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'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900'

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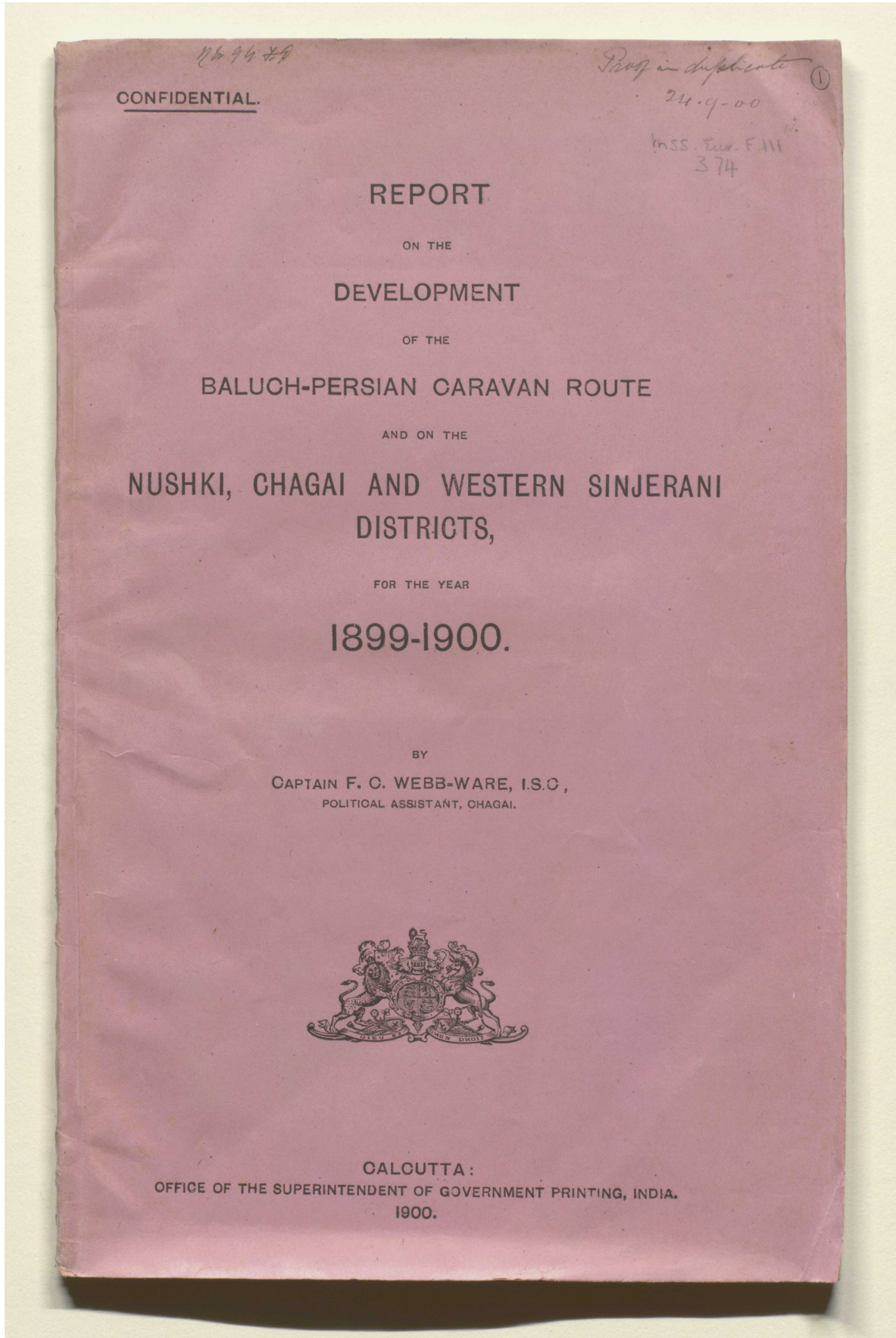
About this record

Report by Captain Frank Cooke Webb Ware, Political Assistant, Chagai. Printed in Calcutta at the Office of the Superintendent of Government Printing, India, 1900. The annual report concerns the conditions and administration of the region and the development of the Quetta-Seistan [Sistan] trade route and follows on from Ware's similar reports of 1897 (Mss Eur F111/362) and 1898 (Mss Eur F111/364).

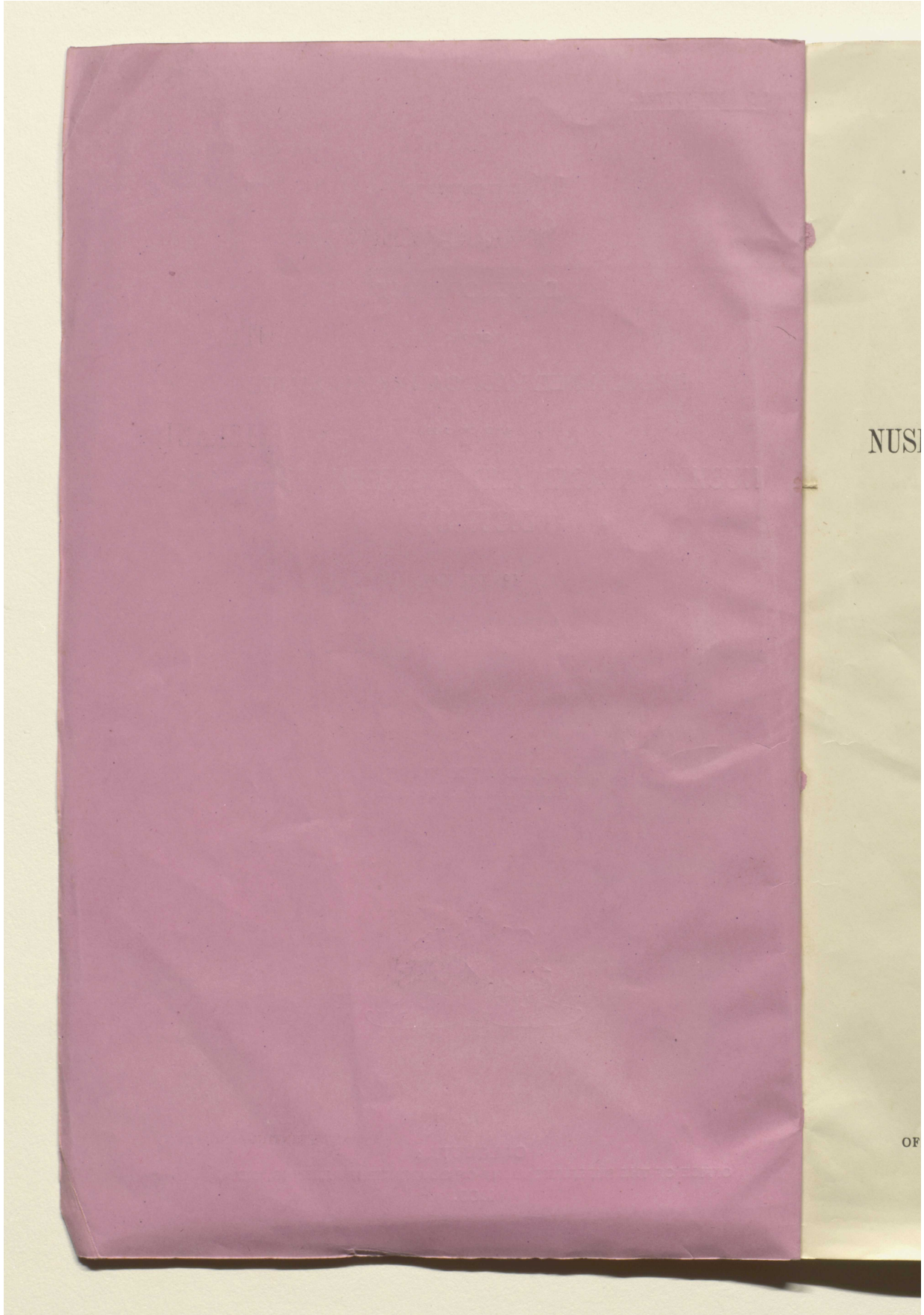
The report opens with a letter from Ware to the Agent to the Governor General in Baluchistan, Quetta, dated 31 July 1900, in which the main points of the report and certain events of the year are summarised. The report itself consists of four appendices, as follows:

- I 'On the administration of the Nushki, Chagai and Western Sinjerani Districts' (folios 5-7)
- II 'On the Quetta-Seistan Caravan Route' (folios 8-15)
- III 'Nushki Trade Returns for the year 1st April 1899 to 31st March 1900' (folios 15-23)
- IV 'Miscellaneous' (including genealogical tables of the main Seistan and Shorawak families) (folios 24-29).

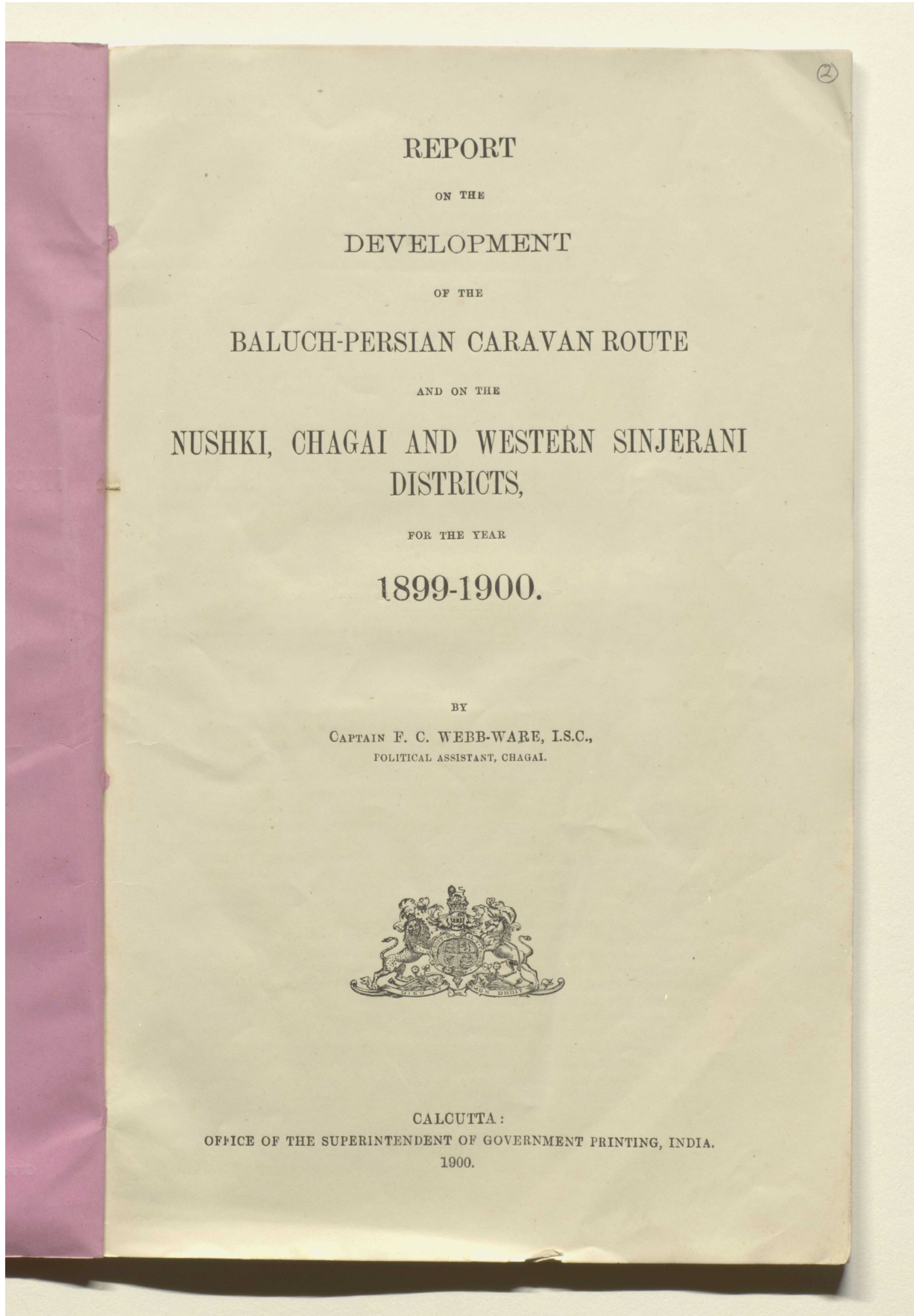
'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [front]
(1/64)



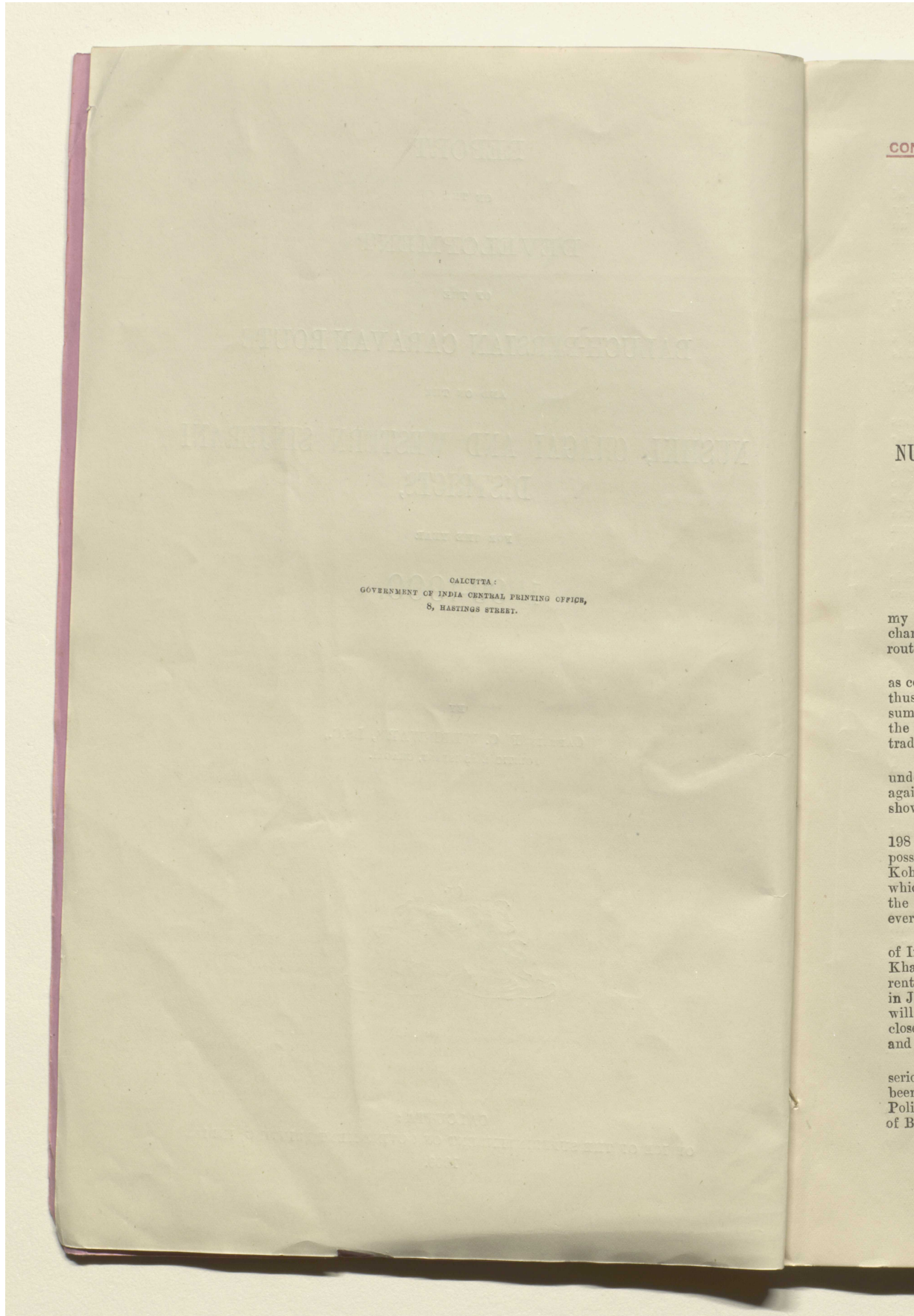
'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900'
[front-i] (2/64)



'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [2r]
(3/64)



'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [2v]
(4/64)



'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [3r]
(5/64)

CONFIDENTIAL

REPORT
ON THE
DEVELOPMENT
OF THE
BALUCH-PERSIAN CARAVAN ROUTE
AND ON THE
NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS,
1899-1900.

No. 822, dated Quetta, the 31st July 1900.

From—CAPTAIN F. C. WEBB-WAKE, I.S.C., Political Assistant, Chagai,
To—The Honorable the Agent to the Governor-General in Baluchistan.

I HAVE the honour to submit, for your favourable consideration and orders, my annual report on the administration of the three districts placed in my charge, as well as on trade, through Nushki, by the Nushki-Seistan trade route.

2. The trade returns for the year under review total Rs. 12,35,411-15-9, as compared to a value of Rs. 7,28,082-7-3 for the previous twelve months, thus showing an improvement on the returns for the year 1898-99 of no less a sum than Rs. 5,07,329-8-6. These figures are encouraging, as they testify to the steady and progressive advance which has been made by the Nushki-Seistan trade route during the course of the year.

3. Plague in Lower Sind and Karachi continued throughout the year under report to exercise an influence adverse to trade. I regret that I have again to note that the rates current in the Quetta bazar for the Persian Kran show no signs of improving.

4. In the course of the year the trade route was realigned for upwards of 198 miles of its length. The alignment which the trade route now follows possesses several advantages over the alignment it used to follow north of the Koh-i-Sultan range of mountains. Among the more important advantages which are claimed for the new diversions are, that the distance from Nushki to the Persian frontier is reduced by 34 miles, that water is to be obtained at every stage throughout, and that all sand is avoided.

5. In June 1899 an agreement was entered into between the Government of India and His Highness the Khan of Kalat, under which His Highness the Khan ceded all his rights in Nushki to Government in consideration of a quit-rent of Rs. 9,000 per annum. The transfer of the Nushki district took place in July 1899. It is premature to say what influence the transfer of Nushki will have in bettering the condition of the district, but it is significant that the close of last year saw a distinct decrease in the number of frontier outrages and that this decrease has been steadily maintained ever since.

6. I am pleased to be able to state that the diminution in crime of a serious nature, noted in my Administration Report for the year 1898-99, has been maintained. The state of the three districts which go to form the Chagai Political Assistency will now compare favourably with that of any other part of Baluchistan.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [3v] (6/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

7. The dāk service which links Quetta to Nasratabad, the capital of Seistan, was reorganised on the 1st January 1900 and converted from a weekly into a bi-weekly service. The Quetta-Seistan dāk service is playing an important part in helping us to consolidate our influence both in Southern Khorassan and in Persian Baluchistan.

8. I would respectfully urge on Government the importance of extending the Quetta-Nushki telegraph system west to the Persian frontier. The remarks I have to offer on this subject will be found embodied in paragraph 37, Appendix II of this report.

9. The number of buildings in the Nushki bazar has now reached a total of 242, made up as follows—shops 133, houses 109—representing, it is estimated, a capital outlay of Rs. 75,000.

10. A brief account of my tour to Nasratabad, the capital of Seistan, will be found embodied in paragraphs 75 to 85, Appendix II, of this report.

11. The Government of India were pleased to listen to the representations which have been made by me, in previous years, on the importance of spending money on improving the caravan route, and at the close of last year a grant of Rs. 93,000, spread over a period of three years, was allotted for this purpose. Out of this sum Rs. 24,600 has been expended on improvements which have already produced a marked effect in popularizing the route. Amongst the more important of these improvements, I would draw special attention to the katcha road which has been carried, at a cost of only Rs. 10 a mile, from Nushki to Hurmak, the first stage on the caravan road beyond Killa Robat, where the trade route debouches from the Koh-i-Malik Shiah range of hills.

12. I consider that the further development of the Nushki-Seistan trade route now depends largely on the facilities for the carriage of goods between Quetta and Nushki being improved and on a commodious caravan-serai being built in Quetta without Municipal limits. I would venture to draw special attention to these two matters, which will be found dealt with, in detail, in paragraphs 12 and 31 respectively of Appendix II of this report.

13. Mr. Miller, Russian Consul in Seistan, reached Nasratabad on the 14th February 1900. The appointment of a Russian Agent in Seistan, which can neither be justified nor explained by the exigencies of Russian trade with Southern Khorassan, evinces the interest with which Russia regards Seistan, her desire to extend her sphere of influence, and her determination to leave no stone unturned to injure the new trade route.

14. I am gratified to be able to state that during the year there was an entire cessation of Damani raids into the district. I attribute this to my having met Mir Jahind Khan, the Damani Sardar, at Mir Jawa in the spring of 1898.

15. I trust that the measures I have adopted for the protection and development of trade through Nushki by the trade route will continue to merit your approval, and that the suggestions I submit in this year's report will have, as in previous years, the advantage of your favourable consideration.

16. In accordance with the practice followed in former years I have divided the report into four appendices. The first appendix naturally deals with the administration of the three districts which go to form the Chagai Political Assistancy. The second appendix is occupied with trade and the trade route. The third is devoted to Nushki export and import trade returns for each of the twelve months under review; while the last appendix refers to miscellaneous subjects.

The four appendices are headed :—

I.—“On the Administration of the Nushki, Chagai and Western Sinjerani Districts.”

II.—“On the Quetta-Seistan Trade Route.”

III.—“Nushki Trade Returns for the year 1st April 1899 to 31st March 1900.”

'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [4r]
(7/64)

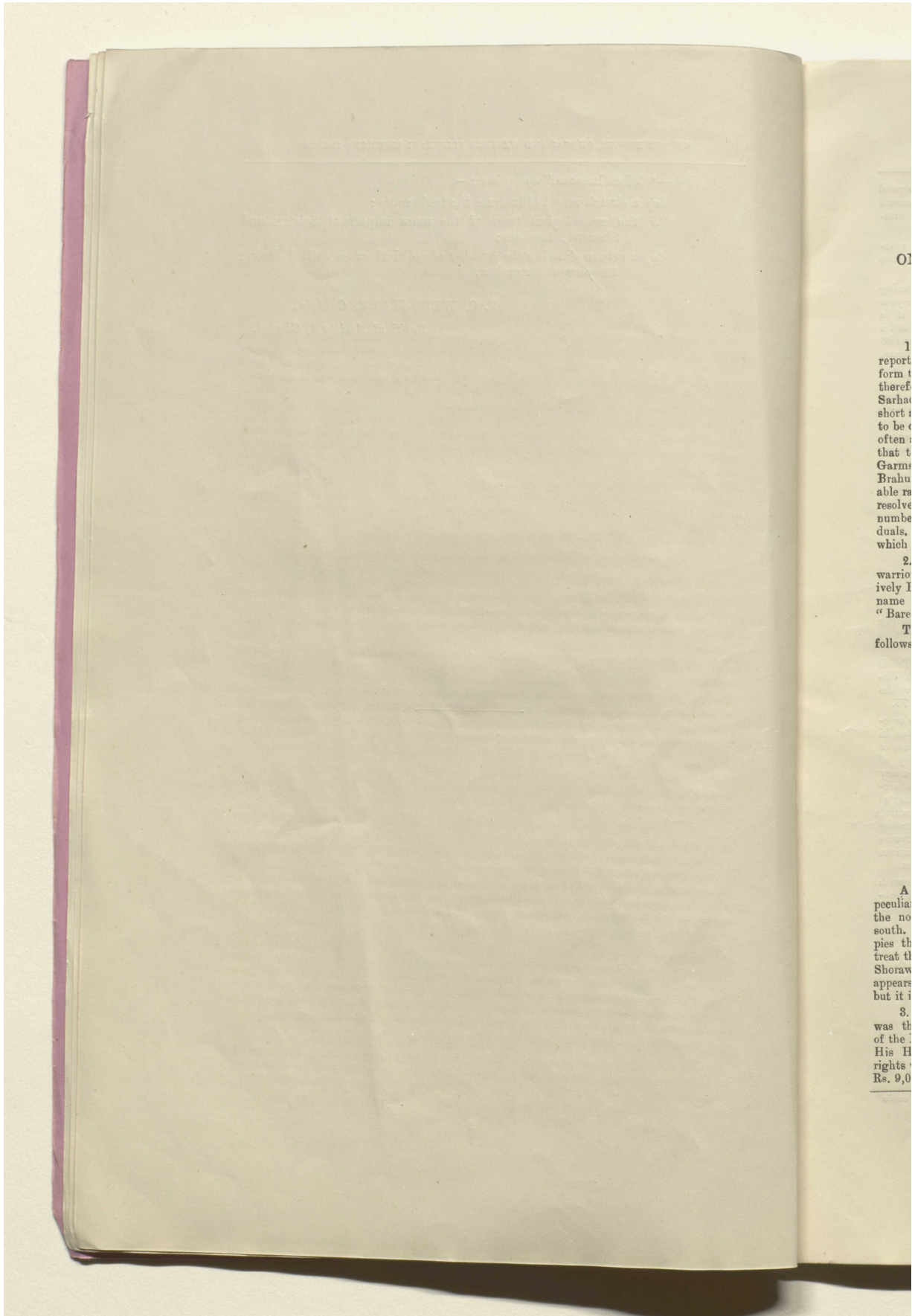
ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

IV.—“Miscellaneous,” comprising—

- (a) a sketch map to illustrate the trade route ;
- (b) the genealogical trees of the more important Seistan and Shorawak families ;
- (c) a return showing the number of political cases settled during the year under review.

F. C. WEBB-WARE, *Captain,*
Political Assistant, Chagai.

'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [4v]
(8/64)



'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [5r] (9/64)

APPENDIX I.

ON THE ADMINISTRATION OF THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS.

NUSHKI.

1. I premised my last year's administration report with the remark that my previous reports had dealt in such detail with the tribes and resources of the three districts which go to form the Chagai Political Assistency that these subjects offered no field for further research. I therefore devoted some little space to a brief description of the Baluch tribes, which inhabit Sarhad and the districts on the Persian side of the Perso-Baluch Frontier, in the hope that a short account of the wild tribes inhabiting the country contiguous to our frontiers might prove to be of interest. The tribes and resources of Seistan have been described of late years so often and in such detail that here again there is no field left for research; it thus comes about that the only trans-frontier districts which still await attention are the Afghan districts of Garmsel and Shorawak. Garmsel is inhabited by such a conglomeration of petty Baluch and Brahui tribes, Tomans, and families who have settled in the country attracted by the favourable rates for grain which rule there, that a description of the tribes of the Helmand Valley resolves itself into nothing more or less than a mere wearisome enumeration of the names of a number of petty clans, not a few of which are represented in Garmsel by only a few individuals. I therefore propose opening my report this year with a description of the sections into which the Barech—the Pathan tribe inhabiting Shorawak*—are divided.

2. The Barech who inhabit Shorawak claim to be descended from the celebrated Arab warrior Walid. They say that Walid's great grandson, Barech, had three sons, called respectively Badal, Zako, and Mando; and they allege that each of these three sons has given his name to a section of the tribe which, in honour of the father, is known collectively as the "Barech."†

The Barech population of Shorawak numbers some 5,000 fighting men, divided as follows:—

- (a) The Mandozai, who are subdivided into the Samezai, Kiasinzai, Salarzai, and Zangizai sections, all under the sardarship of Mahomed Sharif Khan, number 1,600 men. The Mandozai have the reputation of being treacherous and quarrelsome, but of little account when it comes to actual fighting.
- (b) The Zakozais are divided into the Tarazai, Badarzai, and Abozai sections, under the sardarship of one Fakho Khan. The Zakozai number about 1,500 men. Like the Mandozai, the reputation enjoyed by this section of the Barech is not good; their constant quarrels are a source of much trouble to the authorities of Kandahar.
- (c) The subdivisions of the Badalzai are the Sheikhzai and Amunzai. The tribe numbers about 1,000 men and their headman is one Yussf Khan.
- (d) Next in order of importance comes the Sherani, the best, it is said, among a bad lot. The Sherani number 400 men and owe allegiance to one Habibullah Khan.
- (e) Last on the list comes the Alakzai and Shamozaï, two small tribes, who number collectively 500 men, under the leadership of Ibrahim Khan and Wazir Khan, respectively.

A glance at the map will show that the position occupied by the district of Shorawak is a peculiar one, being cut off from the rest of Afghanistan by the Registan Desert enclosing it on the north and from British Baluchistan by the Sarlat Hills which bound it on the east and south. It is no doubt largely owing to the geographical position which their country occupies that the Barech inhabiting the district are inclined to be unruly, and not unfrequently treat the authority of the Governor of Kandahar with something closely resembling contempt. Shorawak is governed by a Deputy-Governor deputed by the Governor of Kandahar. There appears to be nothing laid down as to the length of time the Deputy-Governor holds office, but it is quite exceptional for any Deputy-Governor to do so for more than a year.

3. The most noticeable event which occurred in the course of the year under review was the transfer of the Nushki district from the administration of the Khan of Kalat to that of the Baluchistan Agency. The transfer was effected under an agreement entered into with His Highness the Khan, by which the latter ceded to Government all the administrative rights which the Kalat State possessed in Nushki, in exchange for an annual quit-rent of Rs. 9,000.

* Shorawak is the Afghan district which bounds Nushki on the north and north-east.

† *Vide* genealogical tree of the Barech tribe annexed to Appendix IV of this report.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [5v] (10/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

Experience had shown the Khan that the administration of Nushki was quite beyond his powers; he has therefore, in my opinion, acted wisely in securing for himself an annual income in excess of the revenue which he realized of late years from Nushki, relieving himself at the same time of the responsibility of administering a turbulent frontier district.

4. To administer Nushki, a Tahsil in charge of a Tahsildar of the 2nd grade was sanctioned. The new appointment was conferred on Mahomed Yusaf Khan, Sarishtidar in the Office of the Political Agent, Zhob, and he was transferred to Nushki.

5. It is premature to say what effect the transfer of the district will have in bettering the condition of the inhabitants; yet it was noticeable that, towards the close of the year under review, a distinct diminution in the number of frontier outrages occurred, and it is significant that this decrease in crime has been maintained ever since. Moreover, not a single case of a serious outbreak has taken place in Nushki since the transfer of the district was effected: indeed, the people appear to be more contented than they have been for years. I would draw special attention to this as the rates for grain, throughout the winter, have been abnormally high, consequent on the famine in Eastern Baluchistan.

On my return to Nushki from Seistan, I was much pleased to see that out of the four tribal forts in Nushki two had been abandoned altogether, and their enclosures sown with wheat, and that of the other two forts one was empty and one only in occupation. I think that the fact of only one fort being occupied in a district which has, for years, enjoyed an unenviable reputation for lawlessness speaks for itself, and that it is not unnatural to assume that this state of affairs is not wholly disconnected with the transfer of the Nushki district to Government.

6. The revenue realized from Nushki from the date the district was taken over up to 31st March of the present year was Rs. 1,068-11-3, divided as follows:—

	Rs.	a.	p.
I.—Land Revenue	782	6	3
V.—Excise	187	8	0
XVI.—Law and Justice	98	13	0
	1,068	11	3

The smallness of the sum realized is attributable partially to the revenue operations having been inaugurated too late in the year to be of any practical use, and partially to the scantiness of the rainfall which characterized the preceding winter.

7. I would venture to call attention here to the weakness of the Nushki Tahsil Establishment,* and I would respectfully submit that for the Tahsil Establishment to discharge their duties with efficiency it is necessary that their strength be augmented by the appointments of a Kanungo on a monthly salary of Rs. 50 and a Naib-Tahsildar on Rs. 75.

8. Following on the transfer of Nushki to Government, sanction was accorded to the erection of several new buildings. To enumerate these: First in importance comes the Nushki dispensary.† I am gratified to be able to say that the dispensary is being freely made use of by patients, who are coming from so far afield as Shorawak, the Registan and the Valley of the Helmand to take advantage of the medical treatment which the opening of a dispensary in Nushki offers them. The other buildings consist of a sub-treasury ‡ built of brick, a six-roomed bungalow, with the usual offices and out-houses annexed, which can be used either as a visitors' resthouse or as a *chaporkhana*, and a new serai for caravans, two rooms in which have been set apart for the sole use of Shiah pilgrims. The Nushki Tahsil was further improved by additions consisting of a new Police wing, four double-storied defensive towers built one at each corner of the thana, and many minor structural alterations and additions which add in no small degree to the comfort both of the Tahsil Establishment and Levies.

9. On the Quetta-Panjpai Telegraph System reaching Nushki on 16th May the branch post office there was replaced by a combined post office and telegraph office in charge of sub-postmaster. The increased rapidity of inter-communication between Quetta and Nushki, secured by the opening of the telegraph line, is likely to prove beneficial to trade.

10. The Nushki trading bazar has grown steadily in size during the year under review, and now numbers 133 shops and 109 houses, representing a capital value of Rs. 75,000. § I do not think that it is necessary for me to again draw a comparison between the 25 to 30

* The Tahsil Establishment as at present constituted consists merely of:—

	Rs.
One Tahsildar of the 2nd grade, on	200
One Peshkar, on	50
One Moharir, on	30
Three Patwaries, on Rs. 25 each	75
One Peon, on	10

† This dispensary comprises a small building set apart for female in-patients and quarters for the Hospital Assistant in charge and his family.

‡ The sub-treasury was built by the Public Works Department, but all the other buildings I name were carried out under the supervision of the local officials.

§ This amount represents the actual sum spent by traders on their shops, godowns and houses.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [6r] (11/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

struggling shops which I found in Nushki on my arrival there in 1897 and the present well built, neatly laid out, thriving bazar. I noticed on my return from Seistan that several shops in the Nushki bazar were closed, and I enquired the reason of this. The bazar chowdhari explained that the shops which were shut up belonged to traders dealing with Shorawak, Registan and Garmseel, whom increased competition and the stringency of His Highness the Amir's preventive measures had compelled, temporarily, to close their business. It is alleged that His Highness the Amir has issued instructions to the Governors of Kandahar and Farah to discourage trade with Nushki as much as possible, on the ground that the development of the Nushki-Seistan trade route is calculated to have an injurious effect on his customs receipts. If this information proves correct, and I have reason to believe that it is so, then I am afraid that the growth of that portion of the Nushki bazar which depends on Afghan trade will receive a severe check.

11. It not unfrequently happens that members of caravans coming from Meshed and Herat are armed with breech-loading rifles.* To minimize the risk of arms of precision finding their way to India through Nushki, I have instructed the Deputy Inspector of Police to search all inward-bound caravans on their arrival at Nushki, and to place any rifles and cartridges he may find in the Police magazine, giving the owners receipts which entitle them to claim their arms when they pass through Nushki on the return journey to Persia.

12. For nearly two years no case has come to my notice of any slave-dealing transactions having occurred in the district. This proves that the trade in slaves, for which Nushki once bore so questionable a reputation, has quite died out.

13. I would venture to urge strongly the importance of making the district a takavi grant sufficiently great to meet the cost of digging a series of new karezes between Nushki and Lagar Koh, a small hill 13 miles south-west of Mall. A skilled karez digger, who examined the alluvial plain around Mall, has expressed himself favourably impressed with the feasibility of bringing the larger portion of it under cultivation, and he further gave it as his opinion that between Nushki and Ahmad Wal there is a sufficiency of water to supply the requirements of upwards of 120 good karezes. This estimate is no doubt exaggerated, yet everything tends to show that cultivation, by means of karezes, could be largely extended provided the necessary funds to do so are forthcoming. It may not be out of place to say here that Mr. Vredenburg, of the Geological Survey of India, informed me last year that the geological formation of the country immediately south of Nushki was such as to lead him to suppose the existence of large subterranean reservoirs of water, which only need tapping to yield a plentiful supply of irrigation water.

14. I have noted elsewhere in this report that the preventive posts which have been established by His Highness the Amir's orders at intervals along the Nushki-Shorawak Frontier have had an injurious effect on trade with the trans-frontier Afghan districts of Shorawak, Registan and Garmseel, and that this trade is likely to suffer still more. There is yet a doubt whether these preventive posts were established to put a stop to the export of grain from Afghanistan or with the end in view of injuring the Nushki-Seistan trade route. The Baluch of the Helmand Valley grow wheat for export to Sarhad, Mashkel, Panjgur, and Kharan, and they also sell large quantities of grain to the Nomad Baluch who inhabit the Nushki and Chagai districts. I have been careful to husband the grain reserve of the district throughout the winter, fearing that if the rates for grain in Nushki passed a certain figure the Nomad population of the district, possessing as they do no tie to bind them to the soil, would move across the frontier into Afghanistan.†

15. The Baluch and Brahui inhabitants of Nushki alike are fond of horses and are good riders. The indigenous horse of the country is a small compact, sturdy animal standing about 14 hands. I think that if the inhabitants of the district were given a little direct encouragement, they would begin to breed a better stamp of horse than they do at present. I would suggest that a Government stallion ‡ be sent to Nushki in September, and that it be kept there until the winter. In the anticipation that my proposal will meet with a favourable reception, I have had a good stable, with quarters for a syce, built near the Nushki tahsil.

16. I regret to say that the experiment I tried last year of introducing trees into Nushki has only been attended with moderate success. While the poverty of the soil in which the experiment was tried had no doubt a great deal to do with its partial failure, yet the reports I received show that it was the fiery winds, which blow in the summer from the north across the Registan desert, which were responsible for the death of the larger number of the trees which succumbed. The willow trees which were planted along the banks of the Kaiser stream have done well where not injured by cattle. It has been calculated that leakage and evaporation are answerable for the loss of nearly two-thirds of the water in the Kaiser stream between the head-waters of the stream and Sardar Mahomed Ali's village. Every open karez in Nushki suffers from the same causes. To minimize, as far as possible, the loss from leakage and evaporation it is essential to plant trees along the banks of every karez in Nushki.

* The rifles are in most cases of Russian manufacture.

† Since writing this I have received a letter from the Thanadar Dalbandin, in which he reports that the Nomads of the Chagai district are streaming across the frontier into Afghanistan consequent on the difficulty they experience in procuring wheat from Garmseel and the high prices which grain now commands in the Nushki bazar.

‡ An Arab stallion would be most appreciated.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [6v] (12/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

17. Baboo Atmaram's scheme* for bringing the Nushki Dak lands into regular cultivation by means of a small bund thrown across the Lora has received the careful attention it merited. The Revenue Commissioner proceeded to Nushki in the autumn and made an inspection of the site selected for the proposed bund. I understand that the Revenue Commissioner has expressed himself favourably impressed with the feasibility of the scheme, and that he has recommended that it be given a fair trial. In the course of the year the number of small zamindari bunds thrown across the Lora river was increased from two to five.

18. Early in May 1899 Mahmud Mengal, Chief of the Tarasezai branch of the trans-frontier Mengals, accompanied by a large following of Barech, crossed the Nushki-Shorawak frontier, near Partos Nawar, and marched to Chandan Khan Bund. Mahmud Khan gave out that he had received instructions to destroy a small chowki which was being erected at Amirzai-ka-Bund for the protection of the Nushki-Registan frontier, but if he did receive these orders—a matter open to considerable doubt—he made no attempt to enforce them, and on receiving news that the Nushki Levies were advancing to oust him he fled precipitately back to Shorawak. I have reason to suppose that Mahmud's visit to Chandan Khan Bund is to be attributed to false reports † having reached Kandahar that we were encroaching on Afghan territory. The correspondence on the subject of the alignment followed by the frontier between boundary pillars Nos. 156 and 157 still continues. ‡ The Governor of Kandahar has, I understand, expressed a desire to erect subsidiary boundary pillars between the two points I name, but while it is most desirable to define this portion of the frontier, I am afraid that the Governor of Kandahar's plan is not feasible. Boundary pillar No. 156 is separated from boundary pillar No. 157 by thirty miles of shifting sand hills whose very configuration is altered by every passing wind; thus, to erect anything in the form of permanent boundary marks here is quite out of the question.

19. General Wylie, Officiating Agent to the Governor-General, paid Nushki a brief visit in October 1899 and was well received by the inhabitants of the district. Before leaving Nushki the Officiating Agent to the Governor-General held a Darbar, attended by all the Sardars and Motbirs of Nushki, at which khillats were presented to those whose services rendered them deserving of the honour. The Nushki trading community took the opportunity thus offered them to present the Agent to the Governor-General with an illuminated address, in which they expressed the pleasure his visit to Nushki afforded them, thanked him for all the favours they had received from Government, and concluded by begging that certain concessions, which they named, might be made them. This is the first occasion on which an Agent to the Governor-General has visited Nushki. The concessions for which the trading community of Nushki pressed are receiving careful attention.

20. Early in the spring a well-known band of raiders carried off a flock of Mengal sheep from near Nushki. The Nushki Levies came up with the marauders in the rocky hills south of Nushki, attacked them and, after a smart fight in which the raiders lost three men killed and their leader, a noted dakait named Ali Jan, made prisoner, they dispersed the band and recovered all the property which had been stolen. The conduct of the Nushki Levies on this occasion merits special recognition.

CHAGAI AND WESTERN SINJERANI.

21. I have little to say this year on the subject of these two districts. The drought which began in the year 1896 terminated in the winter of 1898-99, but not before it had reduced many families of Nomad Baluch to a state bordering on destitution, and had inflicted a loss on the district from which it will not recover for many years to come. The year under report has been a fairly good one, that is to say, sufficient rain fell in the winter of 1898-99 to produce enough grass to meet the reduced requirements of the district. With the return of the good grazing, "Ghar," a camel-disease which has decimated the herds of the country, disappeared. It would be difficult to say with accuracy what has been the loss in stock which the last four years' drought has caused the Chagai, Kharan, and Mashkel districts, but I do not think that I am over-estimating it when I say that nearly one-half of the flocks and herds have succumbed. It will require several successive good seasons to restore a semblance of prosperity to the country.

22. A moderate advance was made, during the year under review in extending the karez cultivation of the district. § I have described elsewhere in this report the new karez which have been dug along the actual caravan road itself, but, excluding these, progress in the same direction has also been made in other parts of the country off the actual trade route.

23. The visit paid by His Excellency the Viceroy to Quetta in the spring had the result of curtailing my winter tour. Thus, with one exception, I was unable to make a personal inspection of any of the new karez which were opened last year. The exception I refer to was that of the Zarala Karez; but here the work has not progressed as satisfactorily as was anticipated, for the workmen employed by Sardar Ali Khan Sinjerani making the karez struck

* Vide paragraphs 3 to 5 of my report for the year 1898-99 and Appendix IV (c) of the same.

† These reports would appear to have emanated from Mahmud Khan himself.

‡ Vide paragraph 13, Appendix I, of my Administration Report for the year 1898-99.

§ Vide paragraphs 16 to 20, Appendix II of this Report.

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'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [7r] (13/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

rock at a depth of 4½ feet, and the Sardar has found it necessary to send for skilled Ghilzai rock-cutters: this has greatly delayed the work, and there now appears little or no chance of this karez being finished before next spring.

24. With a view to testing whether cultivation by means of Persian wheels can be advantageously introduced into the district, I have purchased appliances sufficient to fit six wells with this means of irrigation. The experiment is one which is being followed with much interest by many of the more intelligent Baluch of the district who have a predilection for agriculture.

25. The Baluch-Afghan Frontier in the neighbourhood of Param Chah has been quiet throughout the year.

26. Early in the spring of the present year, Mahmud, Chief of the trans-frontier Taraszai Mengals, marched, with a following of Shorawak Barech, along the Nushki-Registan Frontier as far west as the Chagai Hamun, and, destroying boundary pillar No. 158,* replaced it by another pillar built about a mile south of the position which had been occupied by the pillar he had wrecked. In doing this Mahmud was no doubt influenced by a hope that his action would result in deflecting the boundary so as to include within Registan several square miles of British territory. Mahmud's action has been made the subject of a special representation to the Governor of Kandahar.†

27. The few Baluch-Afghan boundary pillars which were injured by the trans-frontier Nomad Baluch have been repaired. I have no reason for supposing that in the few cases where the pillars marking the boundary were damaged the injury was due to any other motive than pure mischief.

28. The year's asafetida crop was, on the whole, a fair one. On the slopes of the Koh-i-Sultan range the plants came up well and were plentiful. The crop would have been an exceptionally good one had it not been for the frequent sand-storms which blew while the drug was being collected. West of the Koh-i-Sultan and in Sarhad the asafetida crop, although deficient in quantity, in quality was quite up to the annual average.

29. Sarcar Ali Khan Sinjerani continues to reside without the precincts ‡ of the old Sinjerani Fort at Chagai. He has made no attempt during the year to carry out any of the necessary repairs, and the fort is steadily crumbling into ruin.

30. In the hope of introducing date cultivation into Chagai, I have planted 100 young date trees at Dalbandin. It is premature to say yet awhile whether the experiment will prove a success, but all the young trees which were planted appear to be thriving. Expert Mashkel date-growers are divided in opinion as to whether date cultivation in Chagai will be attended by success. They urge that the climate of the Chagai district is several degrees cooler than the climate of the Mashkel depression which yields such an abundant supply of dates, and they shake their heads doubtfully and quote the old Baluch saying, that date trees must have their feet in water and their heads in fire.

31. The frequent representations which have been made to Sirdar Sir Naoroz Khan on the subject of putting down raiding from the Kharan side of the Chagai-Kharan Frontier have not been without their effect. I am pleased to be able to report that, during the past twelve months, there was a noticeable diminution in the number of border outrages, a fact which would show that Sir Naoroz Khan is well able to keep this frontier in order, if he is minded to do so.

32. Acting under instructions from the Honourable the Agent to the Governor-General, I made an enquiry into the extent of the lands to which Sir Naoroz Khan lays claim to at Washki Nullah, and also into the nature of the claims he advances to lands north of the Ras Koh Kamaran range and at Gali Chah. Annexed to this report will be found a sketch map showing the Washki Nullah lands which Sir Naoroz Khan declares are his. These lands cover an area of about 1½ square miles and are all Khushkaba, dependent on the floods which come down from Ras Koh in winter, for their irrigation water. I have been told that 200 maunds of wheat have been taken off the Washki Nullah lands in favourable years, but my enquiries show that these lands have not been cultivated for several years, one of the results of the drought from which the district has suffered so severely. The enquiry I held elicited nothing to make me change the views which will be found expressed in my previous reports,§ to the effect that Sir Naoroz Khan's claim to possess lands north of the Ras Koh Kamaran range cannot be substantiated, and that the correct boundary between the Kharan and Chagai districts is undoubtedly the watershed of the Sheikh Hussan, Ras Koh Kamaran, and Malik Surandag, mountains. The boundary west of this mountain chain has yet to be defined, and as Sir Naoroz Khan sets much store on the possession of Gali Chah, I am inclined to recommend,

* It appears likely that Mahmud made a mistake and destroyed boundary pillar No. 158 in place of boundary pillar No. 157—vide paragraph 18 of this Appendix and paragraphs 12 and 13 Appendix I, my Administration Report for the year 1898-99.

† Vide this office letter No. 491-T., dated 25th May 1900, to the address of the Honourable the Agent to the Governor-General in Baluchistan.

‡ Vide paragraph 33, Appendix I, of my Administration Report for the year 1898-99.

§ Vide paragraph 47, Appendix I, of my Administration Report for the year 1897-98. Vide paragraph 32, Appendix 1 of my Administration Report for the year 1898-99.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [7v] (14/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

now that the caravan route passes well away from there, that Sir Naoroz Khan's claim * to these wells be allowed, but only on the clear understanding that the Nomads of the Chagai district, who pasture their herds in winter at Asad Chah, are neither disturbed nor interfered with in any way.

33. It is satisfactory to be able to state that the decrease in crime of a serious nature noted in my two previous administration reports was maintained throughout the year under review. Not a single case of a Damani raid from the Persian side of the frontier into the district occurred. When I was in Seistan I heard a great deal regarding the raiding propensities of the Damani, and I was told that a few months before a party of these marauders had raided into Khorassan, as far north as Birjand, and carried off a number of camels and sheep, the property of the Persian Government. I attribute the freedom of the Chagai district from Damani raids to my having met the Damani Chief Jahind Khan† on the Persian Frontier in February 1899.

34. I regret to report that Malik Zangi Khan, the head of the Narui Baluch of Manzil, whose name will chiefly be remembered in connection with the services he rendered Sir Charles McGregor during the latter's explorations in Western Baluchistan, died from dropsy last year. Malik Zangi's age precluded him from giving me much active assistance, yet in all the dealings he has had with me he has shown that he was a staunch friend to Government, and I therefore much regret his death.

Consequent on the drought which has devastated the central and western portions of the Chagai District during the years 1895-99 a large number of Malik Zangi's tribesmen emigrated to Seistan, where they placed themselves under the protection of the head of their tribe, Sardar Syed Khan Narui. Now that Zangi has died, most of the few Narui who were left have followed the example of their fellow tribesmen. The number of Narui now in the district is very small.

35. The Afghan Khassadar preventive posts, which were established, under orders from Kabul, at intervals along the Nushki-Shorawak Frontier at the close of 1899, are being slowly pushed west from Shorawak. The Governors of Farah, Grishk, and Kandahar have all received strict injunctions to discountenance the export of wheat in every way they can and to listen to no representations which may be made to them on the subject. To deal successfully with smuggling along nearly 400 miles of such an open frontier as the Baluch-Afghan frontier west of Nushki is, presents many difficulties; it thus remains to be seen whether the Local Afghan authorities will be able to enforce the orders they have received and prevent the export of wheat. If the export of wheat from Garmseel is put a stop to, I anticipate that the larger number of the Nomads of the Chagai District will move across the frontier into Afghanistan.

36. A body of trans-frontier Mengals, raided across the dak east of the Chagai Hamun, in May 1899, and carried off 60 camels. The authority of the Governor of Farah hangs but loosely on the Baluch tribes of the Western Registan. A return raid resulted in the capture of 120 camels which quickly brought these Mengals to their senses. The incident closed with the infliction of an adequate fine on the offenders.

37. On the 22nd September 1899, a band of raiders, about 50 strong, attacked a Seistan caravan which was passing through Chah Sandan on its return journey to Seistan. The caravan was rescued by a party of Merui thana sowars who came to their assistance and put the raiders to flight, making several arrests.

38. In my report for the year 1898, I submitted what I considered would be the most suitable scheme for assessing Chagai to revenue. Government was diffident in accepting the proposals I then made, as famine had reduced the Nomad population of the district to great straits and it was considered inexpedient to add taxation to their burdens. With the termination of the drought from which the district has suffered for so many years, the question of assessing the Chagai district to revenue again presents itself. After careful consideration of the matter in all its bearings, I am in favour of assessing the country, east of a line drawn from Gali Chah through Merui to boundary pillar No. 175, to revenue, provided that the initial collections are made as light as possible. In the event of my suggestion being favourably considered, I would recommend that the limits of the Nushki Tahsil be extended so as to embrace all Chagai, east of the line I note, and that a Naib Tahsildar and a Kanungo on Rs. 75 and Rs. 50 respectively be added to the strength of the Nushki Tahsil. The Naib Tahsildar's duties would consist in touring the district during the cold weather collecting *hirni*, while during the summer months he would remain at the head-quarters of the Tahsil at Nushki until the time came round for him to go on tour once more.

* The Sinjerani of Chagai have good grounds for claiming as theirs all the country up to and including Hurmagai. If my suggestion be favourably considered, I would suggest that Sir Naoroz Khan be informed that the Chagai-Kharan boundary runs along the Shaikh Hussain, Bas Koh Kamanan, Malik Surandas range to Gali Chah and thence south of the Reg-i-Wakab to the shores of the Hamun-i-Mashkel.

† Mir Jahind Khan issued stringent orders to his tribesmen that raiding into my district was forbidden, and he even asked me to shoot any Damani caught raiding in British territory.

‡ *Vide* footnote, paragraph 14, Appendix I of this report.

§ This proposal has this to recommend it that it would relieve the pressure on the Nushki Establishment during the months when it is being most felt (*vide* paragraph 7 this Appendix). Now that Nushki district has been taken over from Kalat, I am opposed to the adoption of any of the three proposals I submitted in 1898-99, *vide* my Administration Report for that year, paragraphs 43 and 45, Appendix I.

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'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [8r] (15/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

APPENDIX II.

ON THE QUETTA-SEISTAN TRADE ROUTE.

1. A reference to the tabulated trade returns, which are annexed to this report, will show that the development of trade through Nushki during the past year has exceeded all expectations. In submitting my annual report for the year 1898-99, I directed special attention to the question of supervising the interests of our growing trade with Persia through Nushki by stationing a British Officer in Seistan, and I further begged for a special allotment to cover the cost of certain improvements to the caravan road, to which I attached much importance; and, in forwarding my report, I gave it as my opinion that if the recommendations I then offered had the advantage of favourable consideration, the result of their adoption would become apparent when the returns for the new year came to be made up.

2. I am gratified to be able to say that the representations contained in my report were favourably received. Major Sykes did not leave Khorassan for his head-quarters at Kirman until the end of the year, and funds were provided to meet the cost of realigning the caravan route throughout 198 miles of its length, of providing water at every stage, and of carrying to a successful termination many other works intimately connected with the interests of the route which called for early attention.

3. The summary of the year's trade, which follows, shows that the forecast I made in my last year's report has been verified by events, and that trade through Nushki, encouraged by the further measures taken to protect and develop it, has made an advance even more substantial than I dared to anticipate.

4. The record for the year 1899-1900 is, as I have said, one of steady progress. The total value of the trade which passed through Nushki during the year 1898-99 amounted to Rs. 7,28,082-7-3, as compared to a value of Rs. 12,35,411-15-9 for the twelve months under review, thus showing an advance in value on the previous year's working of no less an amount than Rs. 5,07,329-8-6, a sum which a reference to the trade returns for the year 1897-98 will show amounts in itself to nearly the total value of the trade which passed through Nushki during that year. This result cannot, I think, but be considered highly satisfactory, for not only does it bear eloquent witness to the steady and progressive advance made by trade through Nushki during the year, but it also, to my mind, effectively disposes of the charges which have been preferred against the Nushki-Seistan caravan-route. Before proceeding further I should like to say that it is as well to bear in mind, when comparing the figures I give, that the total given represents all trade which passed through Nushki during the year, irrespective of its destination. Persia absorbs the major portion of Nushki trade, yet a certain proportion crosses the Afghan frontier into Shorawak, Registan, and Garmel. Nushki trade with Afghanistan is not thriving; indeed there is every reason to suppose that this trade is fated shortly to fall a victim to the crushing dues imposed in accordance with His Highness the Amir's well known ruinous fiscal policy.

5. Although the year's record has been a satisfactory one, yet it must not be supposed that trade through Nushki has had it all its own way; on the contrary, trade has had much to contend against. The recrudescence of plague in Sind, and the continued depreciation of the Persian currency in the Quetta bazar are only two of several circumstances which have contributed to retard the development of trade by the new trade route.

6. I stated in my last year's report that of the various circumstances which had combined to make the year 1898-99 an unfavourable one for trade, none had had a more serious effect than the prevalence of plague in Karachi. This remark applies, with equal force, to the year under review. The timid Persian trader cannot grasp the meaning of plague restrictions, and the use of quarantine stations is quite beyond his comprehension. Numerous instances have come to my personal notice, during the year, where caravans, on reaching Seistan, have turned off to Bunder Abbas, traders preferring to face the hardships and risks of a journey through a wild country to that port rather than submit to the restrictions and delays which a visit to Quetta and Karachi would involve. It is of course true that Bunder Abbas offers merchants the further attraction of more favourable exchange rates, a matter to which I will presently refer; but the precautionary measures taken to check the spread of plague from Karachi are undoubtedly primarily responsible for the preference to Bunder Abbas many traders evince. I can suggest no remedial measure to meet this difficulty. Plague precautions can only be relaxed to the danger of the Indian public. I am therefore afraid that, until the disease disappears from Sind, the precautions which Local Governments must necessarily take to check its spread will continue to affect trade adversely.

7. To pass on to the question of exchange, a question which will, I feel certain, be found to have a very important bearing on the future development of trade through Nushki. Before I left Seistan a deputation, consisting of several of the leading merchants of that country, headed by Sardar Purdil Khan Sarbandi himself, waited on me. The deputation* pointed out

* The second matter the deputation brought to my notice will be found dealt with in paragraph 31 of this Appendix.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [8v] (16/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

that traders taking specie to Quetta, to purchase goods, had to put up with a loss on exchange of no less than 12 per cent., and they begged me to rectify this. On my return to Quetta I ascertained that there were upwards of 120,000 kranis lying idle in the bazar, the cause of this being, so it was explained * to me, that the exports from Baluchistan greatly exceeded in value the imports from Persia. I have taken the advice of several persons† qualified to speak with authority on the question of exchange, but the answer I have received has, in every case, been the same, that the development of trade will itself rectify the difficulty.‡

8. I desire to point out, as I have done in previous reports dealing with the year's trade, that the monthly returns which close this report, must not be taken as absolutely accurate. It occasionally happens that kafilahs march direct from Kishingi to Baghak, without entering Nushki at all, and sometimes belated Persian kafilahs return to Seistan through Shorawak. None of these caravans find a place in my returns. Again, there is no little difficulty attached to the accurate registration of the steadily growing trade in live-stock. For the reasons I give the totals reached by the monthly trade returns fall rather within than without the true figure.

9. The objections which are persistently urged against the Nushki-Seistan trade-route, briefly summed up, are as follows:—It is maintained that the route, throughout its length, traverses a barren, sandy desert, which produces neither camel-grazing, forage, nor supplies, and where water, scanty in quantity and indifferent in quality, is only to be found at long intervals. It is, moreover, alleged that the trade-route, as a road for camels, is open to the serious objections that the gradients are in many places heavy, and that where the track is not barred by moving sandhills it is strewn with rocks and sharp-pointed stones, which wound the camels' feet and put them generally to an unduly severe strain. Both in my weekly diaries and in my reports I have been at some little pains to combat beliefs which stray so far from the true facts of the case; but as I have not hitherto been wholly successful in doing so, I trust that I may be pardoned for once more repeating that, west of Nushki, the road traverses an open, almost level, and nearly sandless plain, where water is to be obtained at every stage in quantities which are, to all intents and purposes, unlimited, where camel-grazing, except in the depths of winter, is luxuriant, and where the necessaries of life, and indeed many of the luxuries, can be obtained, at reasonable prices, from the shops which have been established for the convenience of travellers at intervals of every three or four marches.§ The country between Nushki and Tratoh, so far from being a desert devoid of life, supports a fairly numerous population of Nomad Baluch, and affords pasturage for many flocks of sheep and herds of camels. Beyond Saindak, in general features the country bears a marked resemblance to many other parts of Baluchistan, in the vicinity of Quetta, which I could name. It is only between Tratoh and Makak Karez, a stretch of 70 miles, that anything approaching a waste is crossed. I use the word "approaching" advisedly, for here patches of grass are to be found in every nullah bed, and, as far as camel-grazing is concerned, there is sufficient of this for the requirements of caravans. Of the objections urged against the caravan-route which I have summarized above, the only one which will bear investigation is that having reference to the question of gradients. West of Nushki, the road has been aligned to run across an open, flat plain, but in two places between Quetta and Nushki the gradients were so severe that heavily-laden camels used to negotiate them with difficulty. However, a few week's work last winter has sufficed to change all this, and laden camels can now cross the Kurd Barak and Kishingi Kotals without any trouble. I certainly consider that further attention might be advantageously directed towards that important subject, the question of improving both the road and the facilities for the carriage of goods between Quetta and Nushki, but this is a matter with which I propose dealing a little further on.

10. The distance from Meshed to Bunder Abbas is 966 miles, as compared to a distance of 1,011 miles from Quetta to Meshed; yet, if we compare the relative merits of the Bunder Abbas and Quetta-Seistan trade-routes, I think that we will find that the advantage of distance, on the side of the former route, is more than counterbalanced by the following very real advantages which lie on the side of the latter route. In the case of the Nushki-Seistan route, the rates for supplies || are as a rule much less, goods never change hands in transit, and the cost of carriage is Rs. 6-2-6 per maund¶ less. I would beg to call special attention to this, as, added to the fact that distance is in favour of the Bunder Abbas road, the route through Nushki has only been opened to traffic three years, and many improvements, which are calculated to still further reduce freight charges, have yet to be made. Lastly, goods forwarded to Meshed only traverse 548 miles of Persian territory as compared to a distance

* Although this explanation appears obvious, yet I cannot hold myself responsible for its correctness.

† Mr. Masson, Manager of the Punjab Banking Company Limited, whom I consulted, suggested that the Imperial Bank of Persia should be moved to open a branch of their business in Seistan; but I fear that it is useless asking the Bank to do this, as trade through Nushki has not reached a figure sufficiently high to offer the Bank an inducement to do so.

‡ I fail to perceive that this must necessarily follow. The Meshed Consular Reports show that the value of the Indian goods which pass yearly to Meshed greatly exceeds the value of the imports from the same place. I am inclined to think that this will be found to be the case with all Anglo-Indian trade with Persia.

§ I allow that several marches exceed 25 miles, but this can be rectified when funds are available.

|| In Seistan grain ranges in price from 26 to 45 seers per rupee according to the season of the year, and barley from 56 to 80 seers. Seistan is roughly half way between Meshed and Quetta.

¶ Vide the Meshed Vice Consular trade report on the trade of Khorassan for the year 1898-99.

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'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [9r] (17/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

of 966 miles if forwarded by the Bunder Abbas route; moreover, life and property are safe on the Nushki-Seistan route, which cannot be said to be the case on the Bunder Abbas-Kirman section of the Bunder Abbas-Meshed road. It is of course true that as Bunder Abbas is a sea-port, it offers trade passing through the advantage of cheap water carriage; yet this advantage is not so real an one as would appear at first sight, for enquiry shows that a large proportion of the goods which reach Persia *via* Bombay and Bunder Abbas are despatched to the port of shipment long distances by rail, which involve heavy freight, transhipment, commission, and incidental charges, the larger number of which are avoidable in the case of goods despatched to Persia through Quetta and Nushki.

11. The legend that no animals but camels can survive a journey through the country west of Nushki is one that dies hard. I notice that Seistanis are using donkey transport to an extent which is steadily increasing, and that the Babars of Zhob, who yearly visit the Persian Frontier to collect *asafetida*, now rarely employ anything but this class of carriage. The batches of remounts which come down from Khorassan in the autumn, and the Cavalry reliefs, which are constantly passing to and fro between Quetta and Seistan, prove, if nothing else does, that the difficulties and dangers of the road through Nushki have been exaggerated, and that there is no substantial reason why camel carriage must necessarily be the only type of carriage employed.* I am of a distinct opinion that the interests of the trade-route would be advanced by drawing the attention of the Birjand muleteers† to the wage-earning possibilities of the route, and by inducing them to give the road a fair trial. I am corresponding with Major C. Trench, Her Britannic Majesty's Consul in Seistan, on this subject, and I trust that the end of the year will see a string of mules arrive in Quetta. Once the experiment proves a success the muleteers will require no further inducement to adopt the road.

12. And now to turn to that very important matter, the question of improving the road, and with it the facilities for the carriage of goods between Quetta and Nushki—a question on which, in my opinion, the development of trade through Nushki directly hinges. Apart from the strategical‡ and political§ reasons for connecting Quetta to Nushki by road—and much could be urged in support of both these questions—the commercial advantages for making a road appear to me to be very substantial. In my report for the year 1895-99, I gave in detail my reasons for pressing for the construction of a cart road to Nushki, saying that all our efforts should be directed towards making Nushki, and not Quetta, the goal of inward bound, and the starting point of outward bound, caravans, and I explained how severely the last ninety miles of ascent to Quetta in winter tested camels already weakened by a long and trying journey. I further pointed out that the delays and expenses incidental to sending exhausted camels down to Katchi to recuperate operated to delay the despatch of goods, and to keep the rates for carriage abnormally high.

13. The representations I made in my report were favourably considered in so far that the Local Government called on the Secretary to the Honourable the Agent to the Governor-General, in the Public Works Department, to submit an estimate of the cost of making a road to Nushki, and the Public Works Department was instructed to carry a camel track|| across the Kurd Barak and Kishingi Kotals. The latter work was taken in hand in December, and carried to a successful conclusion in February. The road is much appreciated by Krayakashes, whose camels are now able to negotiate the two kotals without difficulty. I would, however, venture to submit that the completion¶ of this track is merely an important step towards improving the facilities for the carriage of goods, and that until Quetta and Nushki are actually connected by a rough cart road all the objections I pointed out in Appendix II, paragraph 8, of my last year's Administration Report will still remain to hamper the development of trade through Nushki. I understand that the construction of the cart road is opposed on the grounds, firstly, that the cost of a cart road would, in itself, be prohibitive, and secondly, that experience shows that were the road to be made it would not be used by carts. I do not think that either of these objections will bear scrutiny. A katcha road from Quetta to Nushki suitable for bullock

* The only case which has come under my notice where a horse has succumbed on the road was that of a troop horse belonging to an escort of the 6th Bombay Cavalry; but in this case the death was due to pneumonia.

† The Birjand muleteers work between Meshed and Birjand, and not between the latter place and Seistan, but there appears to be no substantial reason why they should not do so.

‡ To point a pair of rails in the direction of the Persian Frontier would have a pronounced effect in modifying the drift of Russian policy in South-Eastern Persia. Experience shows that the Russians will not meet a firm front. Many instances could be given in support of this. The natural sequence of the firm stand made by the Government of India against France acquiring a coaling station on the Persian Gulf littoral is the exemption of the Persian Gulf ports from being included in the provisions of the Convention under which the late Russian loan was advanced to Persia.

§ General John Jacob, Commandant of the Sind Cavalry, pointed out, half a century ago, how important was the strategical position Nushki occupies. I understand that the General Officer Commanding the Quetta District has directed Officers Commanding Corps to submit reports on the strategical advantages and disadvantages of building a railway to Nushki. The general consensus of expert military opinion would appear to lean towards building the railway, on the ground that doing so would strengthen the Quetta position by securing it from attack from the north-west.

|| While this track was being made a katcha road was also made from Samungli to Girdi Talab, a distance of nine miles,—*vide* sketch map annexed. I was much interested to notice, on my return from tour, that wheeled carriage was being employed along this small section of the road.

¶ The distance from Bunder Abbas to Meshed is 966 miles; from Quetta to Meshed 1,011 miles; from Nushki to Meshed 919½ miles; thus a good cart track to Nushki would remould the condition of Indian trade with Khorassan.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [9v] (18/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

cart traffic could be made for a sum of from Rs. 5,000 to Rs. 10,000, and as regards the objection urged that wheeled carriage would not be used, I can only say that the reason why wheeled carriage is not employed elsewhere in Baluchistan is because every true trade route in Baluchistan is furnished with a railway. The Baniachs and traders I have questioned on this subject have told me, without exception, that as competition is daily growing keener and as wheeled carriage is the cheaper, they are prepared to employ wheeled carriage as soon as the road is opened to traffic.

14. Of the several causes which have contributed, during the past twelve months, to reduce the charges for carriage between Meshed and Quetta, none has had a more important effect than the concession granted by the Local Government to Krayakashes, under which caravans returning to Persia are permitted to graze their camels in Katchi free of all *tirni* charges. The privilege I refer to is one which has been made extensive use of during the year and is one which Karayakashes greatly appreciate. I note this as it is gratifying to perceive that the consistent attempts which are being made to popularize the route are bearing fruit.

15. I am constantly receiving letters from merchants, pilgrims and others interested in the Indo-Persian trade and in the caravan route, and the general tenor of the queries which are put to me go to show that my questioners possess little or no knowledge either of the country through which the trade route passes, or of the trade route itself. To dispel this ignorance, as well as to advertise the route widely, I have written, in pamphlet form, a brief description of the route and of the advantages which it offers traders and others. This pamphlet is being translated into Persian, and when it is ready copies of it will be supplied to all Local Governments in India who will be requested to circulate them as widely as possible. The native press of India will also be supplied with copies.

16. In my Administration Reports for the years 1897-98 and 1898-99, I have called attention to the importance of developing the natural resources of the country through which the caravan route passes, and I have pointed out that the development of the district which the route traverses and the development of the route itself are so closely interlaced that the two cannot well be disassociated from one another. I have further noted on the important part which the development of the country lying in the immediate vicinity of the caravan route is likely to play in attracting trade and in assisting the passage of caravans. The funds placed by the Government of India at my disposal, at the close of last year, were allotted for various purposes directly connected with the improvement of the caravan route itself, and no provision of any sort was made for extending the area under cultivation by digging new karezes and by providing existing wells with Persian irrigation wheels. The scarcity which characterised the later months of the year under report rendered it necessary for me to devote the larger portion of the small provincial takavi grant, allotted my Political Assistancy, to the purchase of seed grain for zamindars and to the alleviation of the distress which prevailed. It thus came about that out of the grant of Rs. 3,000 allotted under the heading "Takavi advances," only Rs. 400 remained available to meet expenditure on new karezes.

17. I have referred elsewhere in this appendix to the advantages which the alignment now followed by the caravan route west of Nushki offers of extending cultivation. By dint, partially of persuasion, partially of small doles, some little progress towards making the caravan route self-supporting was attained in the course of the year. I now propose to explain in detail what has been done in this respect.

18. At Dedar,* a stage midway between Nushki and Mall, water in promising quantities has been found and work was started on a karez. Lack of funds only has prevented me carrying work on this karez to a satisfactory termination.

19. Examination of the ground between Mall and Kuebaki Chah has disclosed the fact that several good karezes could be opened along this section of the road to the great benefit both of the caravan route and of the revenue we derive from the district. It is unnecessary to dwell here on the effect it would have in the district if the restless Nomad Baluch population, who now alternate between the plains of Mall and the grazing grounds of the Western Dak, settled down and cultivated the rich alluvial plain which runs along the foot of the Sheikh Hussain hill. No better scheme could be devised for winning the local tribes over to pacific pursuits than by giving them small takavi advances for this purpose. Provided that the one initial difficulty, want of funds, be overcome, there is no substantial reason that I can see why five or six karezes, each supporting its own twenty or thirty families, should not be opened here. It is only a few months ago that I sent the head of the Makaki tribe to Lagar Koh with instructions to examine that locality and report on the prospects of starting karez cultivation there. On my return from Seistan, I found that the Makaki had been so favourably impressed with the possibilities of the place I refer to, that not only had they begun a karez, but they had made considerable progress towards its completion. Want of funds has delayed the completion of this work.

* Ahmad Wal has, as a temporary measure, been made the first stage out of Nushki on the new road.

† The Makaki and other local Baluch tribes differ from the tribes to the west in possessing a predilection for cultivation.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [10r] (19/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

20. The land at Kuchaki Chah, the third stage on the caravan road west of Nushki, is unfortunately sour; but at the next stage, Padag, I have opened two good karezes and doubled the yield of water in the karez which was made in 1898. I have accomplished this at a takavi expenditure of merely Rs. 300. Two years ago Padag furnished no supplies of any sort. Now a fair amount of forage is procurable there, thus obviating the necessity for sending forage from Nushki whenever a cavalry escort passes through on the way to or from Seistan.

21. In my Administration Report for last year I stated that the Nomads of the district were characterised by an utter want of enterprise, added to which they were lazy and had little inclination to better their condition, and that in the few cases where I had induced them to start karezes I had found that they were content to win a bare existence from the soil and were disinclined to persevere. I can give no better example of the truth of this statement than by describing the case of the small Sasoli colony which I settled two years ago at Chah Sir.* These Sasoli opened a karez, at which they worked, in a spasmodic way, until they had obtained water in sufficient quantities to cultivate lands which supplied their bare requirements. Saved from all fear of starvation, they have ever since resolutely declined to make any further effort to improve their condition. These Sasoli are in possession of one of the best sites, and of some of the finest land in the Chagai district, which Baluch legend, supported by the mute evidence of the ruins scattered around, declares was once highly cultivated. Chah Sir supplies the neighbouring post at Yadgar Chah with a small quantity of forage.

22. Near Dalbandin are to be found traces of several ancient karezes popularly ascribed to Arab origin. Some Samalani from Shorarud have asked permission to open one of these old karezes. I have given them the sanction they require, but, as they are now pressing me for pecuniary assistance, I fear that there is no prospect of work on this karez being started for some time to come. The Dalbandin karez and the Khushkaba lands around furnish the thana with forage and supplies in fair quantities.

23. I note that, in my last year's report, I stated that between Dalbandin and Merui there were two, if not more, places where karezes could be made. When writing this I had in mind Chakul and Sotag, two halting-places, where water is to be found close to the surface of the ground. On going over the country this year more carefully, I was pleased to find that there are many other places near the caravan route, such as Kani, Shah-i-Isma'il, Gut-i-Hamun, etc., where all the conditions essential for successful karez cultivation are to be found. Before leaving Chakul in January on my march to Seistan I collected a few families of Taaki Baluch and settled them here to open a karez, lending them whatever tools they required. On passing through Chakul, on my way back to Quetta, I found that the little work these Taaki had done was commensurate neither with their promises nor reports. Inquiry elicited that they had worked on their karez for a few days, then, finding manual work irksome and the Nomad instinct asserting itself, they incontinently threw up their work and wandered off to pasture their flocks on the plains 40 miles away, thus furnishing yet one more instance of the truth of what I have said, in previous reports, that it is futile to expect the Nomad population of the district to abandon all at once the roving habits engendered by years of wandering and to settle down quietly to an agricultural life.

24. The karez at Ekmuch, from its position in the immediate neighbourhood of the caravan route, should play an important part in furnishing supplies to the Merui Thana. The Kharaniġ emigrants, who settled here in the spring of 1899, have worked remarkably well. It is a source of much regret to me that I am not in a position to give them the financial aid they stand in need of. I inspected the Ekmuch karez on my way to the frontier and also on my return from Seistan, and on both occasions I was favourably impressed with the work which had been done. The limit of water obtainable at Ekmuch has not yet been nearly reached. The ground around is saturated with water, and to such a degree is this the case that I think there is sufficient water available here for the requirement of several karezes.

25. The proximity of water to the surface of the ground at Gut, the new stage which divides the distance between Merui and Chah Sandan, promises well for karez cultivation here. The same remark applies to Chah Sandan. It is to be noted, however, that at both these places there is a difficulty in finding suitable land.

26. Close to Tratoh, the first stage on the new caravan road west of Chah Sandan, there are traces of one, if not of more, old karezes; while at Mushki Chah, the third stage west of Chah Sandan, all that remains to complete an open karez is to blast away a small strip of rock which prevents the water flowing freely.

27. Ido Mamasani has opened a small karez at his head-quarters at Makak, and he has undertaken to dig another karez at Amalaf, a place which is six miles east of Saindak and thus close to the caravan route.

28. Baluch legend affirms that the old abandoned karez at Kirtaka was, at one time, the finest karez on the present Perso-Baluch frontier. I would much like to see the old karez here re-opened.

* Chah Sir lies on the caravan road, four miles east of Yadgar Chah.

† These Sasoli have entered into an agreement with me under which they bind themselves to extend the area under cultivation at Chah Sir. I am much afraid, however, that their inherent laziness will operate to prevent them doing very much, if indeed they do anything at all.

‡ *Vide* my report for the year 1898-99, Appendix I, paragraph 30.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [10v] (20/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

29. Cultivation at Mirjawa has quadrupled in the course of the year. The security which the neighbouring levy post at Saindak affords is primarily accountable for this.

30. Lastly, the colony of Mamasani Baluch, who have settled at Duzdap, are industriously engaged adding to the number of the karezes which they opened there last autumn. I anticipate that the Duzdap cultivation will shortly more than suffice to meet the requirements, in grain and forage, of the Killa Robat Thana. Writing with the experience of three years, I say without hesitation that, provided the necessary funds are forthcoming, karezes could be opened at, or near, almost every individual stage on the caravan road between Nushki and Killa Robat. As I have pointed out elsewhere in this report, it is quite an error, although it is a popular one, to suppose that the country west of Nushki is a barren, trackless, sandy desert. I admit that the Chagai District contains large stretches of waste lands which are nearly akin to a desert; but the desert, in the sense the term is usually understood to convey, is only to be found south of the Helmaud river and north of the Koh-i-Sultan and Chagai Sarlat ranges of mountains, that is to say, at a distance far removed from the alignment which the caravan road now follows. The question of increasing the cultivation along the caravan road is one which has a direct bearing on the further development of the trade route, and is therefore one which I would respectfully venture to submit for the serious attention of Government.

31. In my previous reports I have had cause to refer to the very real disadvantage * which Persian trade through Nushki labours under in there being no building in Quetta where Krayakashes can unload their camels and where traders can live while they are selling their goods and making their purchases. The representations which I made last year on this subject were favourably received by the Local Government, and in January 1900 a portion of the Quetta Levy lines was set apart for the use of caravans. Traders have not availed themselves of the concession made them to any great extent, and the reason of this is simple. The concession, extended to traders, has neither removed, nor modified, the causes which operated in previous years to compel caravans to camp outside Municipal limits in the rain and snow of a Quetta winter. I naturally refer to the Quetta Bazar octroi regulations,† whose petty restrictions are much resented as they hamper trade greatly. To overcome this difficulty all that is necessary is to build a caravan-serai‡ without municipal limits near the Quetta Railway Station, and pending its erection to treat the Levy lines as a bonded warehouse.§ The measure I suggest is the only remedial one which can be applied to the present situation. I would submit that to defer the erection of a caravan-serai cannot but have an injurious effect on trade, as the following incident shows. Before I left Seistan, a deputation, headed by Sardar Purdil Khan Sarbandi, waited on me and, on behalf of the trading community of Seistan, earnestly begged my assistance in regard to two matters. The first matter to which my attention was drawn was the difficulty traders experience in obtaining in Quetta anything like a fair exchange rate for the Persian kran, a question which is dealt with in paragraph 7 of this appendix. The second matter had reference to the restrictions which Seistanis trading to Quetta are subjected to, the question I am now discussing. The interests of trade through Quetta render it, in my opinion, essential that a caravan-serai containing living and godown accommodation be built on a suitable site near the Quetta Railway Station and placed in charge of a smart capable native, whose duties would be to protect traders from being cheated by unscrupulous persons, to afford them assistance in purchasing and disposing of their goods, and to help pilgrims on their way through Quetta.

32. In my last year's administration report I referred to the importance I attached to settling an energetic native merchant in Seistan, and I stated that I had arranged with the Shiah Muhammadan firm of Muhammad Ali Brothers of Quetta, to open a branch of their business at Nasratabad, adding that I had reason to suppose that this new departure in trade with Seistan would not only be attended with success but would also have far-reaching results.

Muhammad Ali Brothers' representative reached Nasratabad, the capital of Seistan, in January, with a consignment of goods to the value of Rs. 18,000, and started business. I am pleased to be able to say that the success which has attended the firm's transactions in Seistan has justified the opinion I ventured to express in my last year's report.|| I have impressed on Muhammad Ali Brothers that, if they wish to keep the field to themselves and to extend their operations, they must be content with a small margin of profit, and the firm, who appear fully alive to their own interests, assure me that my advice will be implicitly followed.

33. I would here note, as evidencing the activity of the Russians in a part of Persia which lies well without their legitimate sphere of influence, that Muhammad Ali Brothers'

* Vide paragraph 25, Appendix II, of my report for the year 1897-98, and paragraph 88, Appendix II, of my report for 1898-99.

† Vide paragraph 87, Appendix II, of my Administration Report for the year 1898-99.

‡ I am of opinion that the cost of erecting this serai should be borne for obvious reasons by the Quetta Municipality.

§ I press for the erection of a caravan-serai as I have no hesitation in saying that even if the Levy lines are treated as a bonded warehouse very few Persian traders will ever enter the Quetta Bazar so long as the present irksome octroi regulations are in force.

|| In 3½ months Muhammad Ali Brothers have sold goods to the value of Rs. 11,000.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [11r] (21/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

arrival in Seistan forestalled the arrival of a firm of Russian-Armenian merchants, with whom the Russian Consul-General, Meshed, had long been in negotiation.*

34. Muhammad Ali Brothers inform me that the chief difficulty with which they have to contend in Seistan is the one which hampers all commercial transactions between that country and Quetta. I naturally refer to the exchange question and the difficulty of remitting money to India. I am assisting the firm by taking, from their representative in Seistan, the pay of my frontier Levy posts, and I would suggest that all moneys paid by Government either to our native agent in Seistan or to our Consular establishment there be paid through the same medium.

35. Muhammad Ali Brothers have opened a branch of their business at Birjand, but as the branch has only been opened a few months I am not yet in a position to supply any definite information regarding its prospects.†

36. Major Trench, who has recently been appointed Consul in Seistan, replacing Major Sykes whose duties necessitated his return to his head-quarters at Kirman, has addressed Government advocating that small money advances should be made to approved Hindu traders in order to encourage them to embark in trade by the Nushki-Seistan trade route. The grounds on which Major Trench prefers a suggestion which involves a radical departure from the principles which guide the Government of India in dealing with trade appear to me to be both sound and practical.

Briefly summed up, Major Trench's arguments are as follows:—

He points out that the Hindu trader is both timid and conservative; that he is apprehensive of incurring heavy loss if he departs from the beaten track of trade; and that to give him the necessary courage to do so and to open up fresh markets he requires some tangible proof that Government is interested in his venture and will support him should the necessity to do so arise.

I endorse all the points which Major Trench makes in urging the adoption of his scheme on Government. An advance of a few thousand rupees in itself really means nothing to a wealthy Hindu trader: the importance which the loan possesses lies in the sense of security which it engenders in the mind of the Hindu trader: by bringing him into close association with Government and so giving him the necessary confidence to strike out a new line.

The only objection to the adoption of Major Trench's scheme which can, so far as I see, be urged would appear to be that the Hindu, on religious grounds, is personally obnoxious to the Shah Muhammadan. But so long as money-lending transactions, between Hindu traders and Persian ryots are strictly prohibited, I do not think, now that a British Consulate is established in Seistan, that this need bar the way. There are large numbers of Hindu traders living in Herat, Kandahar, and Kabul, and it is a well-known fact that the Afghans are far more fanatical than the Persians. If we turn to Persia we find that there are many Hindus living in the town of Kirman, the capital of the province of that name; indeed, if my information is not at fault, a small colony of Hindus is settled a few miles south of Meshed, the town which glories in the reputation of being the most fanatical in Persia.

37. I would respectfully venture to press on Government the importance, on commercial as well as on political grounds, of extending the Quetta-Nushki telegraph system first to Dalbandin § and afterwards on to the Persian frontier if not to Seistan itself. In all my previous reports I have advocated the adoption of measures which are calculated to draw Seistan, Khorassan, and Persian Baluchistan into close political touch with India; and elsewhere|| in this report I have pointed out that the growth of British influence in Seistan dates from the day Seistan was linked to Quetta by dāk.

The commercial influence which a telegraph line, running along the Nushki-Seistan caravan-route, would exert both in attracting trade and in popularising the trade-route would be greater than the adoption of any other measure I know, naturally excepting the construction of a railway line or cart road. On the strategical reasons for extending the telegraph line to the Persian frontier I need not dwell, as they are too obvious to need enlarging on by me.

The terminus of a telegraph line, carried to the Persian frontier, need not necessarily be at Robot, Koh-i-Malik-Siah, for a junction could very well be formed with the Persian Telegraph system either at Kirman or Meshed. Personally, I favour Kirman being made the junction, partially on account of the designs with which Russia is rightly credited with having on the Gulf, and partially because the new Indo-European land line will run through Kirman.

* This Armenian firm has not reached Seistan to date. Muhammad Ali Brothers' arrival in Seistan would appear to have disconcerted them sadly.

† Since writing this I have received letters from Birjand saying that the branch of Muhammad Ali Brothers' business there is thriving.

‡ Vide Major Trench's letter, without No. and date, to the address of the Foreign Department, and my office No. 467, dated 21st May 1899, to the address of First Assistant to the Honourable the Agent to the Governor-General.

§ 110 miles west of Nushki.

|| Vide paragraph 45, this Appendix.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [11v] (22/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

There are no local reasons to prevent the extension I advocate becoming an accomplished fact.* The country, west of Nushki, is a level plain where both camel carriage and labour can be obtained at rates which compare favourably with those current elsewhere in Baluchistan. The extension of the telegraph line west is a matter which I trust will receive the serious consideration it merits.

38. A batch of 40 remounts reached Quetta in September. Colonel Queripel, Civil Veterinary Department, who inspected the horses on their arrival, informed me that their substance, breeding, and quality, left nothing to be desired. The remounts realized the high average price of Rs. 340 per head, a price which has encouraged the horse trade through Nushki greatly.† I would like to note here that no single case has come under my notice during the year where either a horse or pony has died on the road between Seistan and Quetta.‡

39. Mr. Vredenburg, an Officer of the Geological Survey of India, was deputed to accompany me on tour during the winter of 1898-99, with instructions to report on the mineral resources of the Chagai and Western Sinjerani Districts. Mr. Vredenburg has submitted, through the head of his department, an interesting and instructive report dealing exhaustively with the geological formation and geological history of the country west of Nushki; but as this gentleman devoted comparatively little time to an investigation of the mineral resources of the district, I would submit, for consideration, the advisability of deputed a mining expert to Chagai next winter to examine and report on the commercial value of the district's mineral deposits, which there is every reason to suppose are valuable.§

40. The facilities which the Quetta branch of the Punjab Bank and the Meshed Branch of the Imperial Bank of Persia offer traders for remitting money are being taken advantage of to an extent which is increasing. I am indebted to the Agent, Punjab Bank, Quetta, for the information that a sum of Rs. 15,000 was remitted to Meshed during the winter of 1899-1900.

41. The number of Shiah Muhammadans who make the pilgrimages to Meshed *via* Nushki and Seistan is increasing. This constant flow of pilgrims tends to attract attention to the route by making it the subject of much discussion in native circles. I incline to the opinion that the interests of the route would be served in no small degree by consulting the convenience of Shiah pilgrims. This can best be done in two ways, *viz.*, by providing accommodation for pilgrims at every stage between Quetta and Killa Robat, and by appointing a trustworthy agent¶ of the Shiah persuasion in Quetta, with duties to correspond with would-be pilgrims, to assist them on their arrival in Quetta in the various ways a man on the spot can always do, and to arrange details connected with the hiring of their transport. To provide pilgrim accommodation of a modest type at every stage would only involve an expenditure of Rs. 3,600, but should Government rule that this expenditure is unnecessary, I would then venture, in the interests of Shiah pilgrims, to solicit permission to invite the leading Shiah Muhammadans of India to contribute funds. I have reason to suppose that an appeal for funds for such a laudable purpose would meet with a very ready response.¶¶

42. Trade with Jaik and Sarhad, a trade which is for the most part confined, on the one side, to dates and, on the other side, to piece-goods, is progressing steadily.

In November last a Mashkel date caravan, which was on its way to Nushki *via* Kharan, was attacked by some Gidar badmashes near Bado and lost two men killed, one man wounded and six loads of dates stolen. With this exception there is nothing to record in connection with this trade.

43. Three years ago I reported that His Highness the Amir had instructed the Governor of Farah to station a post, manned by Garmseel Baluch, at Hurmak, the first stage beyond Killa Robat on the caravan road to Seistan, but that the steady opposition with which his orders on the subject had been met by the Helmand Baluch had compelled him to defer his intention. In the course of the year I have received no further confirmation of this report. I have always been apprehensive of the Pathans claiming Hurmak as, with the exception of Lower Robat** it is the only place on the frontier where the Amir could station a preventive post. To minimize the risk of the Afghans laying claim to Hurmak, I have made this stage, and not Killa Robat, the terminus of the katcha road which runs from Nushki to the Persian frontier, and I am also building a small shelter for dak sowars here.

44. The Quetta-Seistan dak system, which was inaugurated in 1897, was converted, in course of the present year, from a weekly into bi-weekly post and at the same time the speed

* I would here draw attention to Major C. Trench's diary No. 2, dated 10th April, which accords with the views I express here.

† The 5th and 6th Regiments of Bombay Cavalry have despatched an agent to Meshed *via* Seistan to purchase remounts for their respective regiments. The number of horse dealers who have proceeded to Meshed this year exceeds that of any previous year. The horse trade with Afghanistan has quite died out.

‡ I exclude the death from pneumonia noted in the footnote to paragraph 11 of this Appendix.

§ *Vide* Captain McMahon's report on the Perso-Baluch-Afghan Boundary Commission. I have traced a line of old slag heaps for many miles in a north easterly direction from Koh-i-Malik-Siah. These heaps of slag would tend to show that, many generations ago, the Koh-i-Malik-Siah copper mines were worked not only at Koh-i-Malik-Siah itself, but also at various places in the vicinity. Mr. Vredenburg's report makes no mention of this interesting fact.

¶ *Vide* paragraph 31 of this Appendix. This Agent could also be placed in charge of the Quetta caravansera.

¶¶ I am told that I could raise Rs. 25,000 in this way, without difficulty.

** The water at Lower Robat is far from good.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [12r] (23/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

at which the dāk travels from Quetta to Seistan was accelerated from 22 to 17 days. The only casualty the dāk sustained during the year which I have to record was the loss of a dāk bag in the heavy sand hills which divide Amir Chah from Drana Koh, consequent on an unfortunate sowar losing his way and perishing miserably from thirst. I may say here that it is unlikely that accidents of this nature will ever occur again, as the new caravan road has been aligned to avoid the sandy desert north of the Koh-i-Sultan mountains—*vide* map attached to this report.

45. I noted in my last administration report that the dāk which starts from Quetta runs right through to Meshed itself. The experience of the past year shows that the dāk service to Meshed, *via* Nushki, can never enter into active competition with the postal system *via* Kandahar and Herat until firstly, a post office be opened in Seistan, and secondly, until the section of the road between Seistan and Birjand,* where the Indian and Persian postal systems at present connect, receives careful attention and the number of dāk sowars on this section be increased.† I am strongly of opinion that the efficiency of the Nushki-Seistan-Meshed postal service would be much increased by opening a temporary‡ post office at Nasratabad and by placing it in charge of our Native Agent there. The cost of this measure would be covered by a monthly dāk allowance of from ten to fifteen rupees, whilst the advantages of opening a post office in Seistan would be great. I am pleased to say that the dāk service between Quetta and Seistan is growing, if slowly, yet steadily in favour.§

46. The Baniabs in charge of the shops, which are stationed at intervals of a very few marches along the caravan route between Nushki and the Persian Frontier, have often complained to me of the difficulty they feel in supplying caravans with attah in any large quantity, when they are called on to do so at a short notice. The difficulty has not been due, they explain, to any want of grain, but to there being no flour-mills in the country, so that they are, perforce, obliged to employ the small clumsy hand-mills of the country to grind their wheat—an expensive and tedious operation when much grain has to be dealt with. Flour quickly deteriorates, so it is impracticable to keep any large quantity stored at the several posts. To overcome this difficulty I have built two flour-mills, driven by camel power, one at Robat and one at Saindak, and I am building other flour-mills at Dalbandin,|| Padag and Merui. When these mills are completed they will not only supply a want which is being much felt, but they will also operate to keep the nerrick rates for attah down to a reasonable figure.

47. I have not unfrequently been puzzled by Seistani traders coming to me, when I am on tour, and requesting me to obtain cloth, indigo, and other goods from Karachi or from Bombay for them. The smaller traders, whom the opening of the trade-route first attracted to Quetta, were content to make their purchases in the Quetta bazar paying Quetta prices, which run high as they include the commissions charged by the several agents through whose hands the goods have passed after leaving the manufacturers' hands in Bombay. These traders are now becoming alive to the greater profits which are to be made by purchasing direct from the manufacturers, and it is in consequence of this that my assistance is now being solicited. I have given this matter full consideration, and it appears to me that the simplest, as well as the most effective way of meeting the wishes of small traders ¶ would be to add a room to the proposed Quetta ** caravan-serai where samples of such goods as are in more general request could always be kept on view, each sample being ticketed with its cost price in Bombay *plus* exact carriage charges to Quetta. I have no doubt that manufacturers would be only too pleased to supply samples of their goods. It is true that the adoption of the scheme I propose will necessitate the appointment, in Quetta, of a smart trustworthy native with duties to place buyers and manufacturers in touch with one another, but the expense of this appointment need not, I think, act as a deterrent, as we will certainly find it necessary to place some one in charge of the Quetta caravan-serai, and the man who is placed in charge of this might very well discharge not only the duties I refer to but also the duties of forwarding agent for Shiah pilgrims.††

48. Government was pleased to favourably consider the representations I have made in my previous Administration Reports, that to draw trade to the new route and to popularize it, it is essential to spend money on improvements, and at the close of last year a special

* Our Consul-General, Meshed, has arranged that the Birjand post office accept and deliver Indian letters. This arrangement is all very well as a temporary measure, but connection between the Indian and Persian postal systems should be made at Nasratabad in Seistan, and not at Birjand.

† Since writing this I have received information that Major Chenevix-Trench has increased the number of sowars on this section.

‡ "Temporary," as it is primarily the duty of the Persian postal authorities to open a Persian post office at Nasratabad. I understand that Mr. Miller, the Russian Agent in Seistan, supported by the Russian Consul-General, Meshed, is pressing the Persian Government to do this. I would venture to suggest that our Legation at Tehran be also requested to make a similar representation to the Persian postal authorities at Tehran.

§ I am inclined to attach great weight to the improvement of our dāk system with Persian Baluchistan. I think that I do so rightly as the rise of our influence in Seistan dates from the day Seistan and Quetta were connected by dāk.

|| The Dalbandin mill only requires to be fitted with grinding stones to be complete.

¶ I say small traders because the larger traders go to Sukkur, Multan, and Karachi to make their own purchases and are thus quite capable of looking after their own interests.

** When Nushki is made the goal of inward bound caravans, the institute would naturally be transferred to that place, *vide* this Appendix, paragraph 12, and paragraph 9, Appendix II, my report for year 1898-99.

†† *Vide* paragraph 41 of this Appendix.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [12v] (24/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

Imperial grant, amounting to Rs. 93,000, spread over three years, was provided for this purpose. Out of this sum Rs. 18,636 goes annually towards meeting the cost of the extra establishments which are needed, leaving a balance of Rs. 49,323 available for expenditure on Public Works connected with the caravan route, as follows:—

	Rs.	a.	p.
1899-1900*	24,600	0	0
1900-1901	12,364	0	0
1901-1902	12,364	0	0

I will now proceed to describe, in detail, the method in which the public works grant of Rs. 24,600 for the year under review has been employed.

49. In view of the importance attached to the question of improving the facilities for the carriage of goods between Nushki and Quetta, it was only natural that part of the year's allotment should be devoted to this purpose. Levy posts† were accordingly built at Girdi Talab, Tillera and Kishingi, and a good camel track was carried at an easy gradient across the Kurd Barak and Kishingi Kotals.‡ A katcha road§ from Girdi Talab to Nushki is all that is now required to complete the communications between these two places.

Complaints having reached me that the Kishingi water-supply runs low in summer, I have had a new well sunk there. This well is being fitted with a patent water-lifting apparatus and also with an iron trough for watering horses and camels.

50. Of the several improvements which have been made to the caravan road, west of Nushki, foremost in importance comes the katcha road which has been carried, during the winter, from Nushki through Dalbandin, Merui and Saindak to Hurmak, the first stage beyond Killa Robot on the Persian side of the frontier. I do not hesitate to say that of all the improvements which have been made to the Nushki-Seistan trade route during the last three years, none will be found to exercise a greater influence in popularizing the trade route than this road. It used to be no uncommon thing for Krayakashes to complain that they needed the services of guides between certain stages, that their camels were put to an unduly severe strain by long marches over belts of sand, and that, while on some sections of the road, the water supply and camel grazing were deficient, on the other sections the gradients were severe.¶ In realigning¶¶ the trade route my aim has been to avoid the defects pointed out by Krayakashes and to shorten the distance to the frontier as much as was practicable. A reference to the sketch map annexed to this report will show that the road, as realigned, now runs straight from the Nushki bazar to Ahmedwal and thence along the foot of the Garokin Hill to Mall, thus effecting a saving, in the first two stages, of no less than seven miles. From Mall the katcha road follows the old track as far as Chah Sandan, the first stage beyond Merui. At Chah Sandan the new route quits the old caravan track and heading almost due west it runs south of the Koh-i-Sultan range, through Tratoh Kundi, Mashki Chah and Makak, to Saindak, avoiding Amir Chah and the sandy desert which lies north of the Koh-i-Sultan mountains. From Saindak to Kirtaka the old track is adhered to; but from Kirtaka on to Killa Robot the new road follows the Daman track, north of the Kachi Koh, Lar Koh hills, discovered by me in the winter of 1898-99.** From Killa Robot on to Hurmak, where the katcha road terminates, the only track available is the old one which passes near the Malik Siah Ziarat.

51. The distance from Nushki to Robot by the present road is 372 miles, as compared to distance of 406 miles by the old route; thus the new road effects a saving in mileage of no less than 34 miles, reducing the distance from Nushki†† to Meshed from 954 miles to 920 miles. From Quetta to Merui, and again from Mashki Chah on to Hurmak, the alignment which the katcha road follows is undoubtedly the best one that can be selected, but I am of opinion that we will find it to our advantage to again realign the road between Merui and Mashki Chah so as to make it run south of Chah Sandan‡‡ to Tratoh, and north of Kundi to Mashki Chah. The maps§§ we have of the country south of the Koh-i-Sultan range are wholly unreliable; it is therefore difficult to say, with accuracy, what would be the saving in mileage which would be gained by following the route I propose from Merui to Mashki-i-

* The establishments having been sanctioned with effect from 1st December 1899, the sum available, in the first year for Public works is naturally larger than that for the years 1900-1901, 1901-1902.

† These Levy posts contain travellers' quarters and Banias' shops.

‡ The Girdi Talab and Tillera Levy posts and the track over the Kurd Barak and Kishingi Kotals were both carried out under the supervision of the Public Works Department.

§ Vide paragraph 13 of this Appendix.

¶ All the defects I note were much exaggerated by Krayakashes.

¶¶ A reference is here invited to paragraphs 55 to 58 (Appendix II) of my report for the year 1898-99, describing the advantages which this alignment offers over that north of the Koh-i-Sultan range.

** Vide my Administration Report for last year, paragraph 47 (Appendix II).

†† And the distance from Quetta to Meshed from 1,045 miles to 1,011 miles.

‡‡ The smallness of the sum allotted me for the katcha road, Rs. 4,000 in all, compelled me to take advantage of the existing wells at Chah Sandan and Kundi.

§§ Vide Sketch map annexed to this report. The one-inch-to-four-mile map shows Kundi placed rather too much to the south of the true position it occupies.

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'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [13r] (25/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

Chah, but I do not think that I am in error in estimating the saving in distance at from 12 to 15 miles. A sum of Rs. 5,000 would suffice to cover not only the expenditure this improvement would involve, but it would also meet the cost of providing water at stages of every 10 miles between Quetta and the Persian Frontier.

52. The influence exerted by the new road is already making itself felt. Seistan caravans now show a tendency to abandon the road they used to follow running north of the Gaud-i-Zirreh to Amir Chah and thence north of the Koh-i-Sultan range to Manzil, and many caravans now strike the new road at Kirtaka. I am glad of this as there was always a risk of the Afghan posts, on the Helmand, getting wind that a Persian caravan was passing through the desert and making a sudden dash south and capturing it. In the course of the last two years more than one case has come to my knowledge where this has actually occurred. The direct road from Kirtaka to Seistan, west of the Goud-i-Zirreh, is open to the same objection that it passes through a strip of Afghan territory, but a glance at the map, annexed to this report, will show that the risk of capture along this road is very much less than it is in the case of the old track north of the Goud-i-Zirreh. I have carried the katcha road as far as Hurmak, 17½ miles beyond the frontier. To make the caravan road complete attention must be paid to the section of the road between Hurmak and Warmal, the first village which is met with in inhabited Seistan. The section of the road I refer to lies beyond the frontier, and is consequently without my jurisdiction. I would therefore venture to suggest that the first duty entrusted to our Consul in Seistan should be the improvement of this section of road by digging wells and building posts at convenient intervals along it.*

53. I would here beg leave to bring the name of Syed Khan Mamasani † to favourable notice in the hope that Government will grant him a monthly allowance. Syed Khan is the head of the Mamasani Nomads who spend the summer months pasturing their flocks and herds on the plains south of cultivated Seistan and the winter months in the Kacha Koh, Lar Koh, Koh-i-Malik-Siah hills. Syed Khan's influence is great not only over the Nomads I name, but also over the Nomads who inhabit the valley of the Helmand as far east as Rudbar. Major Sykes placed this man in charge of the section of the road between Koh-i-Malik Siah and Seistan, and he also made him responsible for the dāk arrangements between Seistan and Birjand. From the date on which Syed Khan assumed charge of his duties up to the present he has done his work in a manner which reflects much credit on him. More than one instance has come to my personal notice where Syed Khan has not hesitated to incur a personal expenditure he was ill able to afford rather than let the duty entrusted to him suffer.

54. And now to deal in detail with the improvements and additions to the caravan route west of Nushki, which the Public Works allotment granted by Government has enabled me to carry out this year.

At Mall, the first stage west of Nushki, the additions take the form of a walled serai, sufficiently spacious to accommodate two caravans, and a new well, 38 feet deep, fitted with a windlass for drawing water and an iron trough for watering animals.

55. The accommodation at Kuchaki Chah was considered sufficient for the requirements of caravans, so all that has been done here has been to clear out the existing wells, deepen them, and to sink one new well. The new well has been fitted with a watering trough and windlass.

56. At Padag, the next stage west, two new wells have been dug and one of the new wells which has a diameter of no less than ten feet, has been furnished with a windlass and watering trough.

57. Two new wells, each 10 feet in diameter, have been sunk at Yadgar Chah and the chowki there has been strengthened by the addition of a defensive tower. It has long been my intention to introduce cultivation by means of Persian wheels into the Chagai district. As an experimental measure two wells at Yadgar and one well at Padag are being fitted with the apparatus necessary to test this means of irrigation.

58. The new road passes at some little distance from the chowki which I built at Karodak in 1898, so I found it necessary to erect another serai at this stage. A well dug at a safe distance from the nullah bed provides travellers with an abundant supply of pure water. I have fitted this well, as I have done the wells to the east, with facilities for drawing water and watering animals.

59. At Dalbandin many important improvements and additions have been made. The comfort of travellers has been secured by the erection of a spacious *chaparkhana* consisting of five rooms, 18 x 16 feet, each having its own bath-room attached, a cook house, servants' quarters, and stabling for several horses. Caravans frequently make a halt at Dalbandin to rest their animals; for the convenience of these I have provided a new serai, near the *chaparkhana*. This serai contains three good sized rooms and has a courtyard in front sufficiently large to accommodate several caravans at a time.

I have alluded, elsewhere in this report, to the difficulty which the shop-keepers stationed at the several thanas along the caravan road experience in converting their grain into flour.

* Since writing this I have received a letter from Major C. Trench, Her Britannic Majesty's Consul in Seistan, in which he says that he has already made considerable progress towards doing this. The want of a shop at Girdi Talab in charge of a paid Baniyah is being much felt.

† *Vide* Major Sykes' diaries, also Major C. Trench's letter No. 13 of 25th April 1900 to the address of the Agent to the Governor-General in Baluchistan.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [13v] (26/64)

REPORT ON THE DEVELOPMENT ON THE BALUCH-PERSIAN CARAVAN ROUTE AND

I have overcome this difficulty, at Dalbandin, by building a flour mill near the thana. This mill will shortly be in working order.

60. It was found that the most suitable alignment for the caravan road west of Dalbandin passed half a mile from the small serai which was built at Chakul in 1899. To divide the distance between Dalbandin and Sotag into two marches of equal, or nearly equal, length, a good water-supply somewhere between these stages was the first desideratum. A few miles west of Dalbandin, and a few miles east of Sotag, excellent water is to be found, but unfortunately neither of these places divide the distance. Test wells have been sunk at several suitable places and water—but not of a quality to satisfy me—has been found. I trust that further search will prove successful, but until it does travellers will be compelled to make use of the old Chakul serai.*

61. The Sotag serai was found to meet the requirements of travellers, so all that has been done to this halting-place has been to fit one of the existing wells with a watering trough and windlass for drawing water.

62. The thana built at Merui in 1897, with the additions to the building made in 1898-99, suffices to meet the needs of the thanadar and levy establishment. The Merui thana was improved during the year by heightening and strengthening the outer walls and by erecting four double-storied defensive towers. The block-house† which crowns the summit of a hill overlooking the thana was rebuilt, and the water-supply was further improved by the addition of a new well, nine feet in diameter and 28 feet deep. A flour mill is also being built here.

63. The march to Chah Sandan has been divided by a well sunk at Gut. This well offered no difficulty as water was found close to the surface of the ground.

64. The comfort and security of the local levies manning the Chah Sandan chowki has been increased by converting the old chowki into a strong post and by building additional levy accommodation on to it. The wants of travellers have also received attention and a new well yielding an abundant supply of good water has been sunk. Three more rooms have also been added to the travellers' serai.

65. The new road, on leaving Chah Sandan, strikes almost due west to Tratoch. The 24 miles which separate Tratoch from Chah Sandan make the march too long for heavily laden camels to negotiate with comfort in one day, so I am dividing the distance by sinking wells 12 miles west of Chah Sandan. The work on these wells is in progress.

66. The accommodation provided for travellers at Tratoch ‡ consists of a serai of four rooms with a small court-yard in front, the whole being encircled by an eight-foot wall. Two wells at this halting-place have been provided with watering troughs and windlasses for drawing water.

67. The next stage west of Tratoch is Kundi, a very well known halting-place on the direct Kharan-Garmsel caravan-road. I have built a two-roomed travellers' serai at Kundi, but as this stage lies south of the alignment which a direct road from Merui to Mashki Chah should follow, and as there are several other weighty reasons § which militate against Kundi being made a permanent stage on the Nushki-Seistan caravan-road, I have intentionally refrained from doing very much here. I would venture to call attention to the recommendations I have made in paragraph 51 of this Appendix on the subject of realigning the road between Merui and Mashki Chah and of providing water for caravans at stages of every 10 miles throughout.

68. The new post at Mashki Chah consists of a strong rectangular building flanked by four towers. The post is planned to contain quarters for the levies which man it, a small travellers' serai and accommodation for a shop.

69. The next stage west is Sahib Chah, 26 miles from Mashki Chah. Here a small levy shelter has been built and two wells have been dug. The distance, I note, between Mashki Chah and Sahib Chah and the 23 miles which separate Sahib Chah from Makak Karez, the next stage west, make both these marches too long for heavily laden caravans to negotiate in a day; I am therefore arranging to divide both these marches by further wells.¶ Two wells at Sahib Chah have been fitted with windlasses and iron watering troughs.

70. The water-supply at Makak is drawn from an open karez. To make a regulation stage here all that is necessary is to build quarters for the local levies and to provide a traveller's serai. The former has been done and the latter will be taken in hand shortly. I continue to experience much difficulty in obtaining labour. The Nomad Baluch of the country are unsatisfactory, not to say nearly useless, as they only work until they have made a little money and then wander off.

* Since writing this I have received information that good water has been struck and that work on a serai is in progress.

† This building was, it will be remembered, much shaken by an earth-quake shock in the spring of 1899.

‡ Vide map annexed to this report. On the Survey of India map Tratoch is not shown at all, and Kundi is incorrectly placed too far to the south. It is well to remember that all the existing maps of the country south of the Koh-i-Sultan range are very faulty.

§ One of the chief reasons is that the water yielded by these wells is impregnated with salt which impart to it an objectionable taste. I am having this water analysed.

¶ The wells between Mashki Chah and Sahib Chah are nearly ready.

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'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [14r] (27/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

71. At Saindak an entirely new thana is under construction to take the place of the old post which proved to be unsatisfactory. The ground plan of the new thana resembles, in all essential features, the ground plan of the thanas built at Killa Robat, Amir Chah, and Merui. When finished the new thana will be finest building on the caravan road west of Nushki, containing as it will not only the usual accommodation provided for thanadar, munshi, and sowars, but also a flour-mill,* post office, baniah's shop and a commodious godown.

72. The first stage west of Saindak is Kirtaka. The water-supply here has been improved by sinking another well.† The two-roomed travellers' serai which was built at the close of the last year is being enlarged.

73. From Kirtaka to Robat the new road runs along the northern foot of the Kacha Koh Lar Koh range, following the track which I discovered on my return from Seistan last winter.‡ I have roughly divided the distance between Kartaka and Killa Robat by making a halting place at Chah Mahomed Razai 17 miles from Kirtaka and 28 miles § from Robat. The new halting-place has been provided with a small serai, three wells, and the usual facilities for drawing water and watering animals.

74. The new Robat thana is a fine building which only wants four defensive towers to stand fully completed. The accommodation the thana contains is ample. It consists of a havalat, baniah's shop, annexed to which is a godown, quarters for the thanadar, munshi, levies, and a flour-mill. A spacious *chagarkhana* planned to contain four rooms, each with its own bath-room annexed, stabling for several horses, servant's quarters and cook house, is being built near the new thana. The water-supply at Robat received careful attention and the springs which provide the post with water have been opened up and thoroughly cleaned out.

75. Hitherto I have said nothing of my winter tour. I left Quetta on 3rd December 1899 and reached Nushki on the 6th. At Nushki I made a few days' halt to arrange matters connected with the carriage of the supplies which were needed for my tour. Leaving Nushki on 18th December I marched along the caravan route to Koh-i-Malik-Siah, following the old route as far as Chah Sandan, and from thence the new route, south of the Koh-i-Sultan and north of the Kacha Koh range to Killa Robat. While on the march to the frontier I made an inspection of the various thanas, posts, and serais which guard the road throughout its length, arranged for further wells being sunk where I found that they were required, and marked out the new alignment which the katcha road was to follow west of Chah Sandan.

76. From Mashki Chah I paid a visit of inspection to Amir Chah, where I replaced the Amir Chah thana—the transfer of which to Saindak was necessitated by the realignment of the road—by a Sinjerani levy post consisting of one Daffedar and four sowars. Leaving Amir Chah on the 22nd January I rejoined the caravan-route near Duzghi the following day. From here I marched through Saindak to the frontier, which was reached on the 31st of the month without any incident worthy of record having occurred.

77. I have long been of opinion that the interests of the Indian trade with Persia in general, and of the Nushki-Seistan trade-route in particular, would be advanced by establishing direct trade communication between Koh-i-Malik-Siah, the point where the Nushki-Seistan trade route turns north into Seistan, and Kirman, the capital of the Persian Province of that name. When I met Major Sykes, Her Britannic Majesty's Consul for Kirman, in Seistan in January 1899, where he was then on special deputation, we discussed the question of opening trade communication between Kirman and Quetta, and it was decided that, on his return to head-quarters at Kirman, Major Sykes was to arrange to send a test caravan, laden with Kirman goods, to Koh-i-Malik-Siah, where it was to be met on arrival by my agent and forwarded to Quetta.

Major Sykes found the Kirman merchants—who, like all Orientals, are conservative to a degree—at first averse to engaging in the enterprize. Eventually, however, he succeeded in overcoming their scruples and they agreed to forward a test caravan, laden with Kirman goods, to Koh-i-Malik-Siah on receiving a joint guarantee from the two of us that any loss their caravan might suffer either *en route* or when their goods were sold in Quetta would be made good by us. The guarantee the merchants required was handed to them and the test caravan left Kirman on 14th January and reached Koh-i-Malik-Siah fourteen days later without mishap.||

The Krayakashes reported, on their arrival at Killa Robat, that they had had an uneventful, but cold, journey and they went on to say that the track the whole way from Kirman to Robat was an excellent one, possessing all the requirements of a good trade route with a very fair water-supply whose improvement offered no serious difficulty. The goods were sold in Quetta, at a fair profit, and the proceeds remitted to the Kirman merchants who have expressed themselves highly gratified with the result. I think that Major Sykes is to

* The flour-mill is completed and in working order.

† This well, like all others to the east and west, has been provided with an iron watering trough and windlass for drawing water.

‡ Vide paragraph 47, Appendix II, my report for the year 1898-99.

§ This distance is too great for laden camels and a new stage will be made 12 miles north-west of Chah Mahomed Razai.

|| The caravan was laden with carpets, silks, baraks, pistachio, and saffron, to the value of Rs. 8,105. All the goods, with the exception of the baraks, have sold well.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [14v] (28/64)

REPORT ON THE DEVELOPMENT ON THE BALUCH-PERSIAN CARAVAN ROUTE AND

be congratulated on the success which has attended the first effort which has been made to open commercial connection between Quetta and Kirman.

78. Captain White, Vice-Consul in Meshed, in his report on the trade of Khorassan for the year 1898-99, shows clearly that Russian trade has gained a firm footing in Meshed. In both Seistan and Kirman our trade still retains its hold on the country, thus a line drawn through Birjand, or even a little north of that town, to Yezd roughly marks the boundary line between Russian and English commercial supremacy in Khorassan and Kirman. If Muhammad Ali Brothers' agent in Birjand is to be relied on, a tendency is showing itself there for English goods to push Russian manufactures back towards the north. A tendency of this nature should receive every possible encouragement and support that we can give it. In regard to our trade with Seistan and Khorassan this support can best take the form of extending the Quetta-Nushki telegraph system westward and of improvements to the caravan route, firstly between Quetta and Nushki, a subject which I have dealt with in detail elsewhere,* and secondly, between Nushki and the Persian frontier. British trade with Kirman can no doubt be most effectively supported from the Persian Gulf, yet I would venture to submit that both our commercial and political interests in South-Eastern Persia render it essential for us to establish our influence in Persian Baluchistan on a thoroughly sound basis. To do this Kirman should be brought into close touch with Quetta by opening commercial connection between Quetta and Kirman, a measure which involves the improvement of the existing track beyond Killa Robot, by stationing native agents at selected places in Persian Baluchistan, and by linking Robot to Kirman by dāk. I would solicit permission to march with a light camp to Kirman next cold weather to concert some of the measures I have just enumerated.

79. From Robot I proceeded to Nasratabad, the capital of Seistan, inspecting the Girdi Talab post *en route*. The Deputy Governor of Seistan, his sardars, and motbirs accorded me a welcome at Nasratabad very different from that I met with on the occasion of my first visit to Seistan in 1897. My welcome shows how progressive has been the spread of British influence in Seistan during the last three years. My halt in Seistan from 9th February to 4th March is a most pleasant recollection. The people were pleased to see me, the sardars were most friendly, and the Deputy Governor and his officials vied with one another in forestalling my every wish. It had been my intention to pay a visit to Killa Kang before leaving Seistan, but this part of my programme could not be carried out as the country was under water for miles on either side of the Helmand.

80. My arrival in Seistan was well timed. Mr. Miller, the Russian Consular Agent, marched into Nasratabad four days after I did, meeting with a reception which contrasted unfavourably with that accorded me a few days before. The Deputy Governor of Seistan and his officials did not scruple to say openly that as the Russians have no commercial interests of any sort to safeguard in Seistan, they resented the presence of a Russian official in their country. It did not take Mr. Miller long to grasp the fact that his presence in Seistan was distasteful to the local officials, so to acquire a standing of some kind in the country he has had recourse to intrigue. Before I left Seistan the Russian Consul was in active negotiation with Sardars Sayed Khan, Narui, and Khan Jan Khan, Sinjerani, the two Seistan sardars, who had been compelled the previous year to take refuge in Afghanistan.

81. The Perso-Afghan Frontier between Hashtadan and Chah-i-Sagok and again north of Bandan between Siah Koh and Chah-i-Sagok has never been demarcated. Now that the Russians are slowly making their way down the Perso-Afghan frontier towards Seistan, I am of opinion that it would be a wise move on our part to depute a surveyor to Seistan for a year, instructing him to make a careful survey of the Perso-Afghan Frontier and also to survey as much of Southern Khorassan as time admits of his doing. I am informed that the maps we possess of Khorassan are so unreliable that in many of them plains are shown where there are ranges of high mountains and *vice versa*. In the event of my suggestion being favourably considered, I would propose that the surveyor deputed to Khorassan be attached either to the Seistan Consulate or Mesbed Agency, whichever is considered most convenient.

82. I desire to draw attention here to the excellent services which Hospital Assistant Abbas Ali has rendered Government in Seistan. Hospital Assistant Abbas Ali accompanied Surgeon-Major Brazier Creagh to Seistan in April 1897, at a time when our influence in that country was non-existent. Returning to Quetta in November 1897, with Surgeon-Major Brazier Creagh's party, he was again deputed to Seistan where he remained until June 1898. Between 1st January 1899 and 20th July 1899 Hospital Assistant Abbas Ali was employed on special service in China, and on his return to India in August he was once more ordered to Seistan, where he has remained ever since.

The success of my tour to Seistan, the welcome accorded Major Chenevix-Trench there, and the steady growth of our influence in that country are due, in no small measure, to Hospital Assistant Abbas Ali's tact and discretion and to the conscientious discharge of the duties with which he has been entrusted. I consider that the bestowal of an honorary distinction would be a fitting reward for the services which Hospital Assistant Abbas Ali has rendered Government.

* Vide paragraphs 12 and 13 of this Appendix.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [15r] (29/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

83. The programme I had sketched for the winter included a tour down the Perso-Baluch Frontier to Mashkhel, but the news which I received on my return to Killa Robot on the 11th March, to the effect that Major Chenevix-Trench had been posted as Her Britannic Majesty's Consul in Seistan and was on his way to join his appointment, compelled me to defer this part of my programme to another year and to return to Nushki *via* the trade route. Leaving Koh-i-Malik-Siah on the 12th March I returned by the caravan road to Nushki, meeting Major Trench and his party* at Chah Sandan. I was much pleased to find that the katcha road, which I had marked out while on my way to the frontier, had reached a point ten miles west of Mashki Chah.

84. It may not be considered out of place to give here a brief description of the katcha road to which I have alluded so frequently in the course of the last few pages. The road consists of a track, varying in breadth from 15 to 25 feet, completely cleared of all stones, bushes, trees, and boulders, and roughly levelled. Where the road crosses small nullahs the crossing has been effected by ramping both banks, but in the case of nullahs whose size precluded this being done the road has been carried, from side to side, by scarping the banks at a gradient which offers laden camels no difficulty. Where the country is at all open the road can be seen winding for miles across the plain. Guides are no longer required on any section of the road, indeed it is now quite impossible for the most careless traveller to miss the way.†

85. I reached Quetta on 14th April after an absence of 4½ months, during which I have covered a distance of 1,536 miles without any casualty occurring.‡

86. The several suggestions which I have made in this Appendix for the development of the trade route, enumerated in their order of importance, are as follows:—

- (a) The construction of a rough cart road between Quetta and Nushki.
- (b) The erection of a caravanserai near the Quetta Railway Station to be placed on completion in charge of a smart active reliable native with duties to assist pilgrims, travellers, and traders in every way.
- (c) A special allotment of Rs. 5,000 to be devoted to the realignment of the caravan road between Merui and Mashki Chah and to providing water at stages of every ten miles along the road.
- (d) A special takavi allotment to be used to extend the area under cultivation by digging karezes and generally in developing the country through which the caravan route passes.
- (e) The extension of the Quetta-Nushki Telegraph System, firstly to Dalbandin, and afterwards to the Persian Frontier.

87. This Appendix furthermore contains several other suggestions dealing chiefly with matters without the limits of my Political Assistancy. I would respectfully venture to draw attention to the more important of these suggestions, which, enumerated in their order of importance, will be found to deal with the following questions:—

- (a) The question of posting native agents at selected places in Persian Baluchistan.
- (b) The question of opening a temporary post office in Seistan.
- (c) The question of establishing direct trade and dāk communication between Kirman and Quetta.
- (d) The question of deputing a surveyor to Khorassan to make a survey of the Perso-Afghan Boundary north of Seistan.

* Included amongst Major Trench's party was Captain Benn, I.S.C., who was on his way to England *via* Seistan and Meshed.

† This katcha road took eighty men six months to make.

‡ I find that I am not quite correct in saying that no casualty occurred, as it appears one camel succumbed to snake bite.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [15v] (30/64)

REPORT ON THE DEVELOPMENT ON THE BALUCH-PERSIAN CARAVAN ROUTE AND

APPENDIX III.
NUSHKI TRADE RETURNS FOR 1899-1900.

IMPORTS.
Statement showing the Quantity and Value of each Article Imported into Nushki during the months April 1899 to 31st March 1900.

YEAR AND MONTH.	No.	ARTICLES.	KALAT CHAGAI AND KHARAN.			AFGHANISTAN.			PERSIA.			TOTAL.		
			Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.
			Mds. str.		Rs. a. p.	Mds. str.		Rs. a. p.	Mds. str.		Rs. a. p.	Mds. str.		Rs. a. p.
1899.	14	Grain and pulse— 1.—Wheat.	.....	..	.....	33 0	..	66 0 0	.....	..	.....	33 0	..	66 0 0
	22	Metals and manufactures of metals— 4.—Spice	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	.....
	25	Provisions— 1.—Ghee	.....	..	.....	7 0	..	203 0 0	.....	..	.....	7 0	..	203 0 0
	37	Wool— 1.—Raw	.....	..	.....	35 0	..	350 0 0	.....	..	.....	35 0	..	350 0 0
		TOTAL	.....	..	.....	75 0	..	2,619 0 0	.....	..	.....	75 0	..	2,619 0 0
APRIL	1	Animals living (for sale)— 2.—Cattle	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	.....
	14	Grain and pulse— 1.—Wheat	.....	..	.....	754 0	..	1,108 0 0	90 0	..	225 0 0	844 0	..	1,733 0 0
	26	Provisions— 1.—Ghee	41 0	..	1,198 0 0	43 0	..	1,254 0 0	10 0	..	300 0 0	94 0	..	2,752 0 0
	37	Wool— 1.—Raw	303 0	..	3,036 0 0	478 0	..	5,436 0 0	356 0	..	6,770 0 0	1,137 0	..	15,842 0 0
		TOTAL	344 0	..	4,834 0 0	1,275 0	..	8,198 0 0	466 0	..	7,895 0 0	2,075 0	..	20,027 0 0
MAY	14	Grain and pulse— 1.—Wheat.	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	.....

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [16r] (31/64)

16

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

	TOTAL	344 0	...	4,834 0	0	1,275 0	...	8,195 0	0	27	...	7,809 0	0	27	...	2,494 0	...	4,988 0	0	2,494 0	...	4,988 0	0		
14 Grain and pulse—																											
1.-Wheat.																											
26 Provisions—																											
1.-Ghee																											
37 Wool—																											
1.-Raw																											
TOTAL																											
13 Fruits, vegetables and nuts—																											
2.—All other kinds																											
14 Grain and pulse—																											
1.—Grain and pulse																											
2.—Wheat.																											
26 Provisions—																											
1.-Ghee																											
30 Silk—																											
1.—Manufactured																											
37 Wool—																											
1.—Raw																											
TOTAL																											
1 Animals, living (for sale)—																											
1.—Horses, ponies and mules																											
donkeys.																											
8 Cotton—																											
3.—Ice-goods																											
13 Fruits, vegetables and nuts—																											
2.—All other kinds																											
14 Grain and pulse—																											
1.—Wheat.																											
2.—Grain and pulse																											
6.—Other rain crops																											

* These numbers are taken from the Standard Monthly Trade Returns.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [16v] (32/64)

REPORT ON THE DEVELOPMENT ON THE BALUCH-PERSIAN CARAVAN ROUTE AND

Statement showing the Quantity and Value of each Article Imported into Baluchistan through Nushki during the months April 1899 to 31st March 1900—continued.

YEAR AND MONTH.	No.	ARTICLES.	KALAT CHAGAI AND KHARAN.		AFGHANISTAN.		PERSIA.		TOTAL.		
			Weight.	No.	Value.	Weight.	No.	Value.	Weight.	No.	Value.
1899— contd.	16	Hides and skins— 3.—Bones	Mds. str.	...	Rs. a. p.	Mds. str.	...	Rs. a. p.	Mds. str.	Rs. a. p.	
	26	Provisions— 1.—Ghee	5 0	...	450 0 0	0 16	...	12 0 0	20 16	652 0 0	
	30	Silk— 2.—Manufactured	23 yds.	25 0 0
	37	Wool— 1.—Raw 2.—Manufactured (piece-goods).	30 0	...	900 0 0	25 0 0	1,200 0 0 25 0 0
SEPTEMBER		TOTAL	965 0	23 yds.	5,135 0 0	10,573 0	0 16	205 0 0	11,598 16	26,133 8 0	
	1	Animals living (for sale)— 1.—Horses, ponies, and mules 3.—Sheep and goats	...	...	...	...	...	...	...	...
SEPTEMBER	13	Fruits and nuts— 2.—All other kinds	...	...	...	...	...	...	...	...
	14	Grain and pulse— 1.—Wheat 2.—Gram and pulse	...	...	...	...	...	...	...	...
	26	Provisions— 1.—Ghee 2.—Other kinds	...	...	...	...	...	...	...	...
	30	Silk— 2.—Manufactured	...	...	...	...	...	...	...	...

87	Wool— 1.—Raw	2 0	...	24 0 0	45 0	...	460 0 0	...	47 0	...	474 0 0
38	All other articles of Merchandise	...	...	...	...	...	...	...	...	...	...

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [17r] (33/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

		2 0	24 0 0	45 0	450 0 0	80	23,988 12 0	2,045 0	9,089	41,600 0 0	4,687 0	9,119	65,012 12 0
30	Silk—	...	...	...	...	...	...	...	...	...	...	...	...
	2.—Manufactured	...	...	...	...	...	...	...	...	...	...	...	...
													8,200 0 0
37	Wool—	2 0	24 0 0	45 0	450 0 0	80	23,988 12 0	2,045 0	9,089	41,600 0 0	4,687 0	9,119	65,012 12 0
	1.—Raw	...	...	...	...	...	...	...	...	...	...	...	...
	2.—Manufactured	...	...	...	...	...	...	...	...	...	...	...	...
													9,000 0 0
38	All other articles of Merchandise—	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	2 0	24 0 0	45 0	450 0 0	80	23,988 12 0	2,045 0	9,089	41,600 0 0	4,687 0	9,119	65,012 12 0
OCTOBER.													
1	Animals, living (for sale)—	...	...	...	...	...	...	...	...	...	...	...	...
	1.—Horses, ponies, and mules	...	...	...	...	...	...	...	...	...	...	...	...
	2.—All other kinds	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	2,191 0	10,726 0 0	...	...	...	...	...	...	...	...	...	...
9	Drugs and medicines—	...	...	...	...	...	...	...	...	...	...	...	...
	1.—Assafetida	...	...	...	...	...	...	...	...	...	...	...	...
	2.—All other kinds	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	210 0	472 8 0	1,180 0	2,654 4 0	...	...	...	...	...	...	...	...
13	Fruits and nuts—	...	...	...	...	...	...	...	...	...	...	...	...
	1.—Wheat	...	...	...	...	...	...	...	...	...	...	...	...
	2.—Grain and pulse	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
14	Grain and pulse—	...	...	...	...	...	...	...	...	...	...	...	...
	1.—Wheat	...	...	...	...	...	...	...	...	...	...	...	...
	2.—Grain and pulse	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
22	Metals and manufactures of metals—	...	...	...	...	...	...	...	...	...	...	...	...
	4.—Species	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
26	Provisions—	...	...	...	...	...	...	...	...	...	...	...	...
	1.—Cheese	...	...	...	...	...	...	...	...	...	...	...	...
	2.—Other kinds	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
37	Wool—	5 6	60 0 0	40 0	480 0 0	...	...	...	...	...	...	...	...
	1.—Raw	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	2,406 0	11,258 8 0	1,612 0	9,682 12 0	...	...	...	...	...	...	...	...
NOVEMBER													
9	Drugs and medicines—	...	...	...	...	...	...	...	...	...	...	...	...
	1.—Assafetida	...	...	...	...	...	...	...	...	...	...	...	...
	2.—Other sorts (not intoxicating)	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
13	Fruits, vegetables and nuts—	...	...	...	...	...	...	...	...	...	...	...	...
	1.—All other kinds	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...
14	Grain and pulse—	...	...	...	...	...	...	...	...	...	...	...	...
	1.—Wheat	...	...	...	...	...	...	...	...	...	...	...	...
	2.—Grain and pulse	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	...	...	...	...	...	...	...	...	...	...	...	...

* These numbers are taken from the Standard Monthly Trade Returns.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [17v] (34/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

Statement showing the Quantity and Value of each Article Imported into Baluchistan through Nushki during the months April 1899 to 31st March 1900—continued.

YEAR AND MONTH.	No.*	ARTICLES.	KALAY CHAGAI AND KHAMAN.			AFGHANISTAN.			PERSIA.			TOTAL.		
			Weight.	No.	Value.	Weight.	No.	Value.	Weight.	No.	Value.	Weight.	No.	Value.
1899— concl.			Mds. str.	Rs. a. p.	Mds. str.	Rs. a. p.	Mds. str.	Rs. a. p.	Mds. str.	Rs. a. p.				
NOVEMBER —concl.	26	Provisions—	...	...	...	...	...	...	...	...	...	...	...
		1.—Other	62 0	1,798 0 0	978 0	28,842 0 0	1,040 0	30,640 0 0	17 0	136 0 0	...	...	...
		4.—Other kinds	...	...	...	...	...	...	...	...	...	...	...
NOVEMBER —concl.	30	Silk—	...	...	...	...	...	...	...	...	...	...	...
		1.—Raw	...	...	40 0	1,299 0 0	40 0	1,299 0 0	...	...	...	...	...
NOVEMBER —concl.	37	Wool—	...	...	...	...	...	...	...	...	...	...	...
		1.—Raw	...	1,572 0 0	90 0	1,560 0 0	...	...	221 0	3,132 0 0	...	...	...
NOVEMBER —concl.		TOTAL	100 0	7,078 12 0	1,160 18	381,137 0 0	2,609 18	48,715 12 0	...	...	...	...	...
		9 Drugs and medicines—	...	...	...	...	...	...	...	...	...	...	...
NOVEMBER —concl.		1.—Kasfofid	...	...	15 0	1,200 0 0	15 0	1,200 0 0	...	...	...	...	...
		3.—Other sorts (not intoxicating)	...	40 0 0	38 0	1,426 10 8	90 20	1,466 10 8	...	...	...	...	...
NOVEMBER —concl.	13	Fruits, vegetables and nuts—	...	...	...	...	...	...	...	...	...	...	...
		1.—All other kinds	140 0	1,572 0 0	849 0	20,400 0 0	1,382 0	22,532 0 0	...	...	...	...	...
NOVEMBER —concl.	14	Grain and pulse—	...	...	...	...	...	...	...	...	...	...	...
		1.—Wheat	...	15 12 0	...	...	...	...	...	...	...	...	...
NOVEMBER —concl.		2.—Gram and pulse	...	4,649 0 0	...	...	...	...	...	...	...	...	...
		6.—Other rain crops	...	682 14 0	...	...	...	...	...	...	...	...	...
NOVEMBER —concl.	16	Hides and skins—	...	...	...	...	...	...	...	...	...	...	...
		2.—Skins of sheep, goats and small animals.	...	...	10 0	900 0 0	10 0	300 0 0	...	...	...	...	...
DECEMBER.	28	Provisions—	...	...	...	...	...	...	...	...	...	...	...
		1.—Other	...	13,890 0 0	425 0	12,825 0 0	910 0	26,305 0 0	...	...	...	...	...
DECEMBER.		4.—Other kinds	...	30 0 0	...	...	...	...	...	...	...	...	...
	30	Silk—	...	...	...	...	...	...	...	...	...	...	...
DECEMBER.		2.—Manufactured	...	...	35 0	8,560 0 0	35 0	8,560 0 0	...	...	...	...	...
		TOTAL	...	...	...	...	...	...	...	...	...	...	...

37 Wool—
1.—Raw
2.—Manufactured (piece-goods)
3.—Shawls
...
12,000 0 0
845 13 4
36 0 0
1,059 0
5 20
1
15,606 0 0
845 13 4
36 0 0

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [18r] (35/64)

ND

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

(R)

	12,225 0 0	425 0	12,225 0 0	910 0	26,905 0 0															
4.—Other kinds	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30 Silk—	50 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2.—Manufactured	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37 Wool—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1.—Raw	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2.—Manufactured (piece-goods,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3.—Shawls	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	345 0	1,155 0 0	3,144 0	2,273 20	846 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5 Chinese and Japanese-wares,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Russian cups.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9 Drugs and medicines—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1.—Asafoetida	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2.—Other sorts (not iron-sting).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13 Fruits and nuts—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2.—All other kinds	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14 Grain and pulse—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1.—Wheat	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3.—Other spring crops	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16 Hides and skins—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2.—Skins of sheep, goats and small animals.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22 Metals and manufactures of metals—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4.—Specie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
26 Provisions—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1.—Ghee	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
30 Silk—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2.—Manufactured	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
32 Stone and marble	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
37 Wool—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
1.—Raw	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2.—Manufactured (piece-goods).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	271 0	887 8 0	3,476 0	4,143 0	1,383,337 8 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

* These numbers are taken from the Standard Monthly Trade Returns.

1900.

31

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [18v] (36/64)

Statement showing the Quantity and Value of each Article Imported into Baluchistan through Nushki during the months April 1899 to 31st March 1900—concluded.

YEAR AND MONTH.	No.*	ARTICLES.	KALAT CHAGAI AND KHARAR.			AFGHANISTAN.			PERSIA.			TOTAL.			
			Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.	
1900 —concl.	13	Fruits and nuts— 2.—All other kinds	125 0	..	500 0 0	.....	..	.....	.....	..	.....	.....	..	600 0 0
	14	Grain and pulse— 1.—Wheat	.....	..	.....	360 0	..	900 0 0	.....	..	.....	.....	..	600 0 0
	16	Hides and skins— 2.—Skins of sheep, goats and small animals, feather.	.....	..	.....	.....	..	.....	95 0 0	..	95 0 0	.....	..	95 0 0
	22	Metals and manufactures of metals— 4.—Specie	.....	..	.....	.....	..	.....	.....	..	4,250 0 0	.....	..	4,250 0 0
	26	Provisions— 1.—Ghee	.....	..	.....	.....	..	580 0 0	.....	..	1,540 0 0	.....	..	2,120 0 0
	37	Wool— 1.—Raw 2.—Manufactured (pieces)	.....	..	.....	.....	..	225 0 0	.....	..	315 0 0	.....	..	540 0 0
				8,625 0 0	8,625 0 0	8,625 0 0
			TOTAL	125 0	..	500 0 0	395 0	..	1,705 0 0	114 0	..	14,835 0 0	634 0	..	17,030 0 0
		9	Drugs and medicines— 1.—Asafetida	10 0	..	800 0 0	800 0 0
		13	Fruits and nuts— 2.—All other kinds	960 0	..	3,840 0 0	3,840 0 0
MARCH.	14	Grain and pulse— 1.—Wheat	.....	..	.....	.....	..	862 8 0	.....	..	.....	.....	..	862 8 0
	16	Hides and skins— 2.—Skins of sheep, goats and small animals, feather.	.....	..	.....	.....	..	107 0 0	.....	..	.....	.....	..	107 0 0

22	Metals and manufactures of metals— 4.—Specie	.....	..	.....	.....	..	.....	.....	..	12,500 0 0	.....	..	12,500 0 0
26	Provisions— 1.—Ghee	.....	..	.....	.....	..	7,105 0 0	45 0	..	1,305 0 0	250 0	..	8,410 0 0

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [19r] (37/64)

		...	...	107 0 0	...	...	4 0	...	107 0 0	...	107 0 0
22	Metals and manufactures of metals—	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,500 0 0
	4.—Specie	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,410 0 0
26	Provisions—	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,333 5 9
	1.—Ghee	.....	.....	.....	.....	.....	.....	.....	.....	.....	585 0 0
30	Silk—	.....	.....	.....	.....	.....	.....	.....	.....	.....	380 0 0
	2.—Manufactured	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37	Wool—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.—Raw	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.—Manufactured (piece-goods).	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	TOTAL	980 0	3,840 0 0	705 0	21,572 13 9	45 0	1,710 0	13,805 0 0	1,710 0	.....	39,017 13 9

* These numbers are taken from the Standard Monthly Trade Returns.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [19v] (38/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

EXPORTS.
Statement showing the Quantity and Value of each Article Exported from Baluchistan through Nushki during the months April 1899 to 31st March 1900.

YEAR AND MONTH.	No.*	ARTICLES.	QUETTA.			SEKER AND SHIKARFEE.			KARACHI.			TOTAL.		
			Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.
1899.	8	Cotton manufactures— 3—Piece-goods (European).	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	.....
	22	Metals, and manufactures of metals— 4.—Specie . . . .	.....	..	7,000 0 0	.....	..	.....	.....	..	.....	.....	..	7,000 0 0
		TOTAL . . . .	.....	..	7,000 0 0	.....	..	1,500 0 0	.....	..	1,500 0 0	.....	..	9,780 0 0
		
MAY	1	Animals, living (for sale)— 4—Other kind—Chamels	.....	..	16,850 0 0	.....	..	.....	.....	..	.....	.....	..	16,850 0 0
	8	Cotton manufactures— 2.—Twist and yarn (Indian).	.....	..	.....	130 0	..	6,110 0 0	.....	..	11,554 0 0	.....	..	17,664 0 0
	10	Dyeing materials— 1.—Indigo	185 0	..	14,800 0 0	.....	..	.....	.....	..	.....	.....	..	14,800 0 0
	23	Oils . . . .	.....	..	.....	22 0	..	176 0 0	.....	..	.....	.....	..	176 0 0
	30	Silk— 1.—Raw . . . .	.....	..	.....	0 10	..	60 0 0	.....	..	.....	.....	..	60 0 0
	33	Sugar— 1.—Refined 2.—Unrefined . . . .	.....	..	106 0 0	.....	..	.....	.....	..	.....	.....	..	216 0 0
		TOTAL . . . .	.....	..	106 0 0	.....	..	.....	.....	..	.....	.....	..	166 0 0
		
		
		

YEAR AND MONTH.	No.*	ARTICLES.	Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.
1899.	84	Total— 1.—Indian	161 0	..	8,050 0 0	.....	..	.....	.....	..	.....	161 0	..	8,050 0 0
		TOTAL	381 0	319	39,866 0 0	152 10	..	6,316 0 0	229 0	..	11,770 0 0	762 10	319	57,982 0 0

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [20r] (39/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

Item	1899-1900												
	1	2	3	4	5	6	7	8	9	10	11	12	
33 Sugar— 1.—Refined 2.—Unrefined	161 0	35 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	216 0 0 166 0 0
84 Tea— 1.—Indian	161 0	35 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	106 0 0	216 0 0 166 0 0
TOTAL	381 0	319	39,866 0 0	152 10	6,316 0 0	229 0	11,770 0 0	6,494 0 0	406 20	14 0	54 0 0	481 0 0	8,050 0 0 57,982 0 0
8 Cotton manufactured— 3.—Piece-goods (European)	70 0	...	3,440 0 0	219 0	13,646 0 0	117 20	6,494 0 0	406 20	14 0	54 0 0	481 0 0	8,050 0 0	23,580 0 0
14 Grain and pulse— 5.—Rice unhusked	...	...	...	14 0	54 0 0	...	...	...	...	...	...	...	54 0 0
25 Provisions— 2.—Other kinds	...	...	...	5 0	70 0 0	25 0	411 0 0	30 0	30 0	30 0	30 0	30 0	481 0 0
33 Sugar— 1.—Refined 2.—Unrefined	25 0	28 0	279 0 0 112 0 0	5 0	55 0 0	15 0	75 0 0	30 0	30 0	30 0	30 0	30 0	384 0 0 187 0 0
35 Tobacco	10 0	...	47 8 0	...	...	...	...	10 0	10 0	10 0	10 0	10 0	47 8 0
TOTAL	133 0	...	3,878 8 0	243 0	13,825 0 0	137 20	6,380 0 0	523 20	...	...	...	...	24,688 8 0
1 Animals, living (for sale)— 4.—Other kinds—Camels	...	19	1,800 0 0	...	...	...	...	...	...	...	...	...	1,800 0 0
8 Cotton— 3.—Piece-goods (European)	5 0	...	200 0 0	148 0	9,507 0 0	...	...	153 0	...	...	...	...	9,707 0 0
9 Drugs and medicines— 5.—Other kinds	3 0	...	600 0 0	...	...	...	...	3 0	...	...	...	...	600 0 0
10 Dyeing materials— 1.—Indigo	45 0	...	2,700 0 0	...	...	...	...	45 0	...	...	...	...	2,700 0 0
25 Provisions— 2.—Other kinds	...	...	...	14 0	225 0 0	...	...	14 0	...	...	...	...	225 0 0
33 Sugar— 1.—Refined 2.—Unrefined	...	...	110 0 0	...	31 14 0	...	...	3 0	...	...	...	...	31 14 0 110 0 0
35 Tobacco	41 0	...	147 0 0	6 0	24 0 0	...	...	47 0	...	...	...	...	171 0 0
TOTAL	116 0	19	5,527 0 0	171 0	9,847 14 0	...	...	257 0	...	...	...	...	15,404 14 0

* These numbers are taken from the Standard Monthly Trade Returns.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [20v] (40/64)

Statement showing the Quantity and Value of each Article Exported from Baluchistan through Nushki during the months April 1899 to 31st March 1900—continued.

YEAR AND MONTH.	No.	ARTICLES.	QUETTA.			SUKKUR AND SHIKARPUR.			KARACHI.			TOTAL.		
			Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.
1899 —contd.	8	Cotton— 3.—Piece-goods (European).	.....	20	100 0 0	.....	68 0	4,159 0 0	.....	187 0	10,701 0 0	.....	255 0	14,960 0 0
	10	Dyeing materials— 1.—Indigo	45 0	..	2,925 0 0	.....	.....	.....	45 0	.....	.....	.....	45 0	2,925 0 0
	14	Grain and pulse— 5.—Rice unhusked	12 0	..	48 0 0	12 0	42 0 0	.....	.....	.....	.....	.....	24 0	90 0 0
	16	Hides and skins— 2.—Skins of sheep, goats and small animals.	5 0	..	700 0 0	.....	.....	.....	.....	.....	.....	.....	5 0	700 0 0
	19	Leather— 2.—Manufactured . . . . .	.....	..	.....	2 0	200 0 0	.....	.....	.....	.....	.....	5 0	420 0 0
	22	Metals and manufactures of metals— 4.—Specie . . . . .	.....	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,153 0 0
	26	Provisions— 2.—Other kinds . . . . .	.....	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	761 0 0
	33	Sugar— 2.—Unrefined	8 0	..	36 0 0	.....	.....	.....	.....	.....	.....	.....	.....	136 0 0
			TOTAL	70 0	20	9,509 0 0	82 0	4,401 0 0	.....	202 0	13,335 0 0	.....	444 0	22,145 0 0
				13 0	..	750 0 0	153 0	9,370 0 0	.....	163 20	11,011 4 0	.....	329 20	21,131 0 0
				.....	..	.....	2 0	54 0 0	.....	.....	.....	.....	2 0	54 0 0
				3 0	..	15 0 0	5 0	20 0 0	.....	.....	.....	.....	8 0	35 0 0

23	Oils— 1.—Petroleum . . . . .	.....	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 0 0
26	Provisions— 2.—Other kinds . . . . .	.....	..	.....	10 20	195 0 0	.....	.....	.....	.....	.....	.....	10 20	195 0 0
31	Spices, other kinds . . . . .	.....	..	.....	1 0	27 0 0	.....	.....	.....	.....	.....	.....	1 0	27 0 0

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [21r] (41/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

	30	15	5	20	1	8	80	800	8000
23 Oil—									
1.—Petroleum	80	0	0	0	0	0	0	0	0
25 Provisions—									
2.—Other kinds	10	20	0	0	0	0	0	0	0
31 Spices, other kinds	1	0	0	0	0	0	0	0	0
33 Sugar—									
1.—Refined	60	0	0	3	20	0	0	0	0
2.—Unrefined	34	0	0	4	0	0	0	0	0
34 Tea—									
1.—Indian	0	20	0	0	0	0	0	0	0
TOTAL	1,041	0	0	179	0	0	0	0	0
8 Cotton—									
3.—Piece-goods (European)	288	0	0	236	20	0	0	0	0
10 Dyeing materials—									
1.—Indigo	4	0	0	0	0	0	0	0	0
14 Grain and pulse—									
2.—Gram and pulse	1	20	0	0	0	0	0	0	0
5.—Rice, unhusked	16	0	0	0	0	0	0	0	0
28 Oil, bitter	15	20	0	0	0	0	0	0	0
26 Provisions—									
1.—Ghee	17	20	0	0	0	0	0	0	0
33 Sugar—									
Refined	60	0	0	0	0	0	0	0	0
2.—Unrefined	7	0	0	0	0	0	0	0	0
TOTAL	335	20	0	286	20	0	0	0	0
8 Cotton—									
3.—Piece-goods (European)	395	0	0	362	20	0	0	0	0
10 Dyeing materials—									
1.—Indigo	4	0	0	0	0	0	0	0	0
14 Grain and pulse—									
2.—Gram and pulse	1	0	0	0	0	0	0	0	0
5.—Rice, unhusked	3	0	0	0	0	0	0	0	0
TOTAL	402	0	0	362	20	0	0	0	0

* These numbers are taken from the Standard Monthly Trade Returns.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [21v] (42/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

Statement showing the Quantity and Value of each Article Exported from Baluchistan through Nushki during the months April 1899 to 31st March 1900—continued.

YEAR MONTH	No.*	ARTICLES.	QUETTA.			SUKKUR AND SHIKARPUR.			KARACHI.			TOTAL.		
			Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.
			Mds. strs.		Rs. a. p.	Mds. strs.		Rs. a. p.	Mds. strs.		Rs. a. p.	Mds. strs.		Rs. a. p.
1899— consol.	23	Oils— 1—Petroleum 2—Other kinds, bitter	.....	..	.....	5 0	..	.....	.....	..	.....	5 0	..	60 0 0
			.....	..	.....	.....	..	.....	.....	..	.....	2 0	..	18 0 0
	26	Provisions— 2—Other kinds	2 0	..	14 0 0	12 0	..	125 0 0	.....	..	.....	14 0	..	139 0 0
	31	Spices— Other kinds	.....	..	.....	4 20	..	80 4 0	.....	..	.....	4 20	..	80 4 0
NOVEMBER— consol.	33	Sugar— 1—Refined 2—Unrefined	22 20	..	265 8 0	8 0	..	80 0 0	.....	..	.....	30 20	..	305 8 0
			15 0	..	75 0 0	.....	..	.....	.....	..	.....	15 0	..	75 0 0
		TOTAL	442 20	..	13,608 8 0	392 0	..	25,385 4 0	570 0	..	24,169 12 0	1,404 20	..	73,768 8 0
	8	Cotton— 3—Piece-goods (European)	718 0	..	22,025 7 0	.....	..	.....	468 20	..	25,774 0 0	1,181 20	..	47,769 0 0
	10	Dyeing materials— 1—Indigo 4—Turmeric 5—Other kinds	.....	..	.....	.....	..	.....	85 0	..	5,950 0 0	85 0	..	5,950 0 0
			5 0	..	50 0 0	.....	..	.....	2 20	..	30 0 0	7 20	..	80 0 0
			.....	..	.....	.....	..	.....	5 0	..	125 0 0	5 0	..	125 0 0
	14	Grain and pulse— 6—Rice unhusked	5 0	..	35 0 0	2 20	..	15 0 0	.....	..	.....	7 20	..	50 0 0
	19	Leather— 2—Manufactured	5 0	..	250 0 0	.....	..	.....	.....	..	.....	5 0	..	250 0 0
DECEMBER—	23	Oils— 2—Other kinds	23 0	..	241 0 0	.....	..	.....	.....	..	.....	22 0	..	241 0 0
	31	Spices— Other kinds	2 0	..	16 0 0	9 20	..	237 0 0	10 0	..	182 0 0	21 20	..	435 0 0

YEAR MONTH	No.*	ARTICLES.	Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.
			Mds. strs.		Rs. a. p.	Mds. strs.		Rs. a. p.	Mds. strs.		Rs. a. p.	Mds. strs.		Rs. a. p.
1899— consol.	33	Sugar— 1—Refined 2—Unrefined	32 0	..	325 0 0	.....	..	.....	.....	..	.....	32 0	..	325 0 0
			5 0	..	41 0 0	.....	..	.....	4 0	..	20 0 0	12 0	..	64 0 0
	35	Wood— 1—Timber	.....	30	120 0 0	.....	..	.....	.....	..	.....	.....	30	120 0 0
		TOTAL	792 0	30	23,106 7 0	12 0	..	232 0 0	575 0	..	32,081 0 0	1,379 0	30	55,439 0 0

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [22r] (43/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS 1899-1900.

	31	Spices— Other kinds	2 0	...	16 0 0	9 20	...	237 0 0	10 0	...	182 0 0	21 20	...	435 0 0
33 Sugar—														
1.—Refined	32 0	...	...	...	...	...	...	...	...	...	...	32 0	...	325 0 0
2.—Unrefined	5 0	...	...	...	...	...	...	...	...	...	...	12 0	...	64 0 0
35 Wood—														
1.—Timber	...	30	...	...	...	...	...	...	...	...	...	...	30	120 0 0
TOTAL	792 0	30	...	...	23,106 7 0	12 0	...	252 0 0	575 0	...	32,031 0 0	1,379 0	30	55,439 0 0
8 Cotton, manufactured—														
3.—Piece-goods (European)	891 0	...	...	...	66,880 0 0	60 0	...	3,690 0 0	238 0	...	10,555 0 0	659 0	...	71,425 0 0
10 Dyeing materials—														
1.—Indigo	170 0	...	...	...	15,800 0 0	...	...	...	...	...	...	170 0	...	15,800 0 0
23 Oils	75 0	...	...	...	750 0 0	...	...	...	...	...	...	75 0	...	750 0 0
31 Spices, other kinds	2 20	...	...	...	67 8 0	5 0	...	100 0 0	...	...	...	7 20	...	107 8 0
33 Sugar—														
1.—Refined	20 0	...	...	...	200 0 0	...	...	...	10 0	...	100 0 0	30 0	...	300 0 0
2.—Unrefined	8 0	...	...	...	40 0 0	...	...	...	...	...	...	8 0	...	40 0 0
TOTAL	666 20	...	...	...	73,237 8 0	65 0	...	3,780 0 0	248 0	...	10,555 0 0	379 20	...	87,982 8 0
1 Animals, living (for sale)—														
1.—Horse, ponies, mules and camels	...	14	...	...	840 0 0	...	...	...	...	...	...	...	14	840 0 0
8 Cotton, manufactured—														
3.—Piece-goods (European)	...	...	...	...	...	5 0	...	350 0 0	456 0	...	31,630 0 0	461 0	...	31,980 0 0
9 Drugs and medicines—														
3.—Intoxicating drugs (other than opium)	8 0	...	...	...	320 0 0	0 2	...	75 0 0	...	...	...	8 2	...	395 0 0
13 Fruits and nuts—														
1.—Coconuts	...	...	...	...	...	...	...	...	2 0	...	20 0 0	2 0	...	20 0 0
14 Grain and pulse—														
2.—Gram and pulse	2 0	...	...	...	8 0 0	...	...	...	...	...	...	2 0	...	8 0 0
5.—Rice, unhusked	9 0	...	...	...	36 0 0	...	...	...	...	...	...	9 0	...	36 0 0

* These numbers are taken from the Standard Monthly Trade Returns.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [22v] (44/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

Statement showing the Quantity and Value of each Article Exported from Baluchistan through Nushki during the months April 1899 to 31st March 1900—concluded.

YEAR AND MONTH.	No.*	ARTICLES.	QUETTA.			SUKKUR AND SHEKARUPE.			KARACHI.			TOTAL.		
			Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.	Weight.	Number.	Value.
			Mds. srs.		Rs. a. p.	Mds. srs.		Rs. a. p.	Mds. srs.		Rs. a. p.	Mds. srs.		Rs. a. p.
1900— concl.	22	Metals and manufactures of metals— 2.—Iron . . . . .	.....	..	.....	9 0	..	.....	.....	..	.....	9 0	..	90 0 0
	23	Oil— 1.—Petroleum	3 0	..	30 0 0	12 0	..	144 0 0	.....	..	.....	15 0	..	174 0 0
			2 0	..	20 0 0	.....	..	.....	.....	..	.....	2 0	..	20 0 0
	24	Opium . . . . .	.....	..	.....	0 2½	..	25 0 0	.....	..	.....	0 2½	..	25 0 0
	31	Spices, other kinds . . . . .	.....	..	.....	2 0	..	43 0 0	.....	..	96 0 0	5 0	..	139 0 0
	33	Sugar— 1.—Refined 2.—Unrefined . . . . .	.....	..	.....	.....	..	37 8 0	.....	..	55 0 0	5 0	..	55 0 0
			.....	..	.....	7 20	..	.....	.....	..	.....	7 20	..	37 8 0
		TOTAL	24 0	14	1,254 0 0	35 24½	..	764 8 0	465 0	..	31,501 0 0	525 24½	14	83,819 8 0
	1	Animals, living (for sale)— 1.—Horses, ponies, mules and camels.	.....	117	4,965 0 0	.....	..	.....	.....	..	.....	.....	117	4,965 0 0
	5	Chinese and Japanese-ware, cups	.....	..	.....	.....	..	.....	4 0	..	250 0 0	4 0	..	250 0 0
8	Cotton, manufactured— 3.—Piece-goods (European) . . . . .	.....	..	.....	70 0	..	5,545 0 0	270 20	..	20,420 2 0	340 20	..	25,965 2 0	
9	Drugs and medicines— 2.—Other sorts not intoxicating.	100 0	..	3,000 0 0	155 0	..	1,056 8 0	.....	..	.....	255 0	..	4,056 8 0	
10	Dyeing materials— 1.—Indigo	593 0	..	47,440 0 0	.....	..	.....	.....	..	.....	593 0	..	47,440 0 0	
14	Grain and pulse— 6.—Rice, unshuked . . . . .	.....	..	.....	10 0	..	40 0 0	.....	..	.....	10 0	..	40 0 0	
19	Leather— 2.—Manufactured	12 0	..	1,400 0 0	.....	..	.....	.....	..	.....	12 0	..	1,400 0 0	
22	Metals and manufactures of	.....	..	.....	.....	..	.....	.....	..	.....	.....	..	.....

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [23r] (45/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

1.—Indigo	593 0	47,440 0 0	...	...	...	...	...	...	593 0	47,440 0 0
14 Grain and pulse— 5.—Rice, unshelled	...	...	...	...	...	...	...	...	10 0	40 0 0
19 Leather— 2.—Manufactured	12 0	1,400 0 0	...	...	...	...	...	...	12 0	1,400 0 0
22 Metals and manufactures of metal— 3.—Iron horse shoes 4.—Spices	...	20,000 0 0	...	...	...	...	...	...	12 0	60 0 0 20,000 0 0
23 Oils	2 0	24 0 0	...	...	...	...	...	...	2 0	24 0 0
31 Spices, other kinds	...	...	...	...	...	...	...	...	53 0	1,078 0 0
33 Sugar— 1.—Refined 2.—Unrefined	22 0 5 0	230 0 0 20 0 0	...	...	...	...	...	...	34 20 5 0	345 0 0 20 0 0
34 Tea— 1.—Indian	24 0	1,248 0 0	...	...	...	...	...	...	24 0	1,248 0 0
38 All other articles of merchandise— 2.—Manufactured paper	...	...	...	...	...	...	...	...	10 0	100 0 0
TOTAL	758 0	78,317 0 0	...	...	...	...	...	...	21,603 2 0	1,96,991 10 0

* These numbers are taken from the Standard Monthly Trade Returns.

F. C. WEBB-WARE, *Captain,*
Political Assistant, Chagai.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [23v] (46/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

ANALYSIS.

Analysis of trade through Nushki for months 1st April 1899 to 31st March 1900.

YEAR AND MONTH.	IMPORT through Nushki.	EXPORT through Nushki.	GRAND TOTAL.
1899.	<i>Rs. a. p.</i>	<i>Rs. a. p.</i>	
April	2,619 0 0	9,730 0 0	
May	20,927 0 0	57,982 0 0	
June	10,882 0 0	24,683 8 0	
July	37,718 0 0	15,404 14 0	
August	26,133 8 0	22,145 0 0	
September	65,012 12 0	22,043 4 0	
October	58,972 4 0	43,408 0 0	
November	43,715 12 0	73,763 8 0	
December	82,324 2 0	55,439 0 0	
1900.			
January	2,78,167 0 0	87,982 8 0	
February	17,080 0 0	33,819 8 0	
March	39,017 13 9	1,06,991 10 0	
TOTAL	6,82,019 3 9	5,53,392 12 0	Rs. 12,35,411-15-9.

F. C. WEBB-WARE, *Captain,*
Political Assistant, Chagai.

NOTE--
(a) Shauka
(b) Hashmi
(c) Lives w

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [24r] (47/64)

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

APPENDIX IV.

MISCELLANEOUS.

[SUB-DIVIDED INTO—(a), (b), (c), AS FOLLOWS:—]

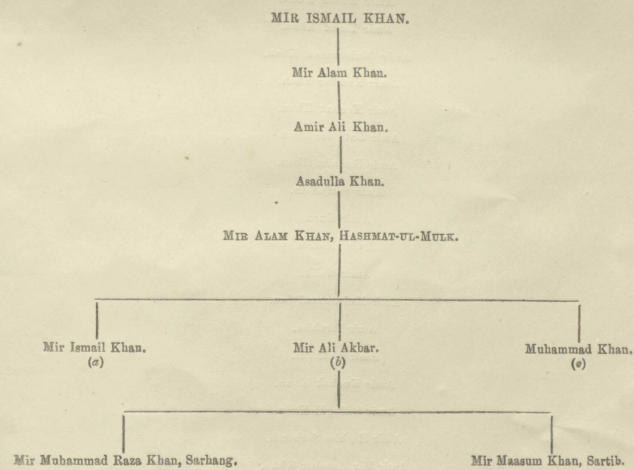
APPENDIX IV (a).

SKETCH MAP OF TRADE ROUTE.

[In pocket at end of book.]

APPENDIX IV (b).

GENEALOGICAL TREE OF MIR ALAM KHAN, HASHMAT-UL-MULK, GOVERNOR OF SEISTAN.



NOTE—

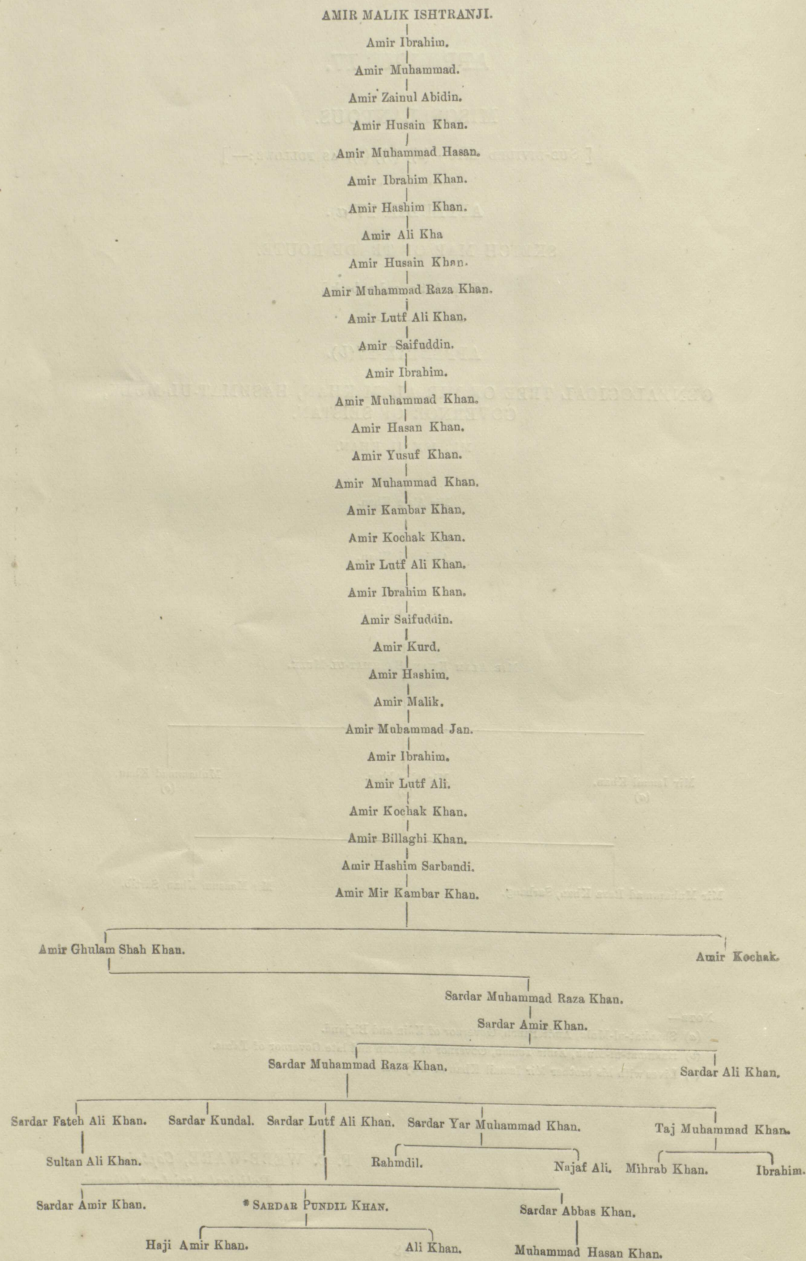
- (a) Shankat-ul-Mulk, Amir Panch, Governor of Kain and Birjand.
 (b) Hashmat-ul-Mulk, Amir Toman, Governor of Seistan and late Governor of Tabas.
 (c) Lives with his brother Mir Ismail Khan at Birjand.

F. C. WEBB-WARE, *Captain,*
Political Assistant, Chagai.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [24v] (48/64)

REPORT ON THE DEVELOPMENT ON THE BALUCH-PERSIAN CARAVAN ROUTE AND

GENEALOGICAL TREE OF THE SARABANDI TRIBE OF SEISTAN.



* NOTE.—The present Sardar.

F. C. WEBB-WARE, *Captain,*
Political Assistant, Chagai.

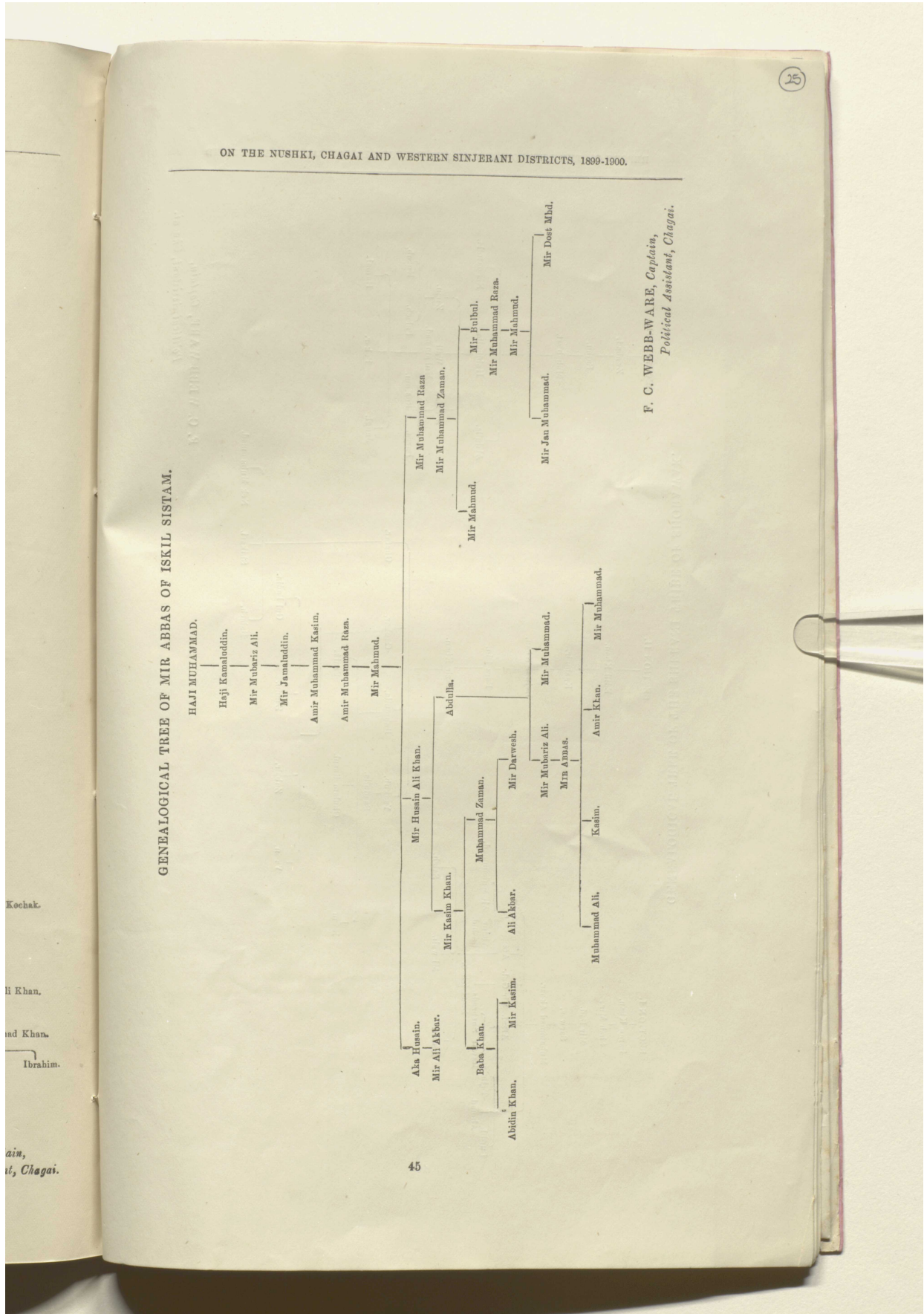
GENEALOGICAL TREE OF MIR ABBAS OF ISKIL SISTAM.

HAJI MUHAMMAD.

Haji Kamaluddin.

ON T

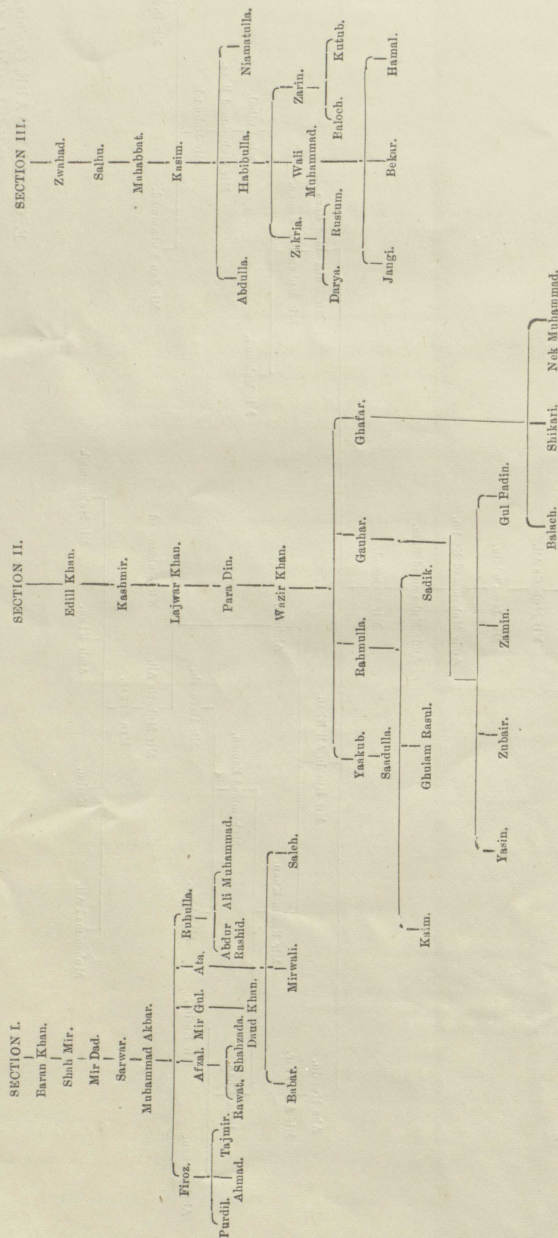
'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [25r] (49/64)



'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [25v] (50/64)

REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

GENEALOGICAL TREE OF THE SHERANI TRIBE OF SHORAWAK.



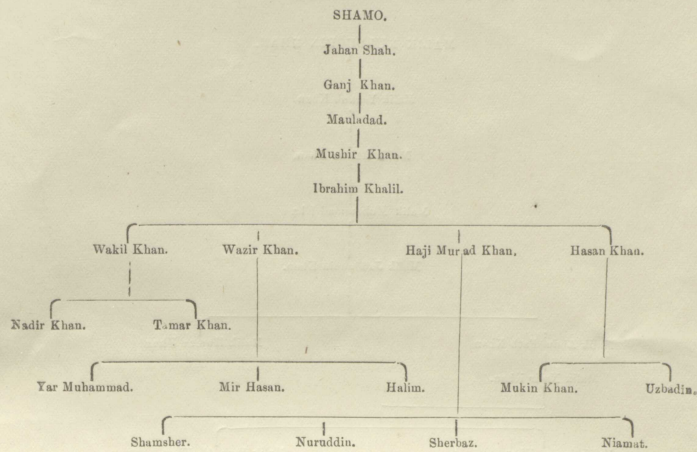
F. C. WEBB-WARE, Captain,
Political Assistant, Chagai.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [26r] (51/64)

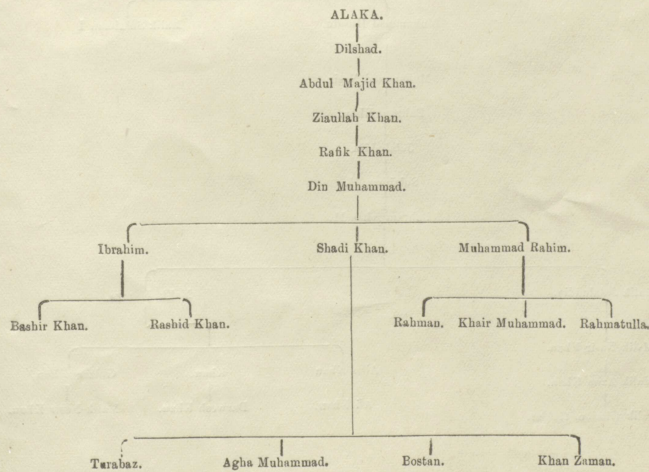
26

ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

GENEALOGICAL TREE OF THE SHAMOZAI TRIBE OF SHORAWAK.



GENEALOGICAL TREE OF THE ALAKOZAI TRIBE OF SHORAWAK.

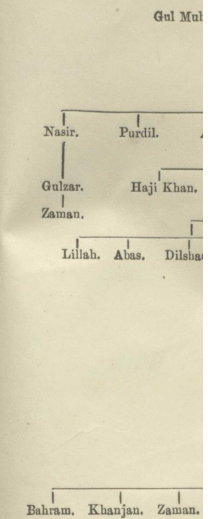
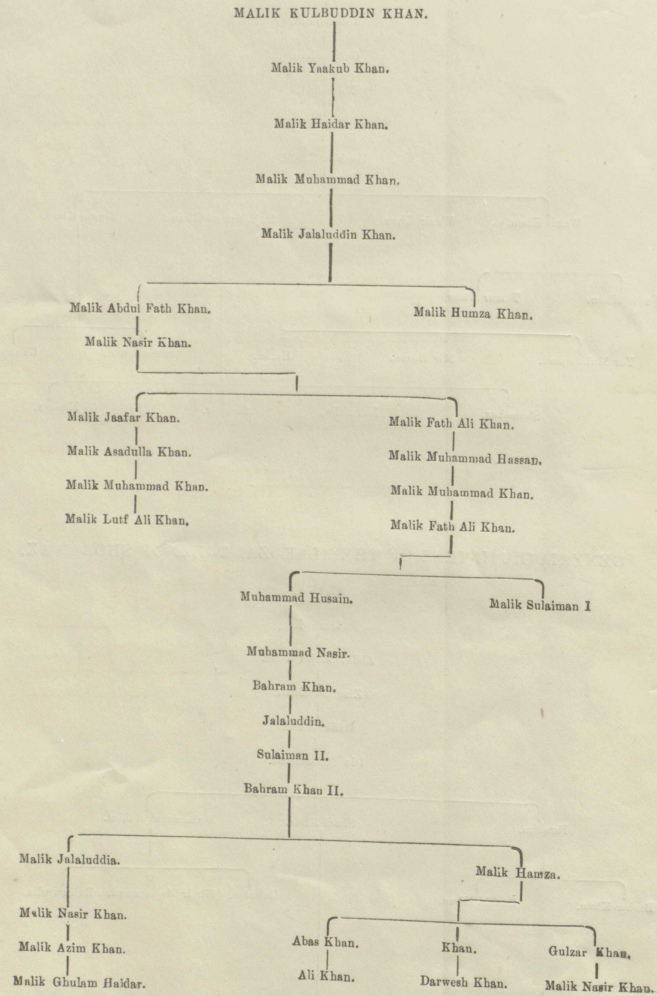


F. C. WEBB-WARE, *Captain,*
Political Assistant, Chagai.

'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [26v] (52/64)

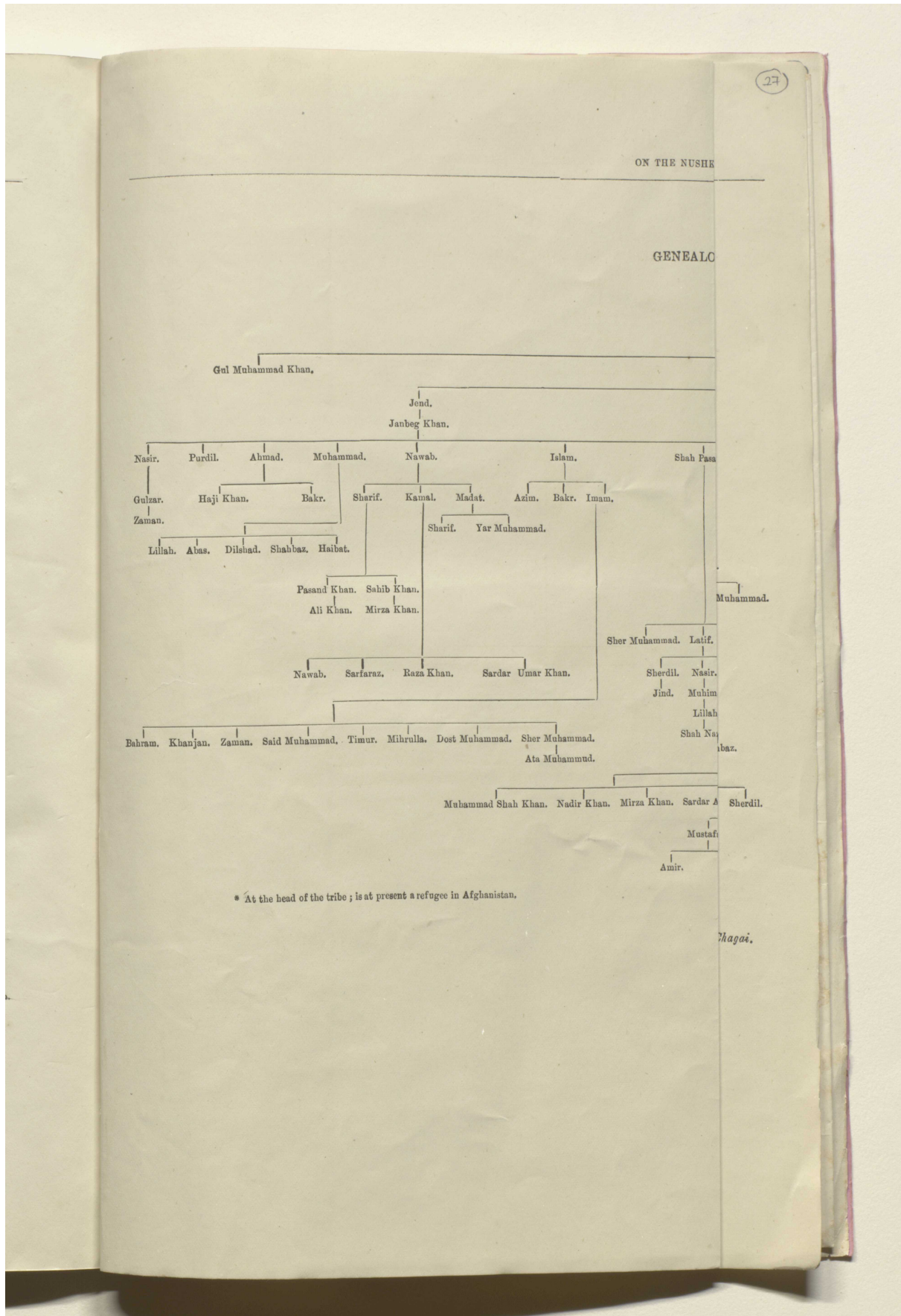
REPORT ON THE DEVELOPMENT OF THE BALUCH-PERSIAN CARAVAN ROUTE AND

GENEALOGICAL TREE OF THE KAYANI TRIBE OF SEISTAN.

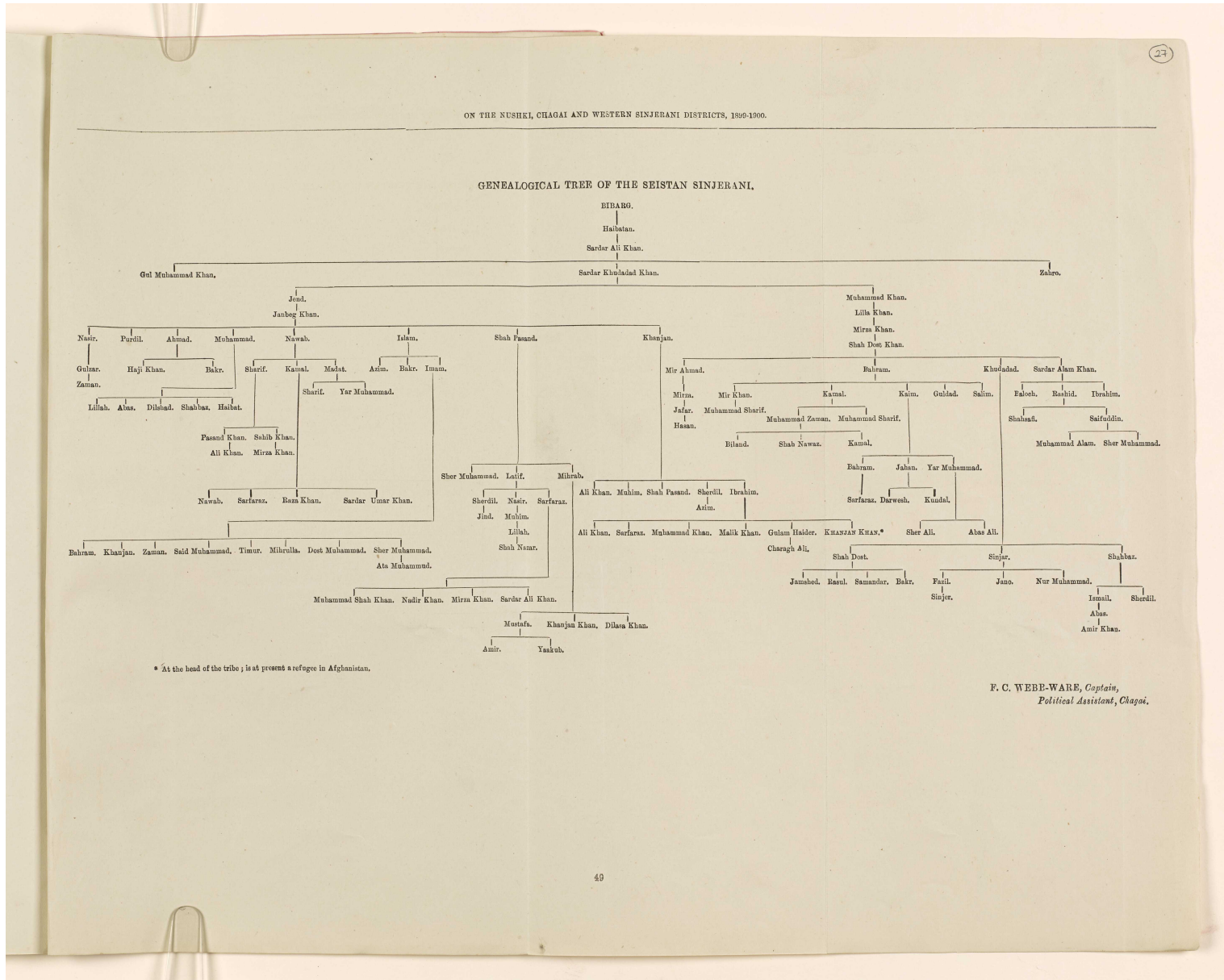


F. C. WEBB-WARE, *Captain,*
Political Assistant, Chagai.

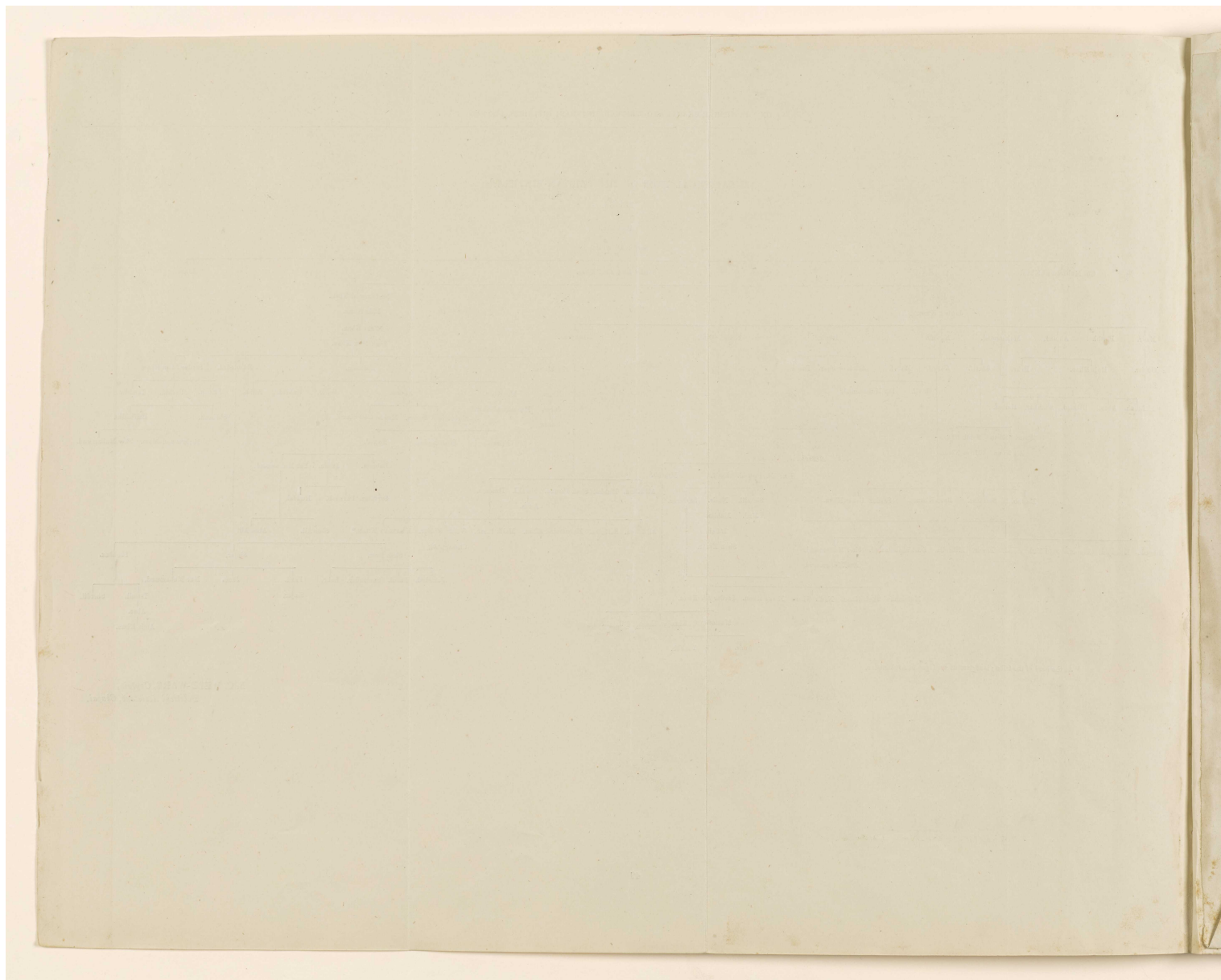
'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [27r] (53/64)



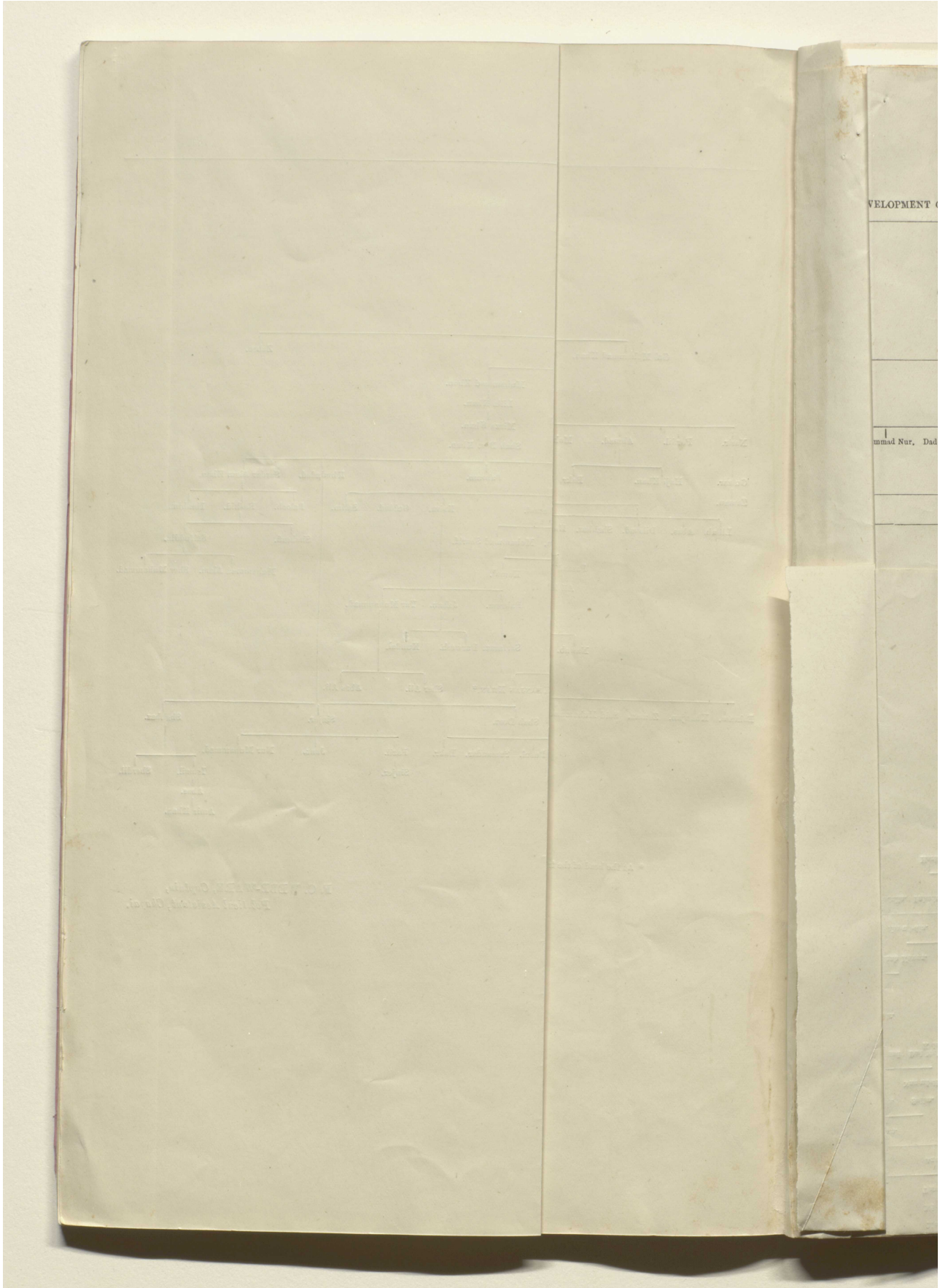
'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [27r] (54/64)



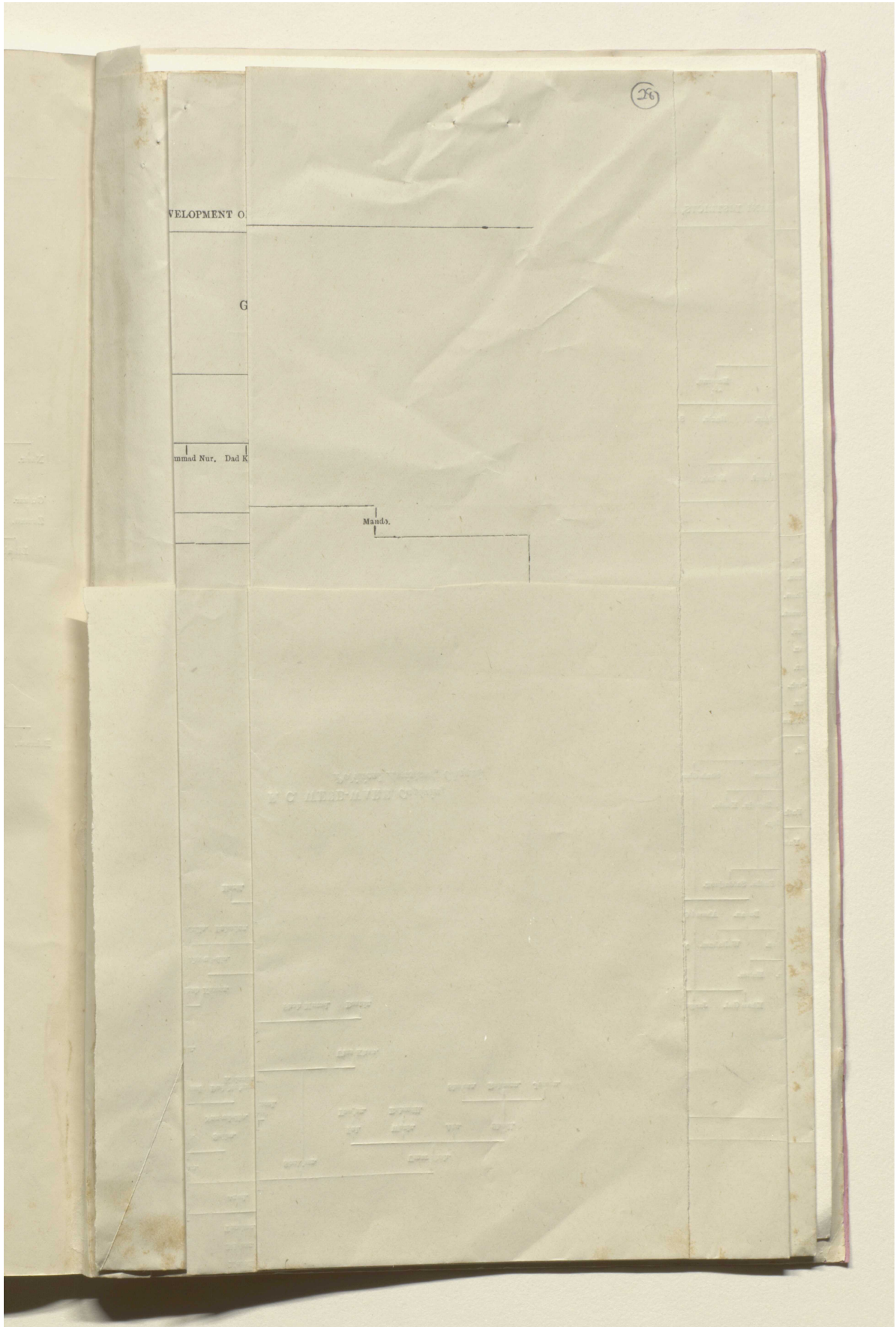
'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [27v] (55/64)



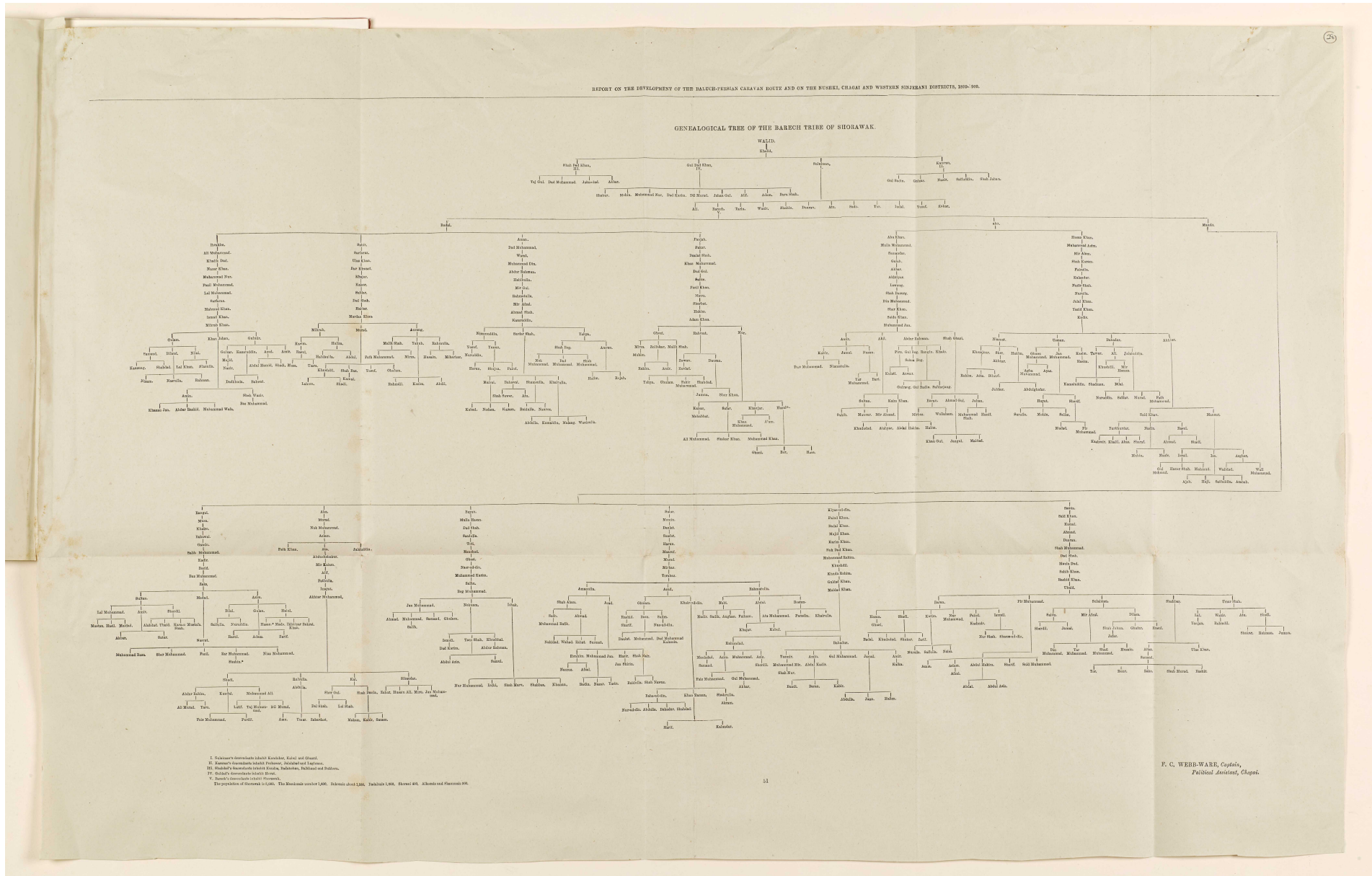
'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [27v]
(56/64)



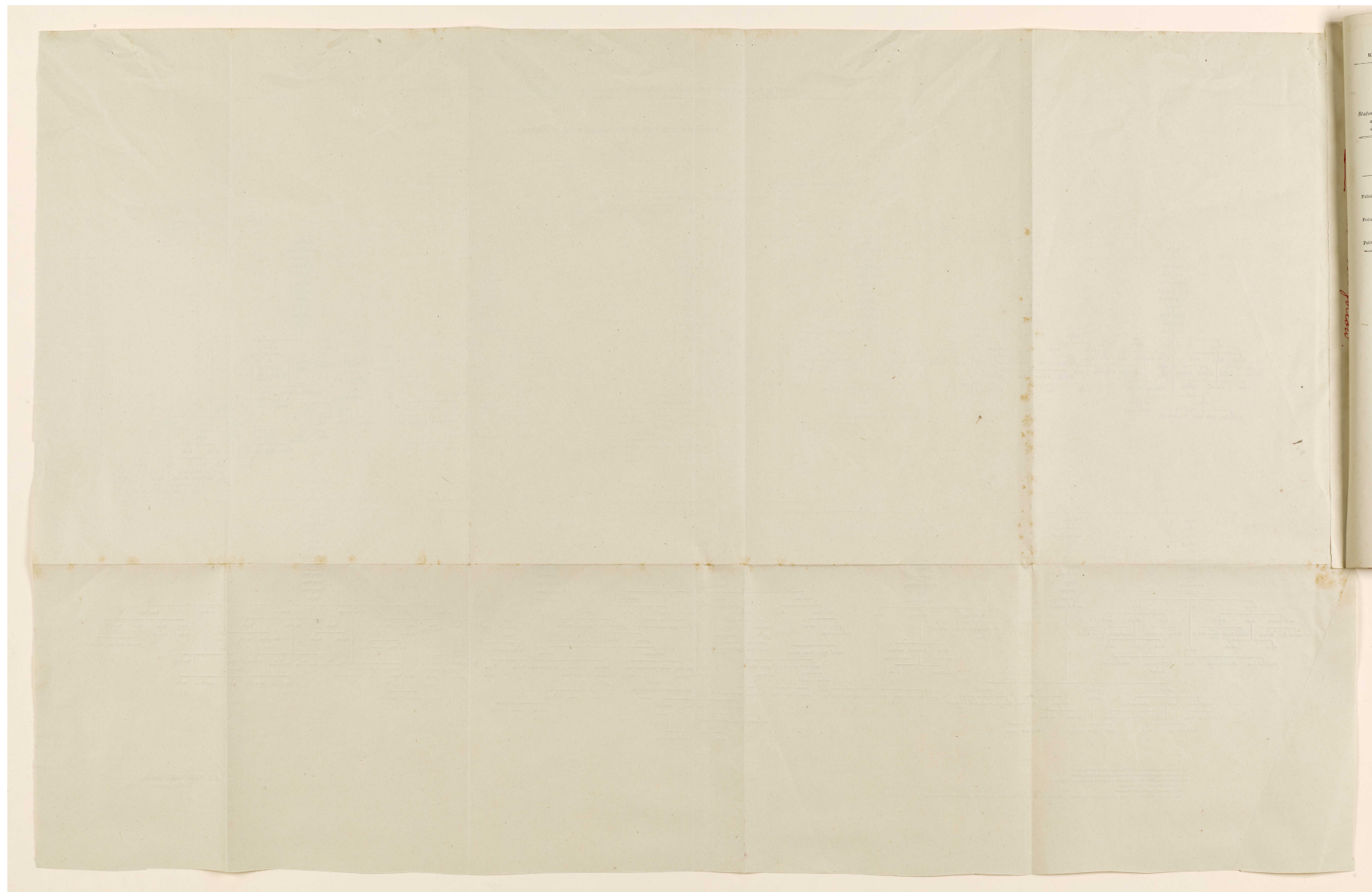
'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [28r]
(57/64)



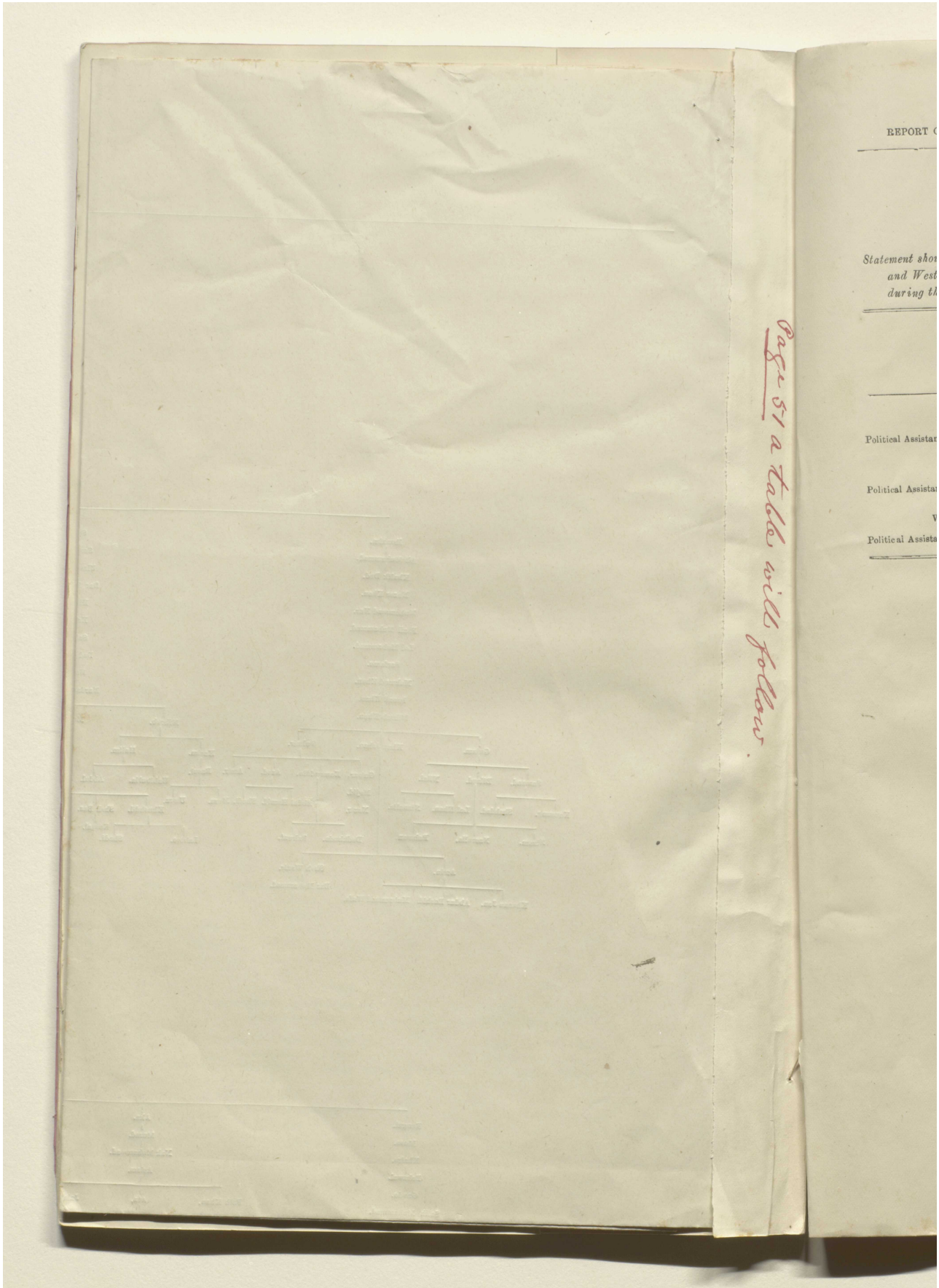
'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [28r] (58/64)



'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [28v] (59/64)



'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [28v]
(60/64)



'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [29r] (61/64)

REPORT ON THE NUSHKI, CHAGAI AND WESTERN SINJERANI DISTRICTS, 1899-1900.

APPENDIX IV (c).

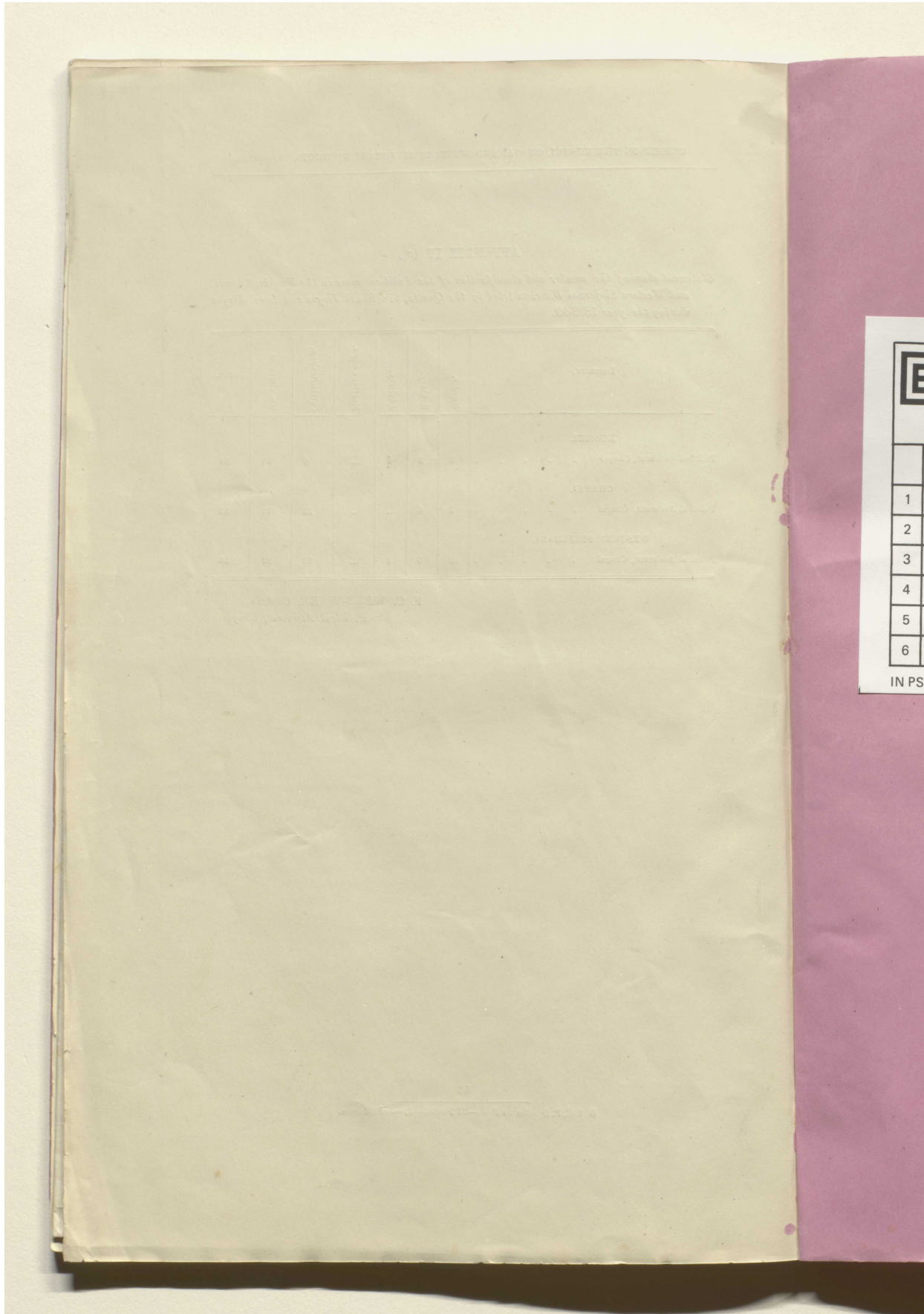
Statement showing the number and classification of the Political cases in the Nushki, Chagai, and Western Sinjerani Districts tried by the Quetta, Sibi, Shahi Jirgas and Local Jirgas during the year 1898-99.

DISTRICT.	Murder.	Robbery.	Adultery.	Marriage cases.	Cattle-stealing.	Miscellaneous.	TOTAL.
NUSHKI.							
Political Assistant, Chagai	1	3	1	...	6	53	64
CHAGAI.							
Political Assistant, Chagai	1	6	...	...	13	12	33
WESTERN SINJERANI.							
Political Assistant, Chagai . . . . .	...	5	1	...	22	27	55

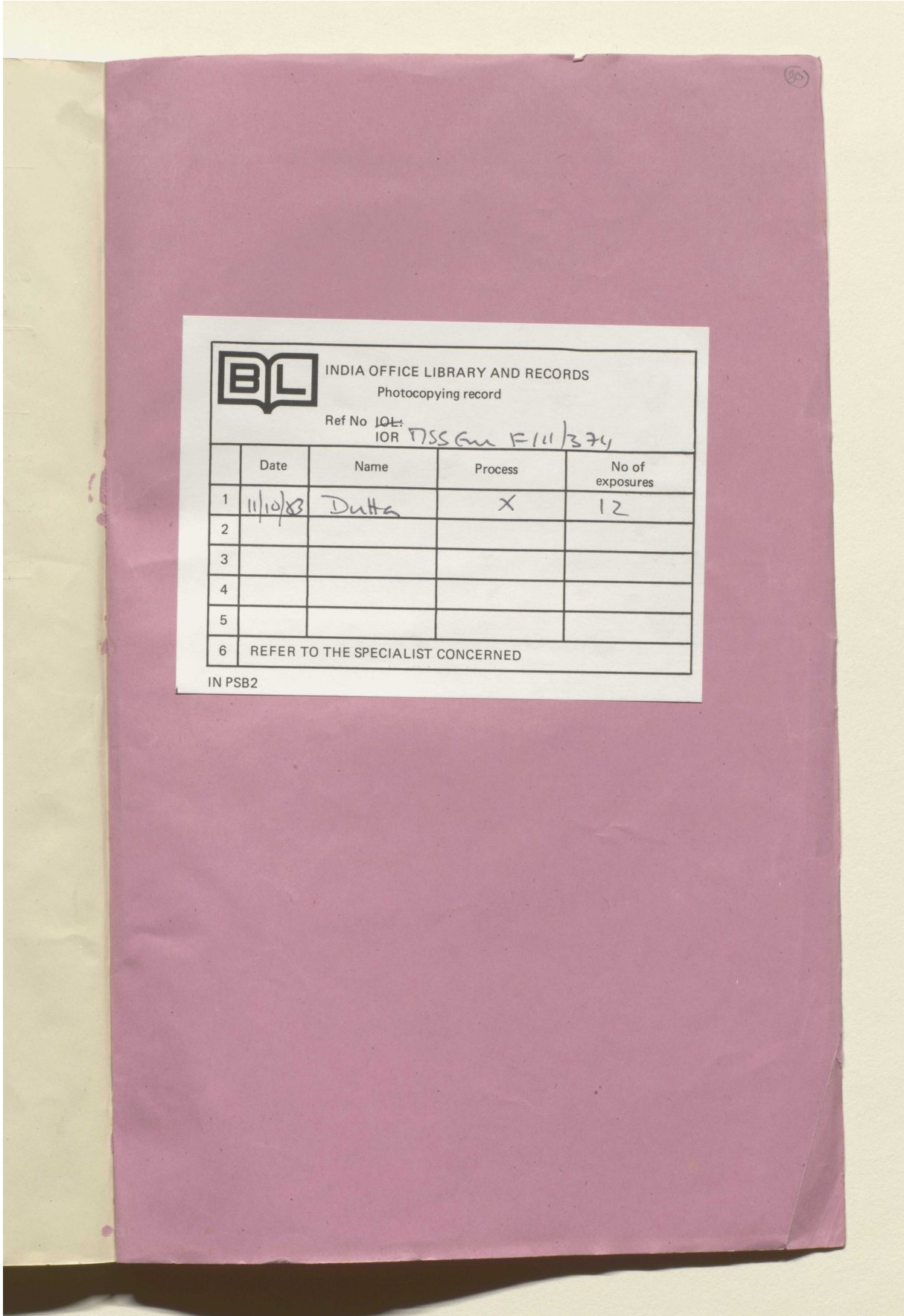
F. C. WEBB-WARE, Captain,
Political Assistant, Chagai.

Page 51 a table will follow.

'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [29v]
(62/64)



'Report on the Development of the Baluch-Persian Caravan Route and on the Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [back-i] (63/64)



'Report on the Development of the Baluch-Persian Caravan Route and on the
Nushki, Chagai and Western Sinjerani Districts, for the year 1899-1900' [back]
(64/64)

