailabad in stage 3."

Authorities.—Add "Marsh, 1914."

Stage 1, lines 9 and 10. Delete "strong arched bridge" to "arms" and substitute "ford across the river, immediately below the ruins of the Gazgun bridge. From this ford, a mule track leads, east-north-east, across the foot of the hills, to Mazdaran 41 miles, by the following route:—Narband, 6 miles; Chapunak, 8 miles; Chinarak, 4 miles to the north of Nazaria, 12 miles; Ordukak, 14 miles; Maiamai, 16 miles; Nauruzabad, 18 miles; Kazal Yar, 19 miles; Ahmad Sara, 27 miles; Gulu, 33 miles; Mazdaran, 41 miles."

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Route No. 67—*contd.*

Stage 2, lines 4 to 6, delete from "At 5 miles" to "40 houses" and substitute, "At 4 miles, Shadichah Bala, 20 houses, on left bank; at 5 miles, Junu, houses, on right bank; at 6 miles Shadichah Pain, 30 houses, $\frac{1}{4}$ mile from left bank and easy ford across the river; at 7 miles, Kalateh-i-Mirza-Jan, $\frac{1}{2}$ mile from right bank, 10 Timuri families."

Stage 2, lines 6 and 7, after "Bala" and after "Kichidar" delete "on the left."

Stage 4, line 9, after "pass" insert new paragraph, "From this point the track runs north-north-east for 2 miles, along a saddle, which connects the Mazdaran range with the Kuh-i-Chashmeh-Zarchubeh range to the north. The latter range is crossed at the Kotal-i-Du-Biradar (or Gardana-i-Du-Biradar), which is several hundred feet higher than the Mazdaran pass, and is marked by two Turkoman towers. Here the track descends in a north-north-easterly direction."

At the end of stage, insert new paragraph. "From the Mazdaran pass a good mule-track, fit for lightly laden camels leads, east-south-east, to Shurijah, or Sipanja, on the right bank of the Kashaf Rud, 27 miles, by the following route:—east, to a saddle at mile 2, elevation 3650 feet thence descend the northern slopes of the Mazdaran range to Injar Bulok, at $7\frac{1}{2}$ miles, a substantial village, deserted during the summer, elevation 2,900 feet; good and abundant water from karez and pond; at $10\frac{1}{2}$ miles pass through a pronounced cleft in a razor-backed ridge, which extends for about 10 miles along the centre of the valley between the Mazdaran range to the south and the Kuh-i-Chashmeh-Zarchubeh to the north. Thence east-north-east to a spring and nomad summer encampment, at mile $13\frac{1}{2}$, whence turn down the Silava valley, east-south-east, passing Draz Ab, a spring and nomad summer encampment $17\frac{1}{2}$ miles. At mile $20\frac{1}{2}$, Padeh Ab spring and some 10 mud houses, occupied only in the summer. Leave the Silava valley, which continues to the north-east, and crossing the under-features of a low range, which runs between the track and the river at $24\frac{1}{2}$ miles pass the ruins of Kaleh-i-Shurijah an old fort on the left bank of the Kashaf Rud; at this point the track passes beneath the Meshed-Sarakhs telegraph-line, which here leaves the river and turns north-north-east. From Kaleh-i-Shurijah an easy ford leads to the right bank, on which, at 27 miles, lies the new village of Shurijah, or, as it is called by its inhabitant Sipanja."

Route No. 68.

Authorities.—Add "Marsh, 1914."

General, line 4. Delete "crossing" and substitute "fording." Delete "at" and substitute "below the ruins of."

Communications, line 2, delete "Shurja" and substitute "Shurijah."

Communications, line 3, delete "north-west" and substitute "north-east."

Stage 1, line 1, delete "Gazgun" and substitute "Kuzghun."

Stage 1, line 2, after "by the" insert "Ark gate and the new (1914) road outside the city to the."

Stage 1, line 6, delete "brigde called the Gazghun" and substitute "ford, immediately below the ruins of the Kuzghun."

Stage 1, lines 6 to 9, delete from "The bridge is strong" to "vehicles."

Stage 2, line 1, delete "Nauzari" and substitute "Nazaria."

Stage 2, line 6, delete "bridge to Nauzari" and substitute "ford to Nazaria."

Stage 2, lines 6 and 7, after "Chilghi on the right" insert "bank, 35 families, Seistanis and Meshedis."

Stage 2, delete "Bakha on the right" and substitute "Kara Bugha, where there is a ford to the right bank (30 yards wide, 2 feet deep, current 4 miles an hour, March 27th 1914)."

Stage 2, line 7, delete "Nauzari" and substitute "Nazaria."

Stage 3, line 6, delete "Kamarzard" and substitute "Gimzard."

Stage 3, line 7, delete "Nauzari and Kamarzard" and substitute "Nazaria and Gimzard."

Stage 3, after "6 miles" insert new paragraph, "(A camel-track runs from Nazaria, within $\frac{1}{4}$ mile of the river, past the

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village of Shadichah Pala, at $4\frac{1}{2}$ miles, 20 houses, to Shadichah Pain, 6 miles, where there is a ford, 20 yards wide $2\frac{1}{2}$ feet deep, current 4 miles an hour, March 28th 1914, to the right bank and the village of Kalateh-i-Mirza Jan, see Route No. 67, stage 2).

Stage 3, line 9, delete "Kamarzard" and substitute "Gimzard."

Stage 3, lines 14 to 18, delete from "At 15 miles" to "any size."

Stage 5, line 11, delete "Shurja" and substitute "The ruins of Kaleh-i-Shurijah."

Stage 5, line 48, delete "west" and substitute "east."

Alternative stages (A), stage 1, line 1, delete "Shurja 10" and substitute "Shurijah, or Sipanja, $12\frac{1}{2}$."

Line 2, delete "10" and substitute " $12\frac{1}{2}$."

Line 3, delete "Shurja" and substitute "-i-Shurijah, at 10 miles."

Line 5 delete "Shurja" and substitute "the ford, which was 30 yards wide, 2 feet deep, current 4 miles an hour, April 3rd, 1914."

At the end of stage, insert. "The village contains 30 Seistani families; drinking-water, from a spring sufficient for a squadron, fuel and camel-grazing abundant, supplies for 20 men with horses."

Stage 2, line 1, delete "11" and substitute " $8\frac{1}{2}$."

Stage 2, lines 2 and 6, delete "Shurja" and substitute "Shurijah."

Stage 2, line 6, delete "6" and substitute "5."

Stage 2, line 9, delete " $9\frac{1}{2}$ " and substitute "7."

Stage 2, line 10 after "Rud" insert "valley."

Route No. 68-A.

Delete.—All interrogation marks, and in Stage 1 delete "16" and substitute "20."

Authorities.—Add "Marsh, 1914."

Route No. 71.

Page 164, line 16.—For "gardan-i-Vaginanu" read "gardaneh-i-Vijmanu."

Page 165, last line of alternative stage, delete.—
" (Vaginanu) " and for "Vājmanū" read "Vijmanu."

Route No. 72.

Stage 2.—For "Katul" read "Alāibād-i-Katūl."

Stage 3, line 3.—For "Zaremgul" read "Zarringul."

Stage 4, line 4, delete. "Bustan or."

Route No. 74.

Stage 1.—For "Shast Kulah" read "Shast Kelā."

Stage 2.—For "Gulugah" read "Galugah" and for "Hasht Takkeh" read "Hashtiyakeh."

Line 10.—Delete from "Cross" to "Mazandaran" and substitute "Cross the Jar-i-Kulbad moat and rampart dividing Astarabad from Mazandaran and then the Galugah stream."

Line 6.—Delete from "Kinareh" to "bay" and substitute "Bandar-Gaz, often called by natives Kināreh."

Stage 3, lines 6.—For "Bagh-i-Kaleh" read "Barkela."

Route No. 75.

Page 170, line 12.—For "Bash Vakha" read "Bash Yuzkha."

Lines 29 and 30.—delete from "Persian fort" to "gunners" and substitute "Persian fort now in ruins."

Line 31.—After "Khan" add "now known as Unchali."

Page 171, line 1.—For "Kaleh and Zangu Mahalleh" read "Kaleh Mahmūd and Zangi Mahalleh."

Route No. 76.

Stage 6, line 2.—For "Jehān Nūmeh" read "Jehānuma."

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Route No. 77.

Stages 5 and 6.—For “Duvūji” read “Davaji.”

Route No. 78.

Stage 9.—For “Katul” read “Aliābād-i-Katūl.”

For “Fidarisk” read “Findarisk.”

For “Nan Tallu” read “Namtalu.”

Route No. 79.

Line 2.—For “Fidarisk” read “Findarisk.”

Stage No. 12. For “Said Ulla” read “Sa'ad Ullāh.”

For “gardan-i-Valandan” read “gardaneh-
i-Valaman.”

For “Fidarisk” read “Findarisk.”

For “Namtūlla” read “Namtalū.”

For “Durkaleh” read “Darkela.”

Stage 13.—For “Pichāk” read “Pichāk Mahallah.”

Line 9.—For “Ginara district” read “the small district of
Fakhr-'Imaded-Din.”

Line 11.—For “Ginārā” read “Kināreh or Daulatābād.”

Line 14.—For “Chapulani” read “Chuplāni.”

For “Mardan Kulla” read “Mardan Kelā.”

Page 184, line 1.—For “Surkhan Kaleh” read “Sultān
Kelā.”

Line 4.—For “Atrak” read “Gurgan.”

Route No. 80.

(In Corrections, 2nd Series).

Camping ground.—For “Pursian” read “Parsian.”

Stage 4, line 20.—For “Talbin” read “Tulbin.”

Stage 5, name of stage.—Should be “Parsian.”

Route No. 80—*contd.*

Line 18.—For "Pursian or Karahi Pursian" read "Parsiān, or Parsiān-i-Kanchī."

Stage 7, line 4.—For "Alaru" read "Abar-Rud."

Line 5.—For "Abri" read "Abar."

Page 36, line 2.—For "Khān Duz" read "Khandūz."

Alternative A.—For "Pursian" read "Parsiān."

Page 37, line 5.—For "Abre" and "Abre Kuh" read "Abar" and "Kuh-i-Abar."

Line 32.—For "Puluran" read "Pulrum."

Line 17.—For "Kalālā Khij" read "Khalāteh-Khij."

Line 37.—For "Saiyid Kulla" read "Saiyid Kelā."

Stage 11 (in Volume of Routes).—For "Kutal" read "Alī-ābād-i-Katūl".

For "Fidarisk" read "Findarisk."

Route No. 82.

For "Zaramgul" read "Zarringul."

Stage 5, line 13, insert P after "Asalābād."

GLOSSARY.

For "Dehāneh" read "Dahaneh."

"Gumbad" read "Gunbad."

Add "Kileh." Canal or stream.

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