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تقرير المقدم السير فريدريك جون جولدسميد حول مسار خط التلغراف المقترح من أصفهان الى جوادر

المكتبة البريطانية: أوراق خاصة وسجلات من مكتب الهند

Mss Eur F126/53

٢٠ يناير ١٨٦٦-٠٢ مايو ١٨٦٦ (ميلادي)

الإنجليزية في اللاتينية

ملف واحد (٢٤ ورقة)

رخصة حكومة مفتوحة

المؤسسة المالكة

المرجع

التاريخ/ التواريخ

لغة الكتابة

الحجم والشكل

حق النشر



حول هذا السجل

يتناول التقرير رقم ٢٧ لسنة ١٨٦٦، المؤرخ في ١٧ مارس ١٨٦٦، مسألة مد خط تلغراف بري كامل،
ويقدم مقترحات للحكومة بشأن هذه المسألة بناءً على رحلات جولدسميد في الأونة الأخيرة.

هناك مرفقات عديدة مع التقرير:

- تقرير الرائد روبرت مردوخ سميث، ٠٧ مارس ١٨٦٦، الذي قدّمه للمقدم فريدريك جون جولدسميد عن الرحلة التي قام بها من طهران إلى بم ورحلته اللاحقة إلى بندر عباس. يوثق التقرير دراستهم للبلاد ما بين أصفهان وجوادر بهدف إكمال ومن ثمّ توحيد خطوط التلغراف البرية في بلاد فارس وساحل مكران (صص. ٥-١٢)

• مرفق مع تقرير الرائد سميث نسخة عن تقرير آخر مقدم من و. ب. جونستون، الوكيل البريطاني في البصرة حول المنطقة ما بين جاسك وسوراف على الساحل الجنوبي من بلوشستان. (صص. ١٣-١٤)

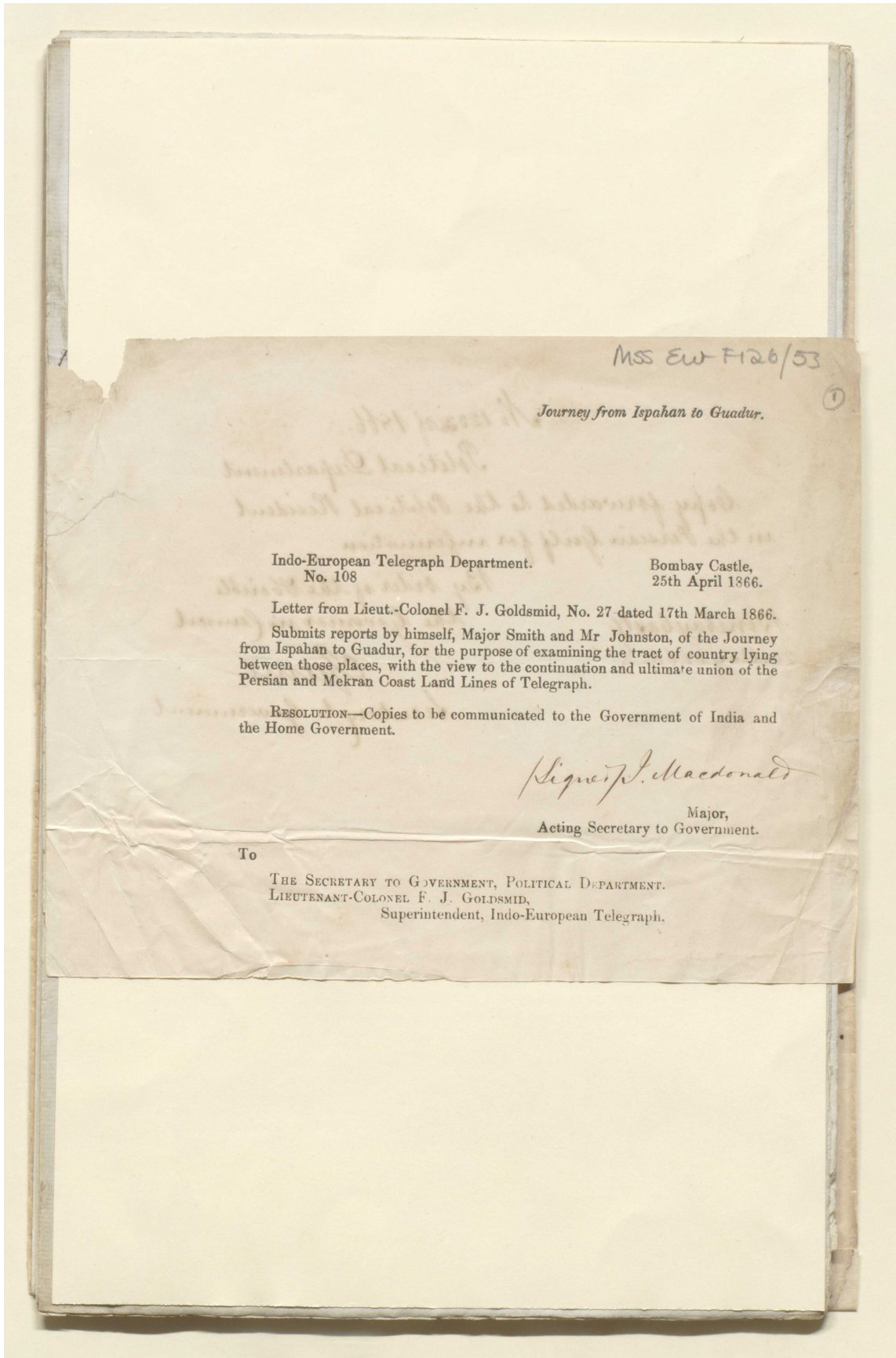
• كما أرفق المقدم جولدسميد نسخة عن رسالته للرائد سميث، رقم ١ لسنة ١٨٦٦ المكتوبة في ٢٠ يناير ١٨٦٦، والتي قدمها للرائد سميث عند ذهابهم في اتجاهات مختلفة لإجراء الدراسات، وهي تتضمن نسخة من ملاحظاته الرسمية والبيانات المتعلقة برحلته من سرورستان إلى تشوبر عبر بمبور. (صص. ١٥-٢٢)

• خريطة تبين حدود بلاد فارس كما كان يتم افتراضها تقليدياً وكما تم التحقق منها حالياً [الحدود مع الهند] أبريل ١٨٦٦. (ص. ٢٣)

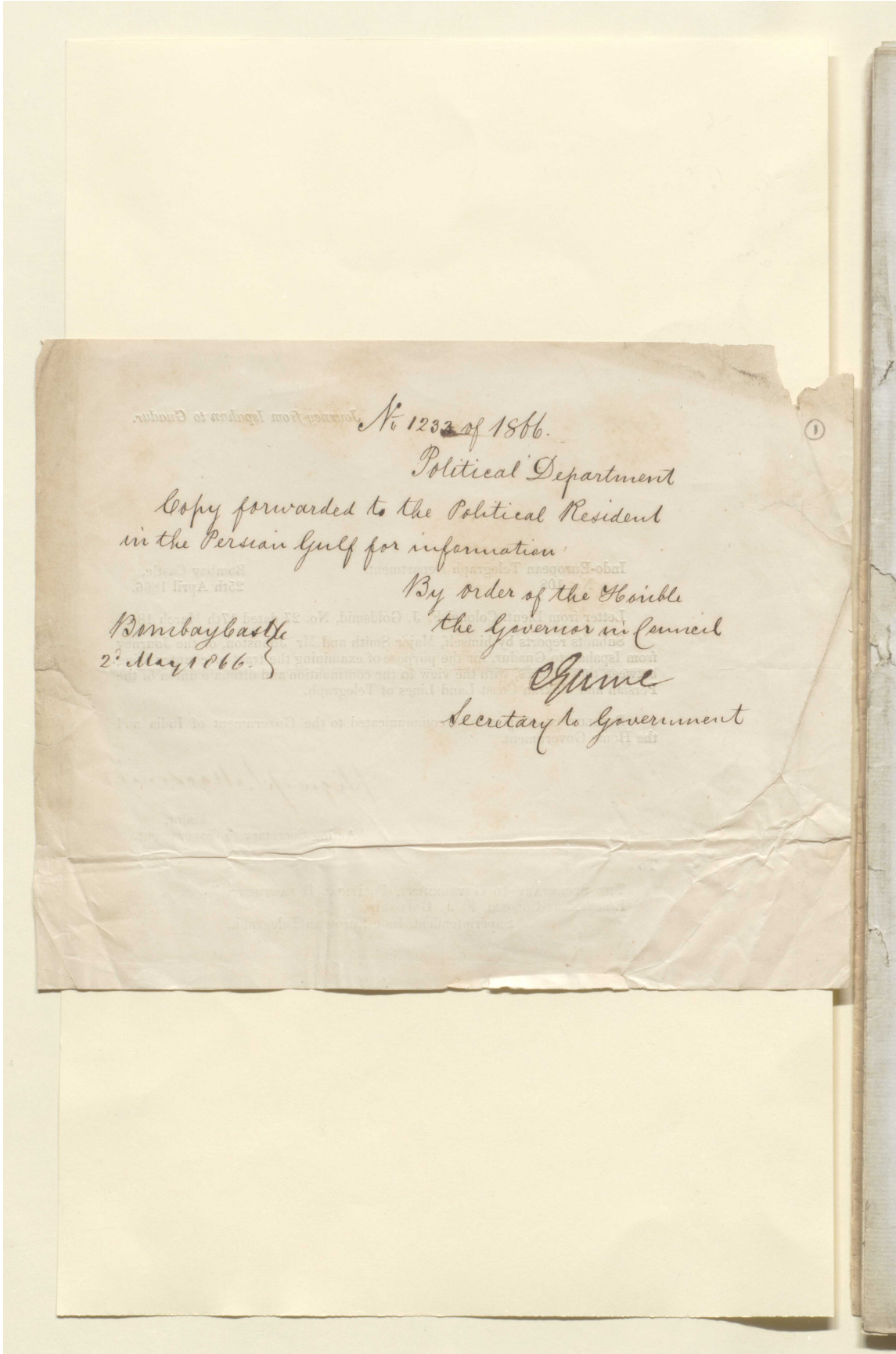
• خريطة تبين الطرق التي سلكها المقدم جولدسميد والرائد سميث من أصفهان إلى تشوبر وبندر عباس، أبريل ١٨٦٦. (ص ٢٤)

مرفق بالتقرير مذكرة تمهيدية من إدارة التلغراف الهندو-أوروبية، ٢٥ أبريل ١٨٦٦، فيها تعليمات بإحالة نسخ من تقرير المقدم جولدسميد إلى الحكومة في الهند والحكومة البريطانية. على الجهة الخلفية من المذكرة الاستهلاكية يوجد تعليمات بخط اليد، رقم ١٢٣٢ لسنة ١٨٦٦، من تشارلز جون، بتاريخ ٠٢ مايو ١٨٦٦، تطلب إحالة نسخة من التقرير إلى المقيم السياسي في الخليج العربي (لويس بيلي).

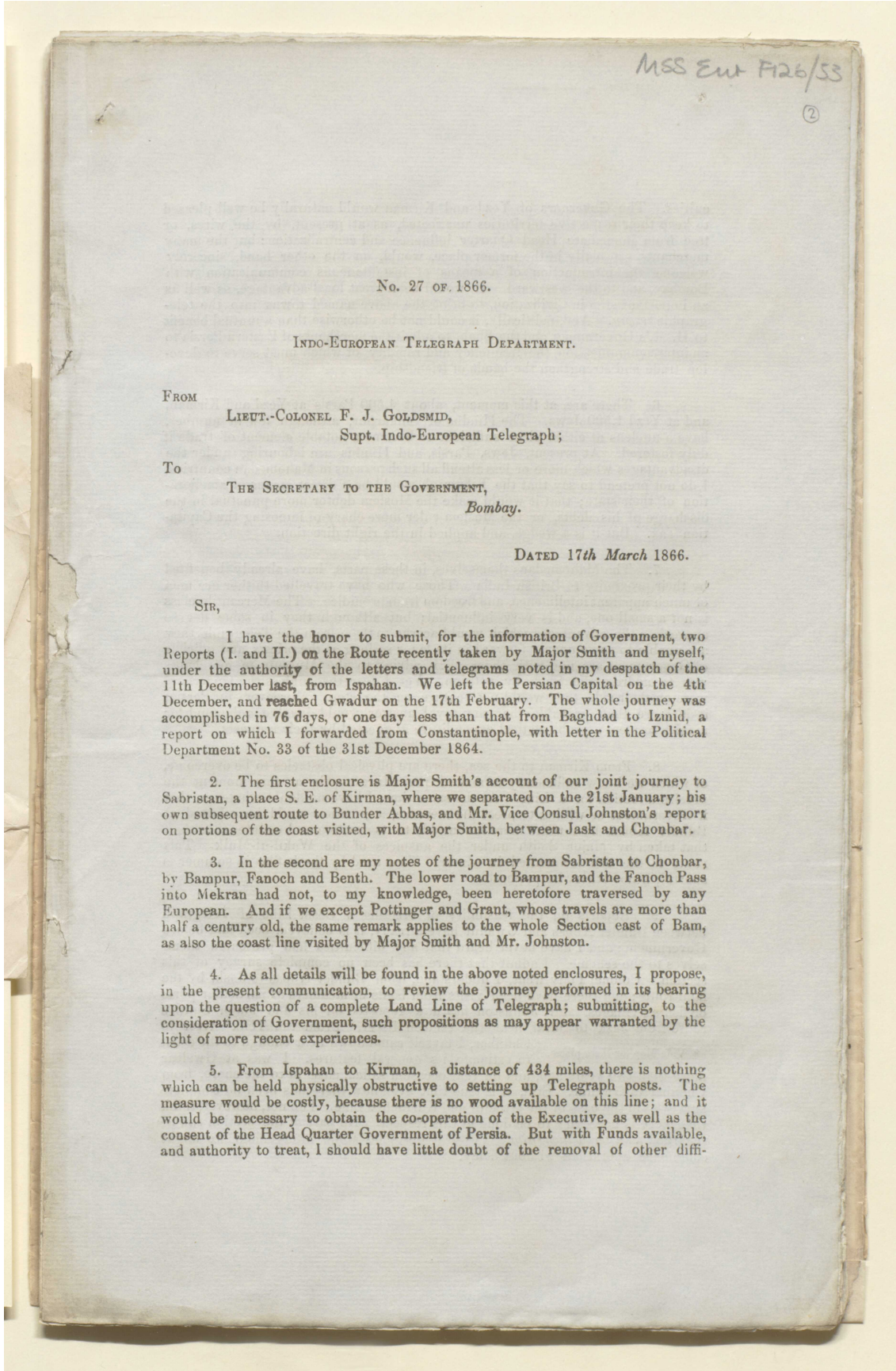
تقرير المقدم السير فريدريك جون جولدسميد حول مسار خط التلغراف المقترح
من أصفهان الى جوادر [و١] (٤٨/١)



تقرير المقدم السير فريدريك جون جولدسميد حول مسار خط التلغراف المقترح
من أصفهان الى جوادر [١ظ] (٤٨/٢)



تقرير المقدم السير فريدريك جون جولدسميد حول مسار خط التلغراف المقترح
من أصفهان الى جوادر [٢و] (٤٨/٣)



MSS Eur F126/53

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No. 27 of 1866.

INDO-EUROPEAN TELEGRAPH DEPARTMENT.

FROM
LIEUT.-COLONEL F. J. GOLDSMID,
Supt. Indo-European Telegraph;

To
THE SECRETARY TO THE GOVERNMENT,
Bombay.

DATED 17th March 1866.

SIR,

I have the honor to submit, for the information of Government, two Reports (I. and II.) on the Route recently taken by Major Smith and myself, under the authority of the letters and telegrams noted in my despatch of the 11th December last, from Ispahan. We left the Persian Capital on the 4th December, and reached Gwadur on the 17th February. The whole journey was accomplished in 76 days, or one day less than that from Baghdad to Izmid, a report on which I forwarded from Constantinople, with letter in the Political Department No. 33 of the 31st December 1864.

2. The first enclosure is Major Smith's account of our joint journey to Sabristan, a place S. E. of Kirman, where we separated on the 21st January; his own subsequent route to Bunder Abbas, and Mr. Vice Consul Johnston's report on portions of the coast visited, with Major Smith, between Jask and Chonbar.

3. In the second are my notes of the journey from Sabristan to Chonbar, by Bampur, Fanoch and Benth. The lower road to Bampur, and the Fanoch Pass into Mekran had not, to my knowledge, been heretofore traversed by any European. And if we except Pottinger and Grant, whose travels are more than half a century old, the same remark applies to the whole Section east of Bam, as also the coast line visited by Major Smith and Mr. Johnston.

4. As all details will be found in the above noted enclosures, I propose, in the present communication, to review the journey performed in its bearing upon the question of a complete Land Line of Telegraph; submitting, to the consideration of Government, such propositions as may appear warranted by the light of more recent experiences.

5. From Ispahan to Kirman, a distance of 434 miles, there is nothing which can be held physically obstructive to setting up Telegraph posts. The measure would be costly, because there is no wood available on this line; and it would be necessary to obtain the co-operation of the Executive, as well as the consent of the Head Quarter Government of Persia. But with Funds available, and authority to treat, I should have little doubt of the removal of other diffi-

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culties. The Governors of Yezd and Kirman would naturally be well pleased to keep their respective territories unaffected, as at present, by the wires, or free from immediate Head Quarter influence and centralization: but the many merchants, especially in the former place, would, on the other hand, sincerely welcome the introduction of a means of instantaneous communication with Bombay, and to the westward. It would be a great local advantage, as well as an important step in Civilization, to bring the above named towns into the telegraphic *reseau*. And, politically, it could not be otherwise than a mutual benefit to H. M.'s Government and the Shah, to admit the merchants of Eastern Persia to an intercommunication, the frequency and rapidity of which must serve to develop trade and strengthen the bands of friendship.

6. There are, at this moment, about 4,500 Parsis at Yezd and Kirman, and at Yezd 1,500 Jews. The Hindus of Shikarpur, although few in number, have a nucleus at either place sufficient to become a notable element of trade if duly fostered. At present, Jews, Parsis, and Hindus are labouring under the disadvantages which more or less attend all such persons in Mahomedan countries. I do not pretend to say that the Telegraph would be a direct means of amelioration of their state; that it would make the Moslem debtor more punctual in the discharge of his debts, or the Moslem ruler more chary of imposing the Capitation Tax. But it is a wedge, and applied in the right direction.

7. The Mahomedans themselves, in these parts, have already benefited by their proximity to British India. Those who have travelled thither are men of much apparent intelligence, and freedom from prejudice. The Mercantile class is not a small one, and is very influential; but although they in some degree appreciate the advantages which would accrue to them from the Telegraph, they are unable to come openly forward in its favor so long as the priests and officials of Government are not with them. My advice to the Mussulman merchants was to address the Shah by petition. Yet I fear that, unless the Governors were on their side, they would not venture on the step. Moreover, in Persia, it is more than probable that the royal answer would involve a demand for monies to meet a problematical expenditure suggested by their requests.

8. From Kirman to the sea, there are physical obstacles to be overcome, of which we know sufficiently to make it premature to fix at this moment the precise direction for a Line. At the same time, I have no doubt whatever, that if Government be willing to press the measure, a junction could be effected at Bunder Abbas by a route more favourable to its erection and maintenance than that taken by Major Smith under the auspices of the Wakil-ul-Mulk. This route is the one frequented in winter. That used by the kafilas in summer is shorter, if not otherwise preferable.

9. Reports on the feasibility of erecting a Coast Line of Telegraph between Bunder Abbas and Gwadur have already, it is believed, been laid before Government; and I have never heard that any difficulties had presented themselves to the scheme. I admit that there has been no complete survey of this section. Colonel Pelly went, I understand, from Bunder Abbas to Jask, by the land route; and there have been visits from boats or steamers at particular ports or fishing-villages. Mr. Johnston has now reported on his and Major Smith's route from Jask to Suraf near the Sadech River. From the Tenk* river to

* Vide Map for these places. Chonbar, I myself came down near enough to the coast to estimate its general features. I was at Gweltur more than two years ago, and on that occasion sailed, close in to the shore, from Chonbar to Gwadur. Still, it is true that even now there has been no complete survey as in the case of the Gwadur and Kurrachee Line. I do not, however, think that more is necessary to be done in this respect. No part of the section can be regarded as a *terra incognita*. Physical obstacles alone intervening, we might commence operations without delay.

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10. And I can anticipate no better whole Land Line than that now suggested. From Gwador to Bunder Abbas—thence to Kirman—thence to Yezd—thence to Ispahan, the junction for Teheran and Bushire. The distance is great; but the advantages are great also. It may be said that the existence of a land line already, from Bushire to Ispahan, should make the former town the point of junction. Such a plan looks certainly more economical, for there is less ground to be traversed. The line would then go along the coast of Persia from Bunder Abbas to Bushire. But it would run through a tract in which there is no town of importance: it would be a mere alternative line to the Cable, and nothing more: and it would have to be set up in a country reported to be difficult and unfavorable to the due security of the posts.

11. Or it might be suggested that the line pass from Bunder Abbas at once to Shiraz, or through Kirman to Shiraz. Either route would be long and difficult, but, for several reasons, I think either preferable to that of the coast to Bushire direct. The most important reason is that it secures a second alternative line to that now between Shiraz and Bushire, the least safe section of the whole Persian Telegraph.

12. As regards the question of advisability for such an alternative land line at all, I would earnestly and respectfully impress upon Government that this is an object of which the necessity is so apparent, that attainment is worth a very considerable outlay. Without alluding to former correspondence and arguments, I would urge that the realizations of the Indo-European Telegraph, during its first year, under difficulties of no ordinary kind, have given such certain proof of eventual success if communication be only kept up rapid and unbroken: the recent improvement in the correspondence through Turkey is so marked and steady: the talked of completion of the Upper Turco-Persian line near Bayazid is likely to afford such additional security to the Turkish Telegraphs: the grand alternative line through Russia is so calculated to meet the contingency of failure in Turkey; and the late Convention with Persia is so favorable to both the main and alternative lines—that it has become imperative on us to provide against mishaps to the cable. And I know of no better way of doing so than by completing a full alternative land line to the Sub-marine from Gwador to the Persian wires. Nor do I speak here of political considerations.

13. The upper route from Kirman, by Bam and Bampur, to the coast of Gwador, though shorter and more direct than that by Bunder Abbas, is objectionable from two causes:—

1st.—The extensive tract covered by barren rocks, and intersected by mountain streams, for the first half of the road between Regan and Bampur; and the passes into Mekran, which present long, difficult lines of access to the sea shore, are physical obstacles which it would be well to avoid.

2nd. The want of water and shelter, especially in the hot dry season, for distances which could scarcely be accomplished in a single day.

14. But the difficulties are not insuperable, or indeed so formidable as those which have already been overcome in Eastern Mekran. And rather than not see carried out the alternative land line, I would propose adoption of the road taken by myself as far as Kalanzao, and thence the caravan track direct to the Fanoch pass, meeting my road again, and keeping it to Chonbar.* They tell

* Vide Map. me there is a better road still by Kaserkund to Gwador, but this I had not an opportunity of proving. Were the question a purely political one, the proper course would be to take the line up the Kej district of Kelat to Sirbaz, where it would fall into Persian territory more immediately under the surveillance of Bampur than any part of the coast. As our dealings in the matter must chiefly be with Persia, our greater security would

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naturally be found in those parts where her Government is more settled and less affected by local revolution.

15. The question of Persian occupation in Beluchistan has, I think, been fairly solved by the present journey. In modern Maps we are accustomed to find a red line drawn in about Long. 59° and coming westward to Long. 54° 50°, as defining the eastern boundary of Persia from Seistan to the Indian Ocean. The state of the case is, however, very different in reality. We should be much nearer the truth were the Line to curve to the eastward before reaching the sea, taking in from the Bampur District, southwards, a tract in extent nearly 4 degrees of Longitude. The Wazir of Kirman, Mahomed Ismail Khan, *de facto* Governor of the Province, has lately received from his sovereign the title of Sirdar of Beluchistan, and the honor is not, in this instance, mere sound and emptiness. Attached to Kirman, and forming its Beluchistan Division, are the two large Districts of Bampur and Mekran. The first, which lies to the north, is about as much Persia as Kirman Proper. It is governed by a Persian and garrisoned by Persian regular troops as well as irregulars and Beluchis. The second, Mekran, on the south, is immediately under Bampur, but is governed by a Beluch; and there are, as a rule, no Persian troops to garrison its towns or forts. The system of Government prevailing here is to acknowledge every legitimate chief who, on his side, acknowledges the Persian supremacy, or to set up an obedient competitor who is not likely to be wanting.

16. When I passed down from Bampur to the sea, one Shai Abdulla, chief of Kaserkund, had been recently murdered. The Persians acknowledged the son in succession, but divided his father's chiefdom. Shai Abdulla had held both Sirbaz and Kaserkund. The son retained only the latter, Sirbaz being bestowed upon Chakur Nharin, a chief well affected to the sovereign power. The policy, such as it was, did not serve to stifle the suspicion that Persia had instigated the murder of Abdulla, for the victim was her avowed antagonist. Consequently, the Kaserkund, or direct road from Bampur to Gwadur, was reported unsafe, and the authorities were unwilling that I should proceed by it. But the road to Chonbar by Fanooh, though more circuitous, was to all appearance quiet. I travelled along it, a distance of 231 miles, under the escort of an old Persian sent by the Governor of Bampur, and his four Beluch attendants. My own two Persian servants made up the whole party. We had started with two armed Beluchis, but they left us before entering the Pass. Of the rest I was the only one who could boast of fire-arms. Each wore the costume of his country, and there was no attempt at disguise. The Wakil-ul-Mulk had urged upon me the propriety of adopting a Persian cap between Bam and Bampur, and a Beluch dress between Bampur and the sea; but I saw no occasion to follow the advice, nor did others press it, on reaching the named localities. As for my servants, one wore a bright green and the other a chocolate vest, as though newly arrived from the Teheran bazars. If our presence ever caused a feeling of mistrust and alarm, there was certainly no attempt at molestation; and my guide was well known as a Collector of revenue. The old man assured me that the sight of his Kirman skull cap was sufficient to warn off intruders; and the notion that we were a party of "Cajars," though not favorable to intercourse with the people, was certainly conducive to peace and privacy. I took advantage of every opportunity to declare my nationality, but the company in which I travelled was not calculated to invite confidence.

17. The Persian tenure of the Sea Coast is not like that of Bampur. The Minister of Kirman frankly told us he would give no passports for landing there. Ibrahim Khan said he would take no responsibility for the Telegraph along the shores west of Gwadur and Jeori. The country is theirs, inasmuch as tribute is paid to Persia by Mir Abdullah, Chief of Geh, and he repays himself by levies from his neighbours. Din Mahomed, Judgal, who has immediate control of the coast, from Chonbar to the frontier of Kej, is married to Mir Abdullah's sister, and may therefore be supposed in some way attached to his

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interests. There is no mistake about the line of boundary with Kej, which is clearly defined. It is just as I formerly surmised and reported. A point in Gweltur Bay, the mouth of the Dast Khor, is the termination on the sea board of a line drawn East of Jalk and Dizzuk, from Seistan, as illustrated in the annexed tracing. Sirbaz and Pishung are on the Persian side. Toomp and Jeori belong to Kej or Kelat. My opinion is that if we wish to set up a Line of Telegraph from Gwadur to Bunder Abbas, or elsewhere, to join the present Persian Line, we must treat with Persia for permission to do so: only the reference should be made advisedly.

18. The following might constitute the heads of a Treaty, Political as well as Telegraphic:—

- I. To set up a Line of Telegraph ourselves, and at our own cost, from the Dast Khor in Gweltur Bay to Bunder Abbas, making our own arrangements with the Imam of Muscat and Local Beluch Chiefs. Whether an Agent of the Shah should be a party to all, or any separate agreements herein, is a matter for consideration and discussion at Tehéran. The Revenues of this Line must be our own.
- II. To provide Iron Posts, Wire, and all material (with or without charge—I should recommend the latter,) for a Line from Ispahan to Bunder Abbas, on the understanding that it is to be at our disposal in the event of damage to the cable, and that we are to be allowed a certain number of *employés* at Yezd and Kirman. The Revenues of this Line to belong to Persia.
- III. To define the Perso-Beluch Frontier, so as to prevent all future misunderstanding hereon.

19. Any details might now be premature. I reserve the estimate of cost, and a draft of proposed Convention, until the further instructions of Government are received.

20. I have alluded to probable opposition on the part of Governors of Provinces and Mullahs in Persia. To the lastnamed, an innovation like the Electric Telegraph must foreshadow detriment in every Mahomedan country. Any new light from the West is antagonistic to the bigotry and prejudice upon which the spiritual guides of the people thrive. With the first, I think that the adverse feeling would give way to argument. The Governor of Yezd, Mahomed Khan, has been in Paris and London, speaks French, and readily accepts, in some sense, the customs of Europe. But like most of his fellow countrymen, who have just looked in at the threshold of Civilization, he cares little about applying his knowledge to the profit of the mass: and if his advisers tell him that his interests will be affected by the introduction of the wires into his capital, he believes them or, at least, acts under their advice. The Wazir of Kirman is a man of different stamp, and swayed by different impulses. Naturally shrewd and intelligent, possessed of great local experience, thoroughly acquainted with his own people, and fairly so with Europeans, energetic and persevering in a patriotic, however questionable policy, Mahomed Ismael Khan, the Merchant Minister of a Shahzada, but in reality the plenipotentiary himself, foresees in the Telegraph a means of constant interference in his Government on the part of those whose power he must acknowledge, whose ignorance he must keep from harm, and whose covetousness he must satisfy. He does not wish to be shackled with this chain in addition to those which already restrain his movements; and few that will not admit the justice of his fears. At the same time, I believe that he may be brought to see benefits in the Telegraph, which will more than outweigh the evils anticipated. He is not tied down by Oriental prejudices, and is sufficiently enlightened to practise as well as appreciate frankness. He is worth

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FROM

MAJOR R. M. SMITH, R. E.,
On special duty;

TO

LIEUT.-COLONEL F. J. GOLDSMID,
Director, Indo-European Telegraph.

BOMBAY, 7th March 1866.

SIR,

I have the honor to submit the following report of the journey I lately performed in your company from Teheran to the neighbourhood of Bam, in the province of Kerman, and of my subsequent route from the point at which we separated to Bunder Abbas. I also enclose a copy of Mr. Vice-Consul Johnston's report on the western portion of the coast of Mekran, the materials of which were collected in the course of our passage by land from Jashk to Sooruf, the eastern boundary of the territory held from Persia by the Sultan of Muscat.

2. The object of our journey was to examine the extensive tract of country lying between Ispahan and Gwadur, with a view to the continuation and ultimate union of the Persian and Mekran Coast Land Lines of Telegraph. This examination naturally included the political as well as the physical state of the districts to be traversed.

3. The general plan we proposed was as follows: to go together from Teheran by way of Ispahan and Yezd to Kerman; there to separate, you going through Beloochistan by Bam and Bampur, and I by Bunder Abbas and Jashk to Chonbar or Gwadur, where we were to meet. This plan, slightly modified by unforeseen circumstances, was carried into effect.

4. On the 4th December 1865 we left Teheran with five Persian servants, and rode 'chapar' or post to Ispahan, which we reached on the morning of the 8th. As the telegraph already passes over this portion of the road (260 miles) it is unnecessary to make any remarks upon it in this report. At Ispahan we were detained ten days, waiting the arrival of passports or letters of recommendation from the Persian Government, and procuring horses and mules for our journey to Yezd. Everything being at last ready, we started on the 18th.

5. The road from Ispahan to Yezd consists of three natural divisions. 1st, 50 miles or nearly so in an easterly direction, over the flat plain of Ispahan; 2nd, 30 miles in the same direction over hilly ground, the continuation, evidently, of the great range of hills that passes by Koom, Kashan, Kohrood and Natanz; and 3rd, 120 miles in a south-easterly direction over an offshoot of the great plain of Khorasan. Coming from Teheran to Yezd by Ispahan, one is consequently obliged to cross the Kohrood range twice, first at Kohrood itself, where the hills are high and rocky, and frequently impassible from snow in winter, and secondly fifty miles to the eastward of Ispahan, where they are much lower and less precipitous; whereas the direct road from Teheran by Kashan and Nain is over one continuous plain. But it may be well to give a fuller description of the road by extracting the following items from my Diary.

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6. *December 18th.*—Starting from Julfa, we rode nearly four miles along the southern or right bank of the Zainderood (lit. Living River) which we crossed by the lowest of the five fine bridges of Ispahan. Thence our road passed over seven or eight miles of a well cultivated district irrigated from the river, and containing several villages surrounded by trees and pigeon towers. From the fields and gardens we gradually ascended above the level of the irrigation in the direction of a prominent peak at the northern end of an isolated hill which we afterwards passed close to our right.

7. This peak is nearly east of Julfa and is distinctly seen from Ispahan. From this point we again descended to an extensive plain on the level of the irrigation, in which was situated, some four miles off, the village of Gulnabad, fourteen miles from Ispahan, where we halted for the night.

8. This village, which is furnished with an old mud Caravanserai, consists chiefly of ruins which date from the Afghan invasion in the early part of last century. Near it was fought the battle in which the Persian Army was defeated immediately before the seige and capture of Ispahan. The water is slightly brackish. Bearings from the Caravanserai—small conical peak on the road to Ispahan, 255°, Kolah Ghazi 192°, snow peak near Natenz 354°.

9. *December 19th.*—Started from Gulnabad at 10 A. M. and reached the Caravanserai of Segzi at 1-30 P. M.: distance fifteen miles. The road is over a perfectly flat desert plain with large patches of white salt excrecence on the surface. On the northern horizon are the hills in prolongation of the Kohrood range, and on the southern beyond the Zainderood, the lofty range containing the well defined peak of Kolah Gazi. Segzi is a considerable fortified village with a good Caravanserai outside the walls. Bearings—small conical peak on the Ispahan road 261°, Kolah Ghazi 220°, highest near point of Natenz range 49°. The water is brackish.

10. *December 20th.*—Left Segzi at 10-10 A. M., and reached Kupa at 3-10 P. M.: distance 21 miles. The road which is very good passes over a bare flat desert with a slight gradual rise toward Kupa. Ten miles from Segzi on the road side, we passed a small Hauz or tank of rain water, and another six miles farther on. The Caravanserai at Kupa is one of the finest I have seen in Persia. The foundations are of stone and the superstructure, which is in good repair, of hard burnt brick. The entrance and a new tank in front of it are both handsome buildings. Over the gateway there are large open Belakhanehs (upper rooms) for the use of travellers in summer. Kupa itself is a small town, enclosed by a substantial wall with flanking towers, and probably contains about 400 houses. Bearings from Kupa:—

Small conical peak on Ispahan road, 262½°
Kolah Ghaz 238½°
Highest near point in prolongation of Natenz range 350°
Prominent bluff in do. do. do. 52°

11. *December 21st.*—Started from Kupa at 10-20 A. M., and arrived at Laghereh at 5-35 P. M.: distance 30 miles. From Kupa the road ascends by a gentle slope to the foot of the range to the left of the road which we have been gradually approaching since we left Ispahan. Six miles from Kupa we saw a few houses close to the road on our right, and a village about a mile off to our left. Within 4 miles of the entrance to the hills, and about 11 from Kupa, we passed the larger half-ruined village of Mushkinun, a mile and a half to the south by west a small domed tomb called Imam Zadeh Cossim. Close to the foot of the hills, three or four miles to our left, we saw a number of Mazrach (cultivated places) and small villages. At the point where our road entered the hills (4 miles from Mushkinun) we passed the village of Tudesk, whence we wound along a valley deeply covered with snow, and containing many small villages and Maz-

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rach; among others, Sadikabad 2 miles, and Paperanna 5 miles, from Tudesk. We intended halting for the night at a place called Mazrach-i-Yezdi, but having missed it in the snow we pushed on to the small village of Laghereh on the eastern side of the crest of the hills. The snow was deep and the weather intensely cold, so much so in fact as to freeze our beards and moustaches into a solid mass and make it necessary to walk on foot a great part of the way. When passing the crest we observed some twelve or fifteen miles to our right an extensive sheet of water, which I have no doubt is a lake surrounded by marshes in which the waters of the Zainderoor are dispersed and lost. It may be here remarked that none of the rivers of Central Persia flow into the sea. Some, like the Bendenier, flow into salt lakes, while the majority are simply absorbed in the desert, only part of the available supply of water being utilized in irrigating the country. Arriving at Laghereh after dark, we had some difficulty in getting a place to pass the night in, as the male inhabitants had fled on our approach, taking us for the servants of the Government, privileged and prepared to plunder them of their little all. Bearing of small conical peak on Ispahan road from the point, 4 miles from Laghereh, where we crossed the ridge, $263\frac{1}{2}^{\circ}$.

12. *December 22nd.*—Started from Laghereh at 10 A. M., and reached Bambiz at 2 P. M.: distance 16 miles. From Laghereh the road descends, winding along between the hills, until it emerges at their feet on a glacis slope facing the eastward, on which some four miles from the last of the hills is situated the large village of Bambiz at which we halted. In the valleys between the hills we passed a good many villages and Mazrach, each provided with a small defensible tower on a neighbouring eminence. Poodar, the largest of these villages, situated about 7 miles from Laghereh, has a good sized square fort. Most of the villages we were told, are the property of inhabitants of Nain. The last of the hills which we passed before debouching on the plain, are of dark colour and fantastic form. One of them, by the side of the road four miles from Bambiz, is a sugar-loaf shaped peak, seen as a clear landmark from a great distance on the Yezd road. Bambiz is a village of perhaps 80 or 100 houses in the open plain with no trees or gardens, and but very little cultivation. There being no Caravanserai we lodged in the house of an old Hajji. The inhabitants although civil enough were intrusively curious. Out of doors we were accustomed to be stared at, but here the people climbed on each others shoulders to look at us through the windows.

13. *December 23rd.*—Made a short march of 12 miles from Bambiz to Nangumbaz, the road descending very gradually the whole way over the slope from the foot of the hills. At Nangumbaz we joined the direct post road from Teheran to Yezd via Kashan. There is a good Caravanserai of Shah Abbas, a Chaper Khaneh or post house, and a Kaleh or walled enclosure, but no village. The water is salt and there is almost no cultivation, only a few rayats living in the Kaleh. Some ruins of former buildings are to be seen near the Caravanserai. Bearing of Bambiz sugar-loaf peak $277\frac{1}{2}^{\circ}$.

14. *December 24th.*—Started from Nangumbaz at 8-20, weather very cold and cloudy. Rode over 12 miles of flat, gravelly desert to a newly built tank of rain water which bore the inscription inside 'Ya Ali! Aml Hassan Akdai.' After halting here a short time for breakfast we continued our journey over a very similar country, passing, 4 miles from the tank, the new Caravanserai and Kaleh of Tschah Nan or 'new well,' and seven miles farther, the village of Sheherabad, about three miles from Akda, where we halted for the night. Distance from Nangumbaz 26 miles. The road is over a flat desert the whole way until within a few miles of Akda, where the ground is much cut up with water-courses and Kanats. It began to snow when we were little more than half way, and by the time we arrived at Akda the ground was covered. Akda is a small walled town of somewhat picturesque appearance, provided with a good Chaper Khaneh and a new Caravanserai.

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15. *December 25th*, Christmas day.—Marched from Akda to Myboot, distance 31 miles. On starting in the morning had some difficulty in finding our way as the whole country was covered with snow. Four miles from Akda we passed on our left the village of Shemsabad, containing some 20 or 30 houses, and 3 miles farther on a small tank where a road branched off to our left. Two miles from the tank another road leads at an acute angle to the right. Twelve miles from Akda we arrived at the ruined Caravanserai and deserted Chaper Khaneh of Chafta, where we breakfasted and took the following bearings:—

Bambiz sugar-loaf peak..... 300°
Corner peak of Akda range, distant about 8 miles 195°

The road from Nangumbaz to Chafta is over an extensive plain with the Akda range about 8 or 10 miles to the right and high hills some 20 miles to the left. For the first six miles from Chafta the road is level as before, and then crosses some undulating ground with prominent low hills to the right which stand isolated in the middle of the plain. Some 9 miles from Chafta a road branches off acutely to the left leading in the direction of the small town of Bafru, about four or five miles from Myboot. From the point of bifurcation the road is flat and good until within four miles of Myboot, whence, after passing a Kaleh on the left and some low hills on the right, it goes over ground much broken and cut up with old Kanats. At this part of the road the soil is well cultivated and there are numerous gardens. About a mile from the Chaper Khaneh we passed an old castellated-looking village on our right, called Beede, where the people seemed to manufacture a great many of the oval-shaped earthen pipes used for making Kanats or underground canals in loose soil.

Myboot, formerly a walled town, is now only a small village, but there are many other villages in the immediate neighbourhood. The clay, like that of Naim, is well adapted for making pottery, particularly Kuzehs or porous water vases, of which a good many seem to be made here and sent to Yezd.

16. *December 26th*.—From Myboot to Hemetabad, distance 16 miles. Bearings from Hemetabad: Akda point 310°. Point beyond Mahomedabad 143°. Prominent peak on east side of valley 80°. Shir Kuh 178½°.

Nearly the whole of the distance to-day the road lay through a succession of villages and *Abadeh* with cultivation. For the first four miles, as on the other side of Myboot, the ground is very uneven both naturally and artificially. Emerging from the broken ground we passed a large village marked by a cypress tree about two miles to our left. Four miles from Hemetabad, we passed on both sides of the road the ruins of what must have been an extensive town, and beyond it on our left a large modern village called Shemsabad. We also saw about a quarter of a mile to our right an *Abadeh* with twenty or thirty fir trees, the only pines we had seen on the road. All this morning and yesterday the weather was cloudy and bitterly cold, but as we approached Hemetabad the heavy snow clouds began to clear off, affording us a view of the magnificent mountain chain to our right. We could get no general name applicable to the range, but one of the highest and most beautiful peaks seems to be universally known as the Shir Kuh. Its height, I should imagine, is about 12,000 feet above the sea.

On the opposite side of the valley there is another very striking peak in the range of hills that bounds the view to the eastward.

17. *December 27th*.—Hemetabad to Yezd, 20 miles. The first part of the way was along a heavy sandy road among low sand hills. Then came a little cultivation at the village of Iskyzar and then sand again up to within 5 or 6 miles of Yezd, where we passed the village of Tif Omar, and soon after a large village to our left, with a crenellated castle not unlike a County Jail. Thence to the town we crossed a hard dry plain. Yezd is distinguishable from a consi-

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derable distance by the lofty minarets of the Jameh Musjid, and the high 'badgir' or wind tower in the Governor's garden of Dowlatabad.

18. The position and appearance of Yezd are quite unlike what a glance at the Maps would lead one to believe. Instead of being in an open, flat desert, it is situated in the middle of a plain about 50 miles broad, bounded by high ranges of picturesque mountains. The population probably does not exceed 30,000, of whom 4,000 are Guebres or Parsees and 1,000 Jews. A large proportion of the inhabitants are engaged in the manufacture of silk, which is said to be superior to any other made in Persia. The raw material is obtained from the villages in the neighbourhood, and we were told that large quantities were also brought for manufacture from Ghilan. This however I should doubt. Henna and reng for dyeing the hair, brought in a raw state from Minab and the neighbourhood of Bunder Abbas, are ground and prepared for use and exported to all parts of Persia. Sugar is also refined, and sent chiefly to Ispahan.

19. The town in itself is rather uninteresting and contains hardly any building worthy of note. The only remarkable one is the Jameh Musjid, the principal mosque, a very old building now much ruined, the front of which, however, is still handsome. The bazars are narrow and irregular, but well stocked with goods and crowded with people. The external trade appears to be very considerable, and the Merchants of Yezd are reputed to be among the most enterprising and respectable of their class in Persia. Some of their Agents have lately gone not only to Bombay but to the Mauritius, Java and China.

20. The greater part of the town is built outside the city wall, and the Governor lives in a separate fortified enclosure of his own. As in almost every town in Persia ruins are superabundant. The inhabitants account for this, first by the Affghan invasion nearly 150 years ago, and more recently by the rebellion of one of its Governors, whose history is perhaps sufficiently interesting to be shortly related.

21. During the reign of Fath Ali Shah in the beginning of the present century, Yezd was governed by one of his numerous sons, Mahomed Wali Mirza, who, in course of years, had amassed an unusually large fortune, even for a Prince. Called, probably on this account to Tehran by his father, he left his government, his harem, and his money in charge of his Vizier Mirza Abdul Rezak, who, during the absence of the Prince, took possession for himself of all that had been entrusted to him, raised an army, and became Yaghi or rebellious. The Shahzadeh on his return from Tehran being refused entrance, brought a force and besieged the city. After a long defence, during which the city was almost destroyed, Abdul Rezak was forced to flee, first to Kirman and then to Meshed, where he took *bust* or sanctuary in the sacred shrine of the Imam Reza. Here, of course, he might have remained in safety, but he was induced by Abbas Mirza, the heir apparent to the throne, to leave his refuge and throw himself at the feet of the king. Disregarding the promises of forgiveness held forth by his son, the Shah ordered the wretched Vizier to be given over to the vengeance of the harem he had dishonoured; when the women armed with bodkins and scissors speedily put him to an ignominious death.

24. Nothing could exceed the civility with which we were treated by the Governor, Mahomed Khan, General Adjutant (as he is called) of Persia. On approaching the city we were received with an Istikhbal, or reception, by a large party of horsemen and soldiers headed by the Governor's steward, whom he had appointed our Mehmandar or host. More soldiers and ferrashes were sent to escort us through the bazars, which were crowded with people to see the strange Feringhees. The house assigned us for a residence was the palace of the very Mahomed Wali Mirza whom I have already mentioned. Here we were entertained during our stay in Yezd by our Mehmandar as the guests of the Gov-

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ernor. We called on him twice and found, not a little to our astonishment, that he spoke French, and had visited almost every capital in Europe. When tea was brought in he remarked that, as Englishmen, we would no doubt prefer beer, and a bottle of 'Allsopp's Pale Ale' was immediately set before us.

25. When we explained to him the object of our journey, he good humouredly said that if the Shah in Shah ordered a Telegraph to be set up through Yezd, he would give every assistance in his power; but that as a Governor we could not expect him to have any violent desire for increasing the means of communication with the capital.

26. We had many visitors during our three day's halt at Yezd, among others, the Governor's Vizier, the Imam Juma's brother, the Commander of the Troops, the Malek-i-Tadjar, or head of the merchants, the colony of Hindoos from Shikapoor, &c.

YEZD TO KERMAN.

27. The distance from Yezd to Kerman is 240 miles of good level road over a continuation of the same plain as that between Yezd and Kashan. About half way the road turns from a south-easterly to an easterly direction, the last three stages being on the road from Kerman common both to Yezd and Shiraz. The greater part of the way the country is perfectly barren and desert, although great improvements have of late years been made by the present Vizier of Kerman Mahomed Ismail Khan, better known by his title of Wakil-ul-Mulk. He has built Caravanserais and made reservoirs of fresh water in the places where they were most wanted, and has encouraged others to follow his example.

28. Details regarding the road are contained in the following extracts from Diary.

29. *December 31st.*—From Yezd to Mahomedabad: distance 10 miles. There is a good smooth road the whole way, with a slight ascent through almost continuous cultivation, and passing between the small villages of Nejeftabad and Rahmetabad. Mahomedabad, where we passed the night, is a large village of about 300 houses forming a long straight street, with houses and rows of mulberry trees on both sides.

30. *January 1st, 1866.*—Mahomedabad to Sar-i-Yezd, distance 16 miles. Immediately after leaving Mahomedabad the cultivation ceases, and none is seen until Sar-i-Yezd is reached. The first part of the road is a continuation of yesterday's gradual ascent until the corner of the hills to the right is passed, after which it is nearly level. Sar-i-Yezd, a considerable village with Chapar Khaneh and Caravanserai is, as its name implies, the boundary of the Yezd district.

31. *January 2nd.*—Sar-i-Yezd to Zein-ed-Din 19 miles. The road passes over a flat pebbly desert, with a little undulation 4 or 5 miles from Zein-ed-Din. Here there is no habitation, but the Chapar Khaneh. There is a fine caravanserai partially ruined, built by Shah Abbas, of circular form, with six flanking towers. The roof is provided with a loop-holed wall, each loop-hole being arched over for the protection of the defenders. From this point to the neighbourhood of Anar, the road has been subject to frequent raids of marauding Bukhtiaris from the mountains to the westward. The Caravanserai of Zein-ed-Din bears the marks of having been taken by storm, and the captors have evidently done their best to destroy it. The water is very salt.

32. *January 3rd.*—Zein-ed-Din to Kermanshahan: distance 15 miles. A very good road slightly ascending along the plain, between isolated ranges of hills. Kermanshahan consists only of a Chapar Khaneh, a Koleh, and an excellent Caravanserai built about two years ago by the Wakil-ul-Mulk. The Koleh is

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occupied by a few Tufangchis (matchlockmen) placed here to guard the road. Bearing of point of Yazd hills near Mahomedabad 316.°—

33. *January 4th.*—Kermanshahan to Shems, distance 17½ miles. The first seven miles slope upward over a stony road, to a spur of dark hills, after crossing which the road, by a short descent, again reaches the great plain, where the Chapar Khaneh and Kaleh of Shems are situated. Near Shems there is a very prominent peak, seen from a great distance on the Kerman road. The Chapar Khaneh we found without doors and deserted, and the gateway of the Kaleh, in which were a few Tufangchis, broken in—the effects of a recent visit of the Bukhtiaris.

34. *January 5th.*—Shems to Anar, distance 23 miles. The road, although in some parts sandy and stony, is generally good, but passes over a perfect desert in which not even a trace of camel thorn is to be seen. Near Shems the ground is undulating but the rest of the way level. Far away to our right was a range of low snowy hills (Nar Kuh) running nearly E. and W. ; rugged in appearance and resembling the upper part of a grand mountain chain. Anar is a large village with a Mosque, a new Caravanserai, and a Chapar Khaneh, and is supplied with water by means of Kanats from the Nar Kuh range.

35. *January 6th.*—Anar to Beyaz, distance 18 miles. Bearing from Beyaz of Shems peak 308½°. For the first four miles from Anar, as far as an Abadeh on our left called Daondabad, the ground was irrigated by Kanats and cultivated, but the rest of the way there was the usual desert. For the last four miles the road was very stony, and slightly ascended to Beyaz, a village containing 40 or 50 houses. About a quarter of a mile from the village are the Chapar Khaneh and a Caravanserai in course of erection. To-day we saw to our left front the high Dawiran hills covered with snow, beyond which Kerman is situated.

36. *January 7th.*—Beyaz to Kushkuh, distance 18 miles. The whole way there is the same flat plain, bounded right and left by the same lines of hills. The soil here is light and sandy and pretty thickly covered with *botta* or camel thorn, used when dry as firewood in most parts of Central Persia. We saw the remains of old Kanats and found some men at work excavating a new one. About half way we passed a village a mile to our right, and another on the road, 3 miles from Kushkuh, with a Kaleh, called Aliabad, where there was a good deal of cultivation. Kushkuh is a small village with good water and well cultivated ground, a Kaleh, a new Caravanserai, and a Chapar Khaneh. Bearing of Shems peak 312°; of point of Dawiran range 104°.

37. *January 8th.*—Kushkuh to Bairamabad, distance 26 miles. The first 16 miles are over a sandy, lumpy road, the plain on both sides covered with tamarisk shrubs and camel thorn. The rest of the road is good. The plain here is about 40 miles broad, with the road nearly in the middle. Four miles from Kushkuh we passed some ruins; at eight miles a small village to the right called Daveh, at sixteen miles the villages, 1st on the right, of Hoosainabad, 2nd on the road, Hormuzabad, and 3rd on the left, Dehenabad and Mehdiabad. These small villages, all very near each other, are surrounded with cultivated ground and probably contain collectively about 100 houses. Between them and Bairamabad we saw a good many kanats and extensive cultivation as we approached the end of the march. Bairamabad is quite new, owing its existence to the well directed energy of the Wakil-ul-Mulk. Where, ten years ago, there was nothing but a Chapar Khaneh in the middle of the desert, there is now a town of at least 1,000 well built houses, the centre of a circle of a cultivation seven or eight miles in diameter, and well supplied with water. Bazars are springing up in the town, there is even a Yakhchol or ice house, and the whole place wears a thriving aspect. The Chapar Khaneh is very good, and there is a Caravanserai lately built by a Kerman merchant. Two or three miles to the north are the ruins of the former Abadeh of Kalch Aga, which was destroyed some

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fifteen years ago by a torrent during the sudden melting of an unusually heavy fall of snow. Bearing of Shems peak $303\frac{1}{2}^{\circ}$.

38. *January 9th.*—Bairamabad to Kebuter Khan, distance twenty-six miles, road as before over a level plain. The first five miles are through the well cultivated district of Bairamabad, near the extremity of which we passed the village of Abdulabad. This is succeeded by eighteen miles over a pebbly desert with sparse patches of camel thorn; and the last three miles are through soft heavy sand thickly covered with large *botta*. Kebuter Khan (so named perhaps from an old pigeon tower) is a small village containing about forty houses, an old Caravanserai recently repaired, and a Chapar Khaneh. The present village appears to be nearly new, the old one, close by, being ruined and deserted. Throughout to-day's march we have seen straight to our front the high snowy hills beyond Kerman. Bearings, Shems peak (indistinct) 282° ; point of Dawiran range 92° .

39. *January 10th.*—Kebuter Khan to Baghin, distance 30 miles. Fourteen miles from Kebuter Khan over a flat plain of hard, light coloured sandy soil with almost no vegetation, we reached Robat an excellent Caravanserai and tank of fresh water recently built by the Wakil-ul-Mulk. The Caravanserai is solidly built of hard burnt bricks and lime, has good rooms *fitted with doors* (the only instance of such a luxury I have seen in Persia) and a spacious Belakhaneh for the use of travellers in summer. Near the Caravanserai there is a small village and a little cultivation. At Robat the valley contracts, owing to a separate range of hills nearly parallel to the road that here springs up on the right. From Robat to Baghin the road slightly rises over a somewhat more stony desert, passing on the right about 4 miles from Baghin the small village of Saadi. Baghin is now a village of 60 or 80 houses, although the numerous ruins with which it is surrounded testify to its greater importance at a former period. There are a few trees and evidently abundance of Kanat water, although but little cultivation. The Caravanserai, which is a very good one, was built about 10 years ago by Hajji Mahomed Ibrahim, a Kerman merchant, the same who built the Caravanserai at Anar and left money to erect the one now in course of construction at Beyaz. Baghin is also a Chapar station.

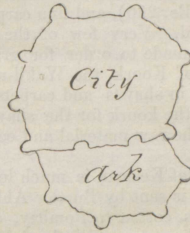
40. *January 11th.*—Baghin to Kerman, distance 19 miles. Somewhat to our astonishment we found Baghin actually to the southward of Kerman, which quite accounts for the mistake made in the maps. In most of them the roads to Shiraz and Yezd are marked as quite distinct, whereas, for the first three stages, they are one, and only separate at or near Kebuter Khan. The maps have evidently been drawn from verbal report, as the three names of Baghin, Robat and Kebuter Khan, with slight variations of spelling, occur on both roads. Four or five miles from Baghin, the road, after a gradual ascent, rounds the point of the Dawiran range from which it descends into the plain of Kerman, leading to the city in an E. N. E. direction.

41. Three or four miles from the town we were met as at Yezd by an Istikhbal sent by the Vizier, the Wakil-ul-Mulk. A comfortable house was assigned us next to his own and a Mehmandar appointed to attend to all our wants.

42. Kerman is situated in an extensive plain but in the immediate vicinity of very lofty mountains. A glance however at the accompanying map will show its position better than any description. The climate is said to be excellent, neither very cold in winter nor hot in summer. Its height above the level of the sea I should estimate at about 5,000 feet. The city in many places is a mass of ruins, caused, I believe, by the Civil War on the accession of Agha Mahomed Khan the first of the Kajar dynasty. Kerman, like many other places in the south of Persia, followed the fortunes of Lutf Ali Khan, the representative of the Zend family. After a gallant defence, Kerman was taken and almost

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destroyed by Agha Mahomed Khan, into whose hands Lutf Ali Khan also soon after fell not far from Bam. Much has however been done within the last seven years by the Wakil-ul-Mulk to restore the city. The walls have been repaired, new gates have been built, and inside the town, Bazars and Caravanserais are in course of erection. On the southern side of the town is the Ark or citadel in which the Governor resides. It forms a complete enceinte in itself although the inner wall of the ark is also the city wall ; thus—



43. The nominal Governor or Hakim of Kerman is a young Prince, Kei Omers Mirza, son of Kahruman Mirza, Governor of Tabreez, the brother of Mahomed Shah, and son of Abbas Mirza the son and heir apparent of Fath Ali Shah. His rule is however purely nominal, the actual power being entirely in the hands of his vizier, the Wakil-ul-Mulk, on whom the king has recently conferred the additional title of Sirdar of Beloochistan. The Wakil is one of the most remarkable men in Persia. During the seven years that he has been vizier of Kerman he has done a great deal to improve the province over which he rules. Although upwards of sixty years of age, he spends a great portion of every year in travelling about, and seeing for himself the state of the more out-of-the-way parts of his government. As he told us himself, he carries on an extensive trade with India on his own account, applying the gains he realizes to building Caravanserais, &c., and bringing desert land under cultivation. His style of trading would be looked upon as very tyrannical in any other country, but it may well be pardoned in Persia, where the Governors, as a rule, use the rude expedient of actual force to extort a revenue for the Government and themselves. His system is this:—When *Koork*, the material of which shawls are made, and one of the principal productions of Kerman, is in great demand at Umritsur, he allows no one to purchase and export it but himself; but when prices fall he immediately proclaims the principal of free trade. He was, therefore, no doubt sincere when he told us with great emphasis, "*Tidjaret bisiyar khubast*"—"Commerce is a very excellent thing." He received us in the most cordial manner, and seemed really glad to see us, throwing quite aside the punctilious etiquette so universal in Persia. He was full of humorous anecdotes of what he had seen and heard, and seemed to retain a very kindly remembrance of Sir John Malcolm and the members of his mission. He told us how he had been sent as a small boy with a message from his father to the Elchi, and how the great man had taken him on his knee, talked to him in Persian, and sent him off immensely delighted.

44. During the four days we remained at Kerman, we went to see the carpet and shawl factories. The carpets are the finest in Persia, and the shawls are considered next in value to those of Cashmere. Both are made entirely by hand, without the use of even a shuttle. In making the carpets, the threads (all of one colour) forming the length of the web are stretched on an upright loom consisting of two horizontal rollers. The cross coloured threads that form the pattern, are worked in by as many small boys as the breadth of the web will allow to squat in front of the loom. As the work progresses the web is gradually rolled up on the lower roller. After every two or three rows have been worked, wide toothed combs are inserted in the woof and hammered down with a mallet to make the carpet close and firm. The master weaver draws and colours the

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designs on paper, ruled to represent the different threads; after which he teaches the pattern to the pupils who commit it to memory. The shawls are woven in a similar manner, almost the only difference being that the looms, or rather frames, are horizontal instead of upright. The memory of the workmen cannot possibly be assisted by seeing the pattern develop itself as they always work with the reverse side of the web upwards. The Kharkhanehs or workshops in which the weaving is carried on, are such low dark miserable rooms that one cannot but wonder that they should produce such beautiful manufactures. The shawls vary in price from 5 to 50 Tomans (Rs. 230), and fine carpets cost as much as from 4 to 10 Tomans the square yard. Very few of the finer sort are made for sale in the bazars, almost all being made to order for grandees in all parts of the Kingdom. As in the matter of Koork, the Wakil-ul-Mulk does a good deal of 'tidjaret' on the same principle in shawls and carpets. The spinning and dying of the wool for the carpets and the koork for the shawls are also carried on in Kerman, which thus produces the raw material and completes its manufacture.

45. The external trade of Kerman is much less than that of Yezd. The chief exports are Koork (which is sent by Bunder Abbas and Kurrachee to Cashmere), wool, carpets, and shawls, cotton to Bombay, and grain to Yezd, which does not produce enough for the support of the inhabitants. The imports are chiefly cotton goods, sugar, copper, &c., from India. Once or twice a year Caravans come from Seistan and Kandahar.

46. There are few gardens near the town but abundance of fruit is brought from Khubbes a beluk or district fifteen farsakhs (sixty miles) to the N. E.: wrongly marked on the maps as fifteen days' journey.

47. A mile or two to the east of the city is the ancient Guebere stronghold called Kaleh Dokhter, or the maiden fort, built on a high rock. We were unable from want of time to visit it.

48. Our intention was to have separated at Kerman, but as we found that the direct road to Bunder Abbas was quite impassible, on account of the snow, I was obliged to go by a somewhat longer road to the eastward, five marches of which were by your road to Bam. We, therefore, went together as far as Sabristan, where the road to Bunder Abbas branched off to the southward. The road from Kerman to Bunder Abbas is very similar, as was to be expected, to that from Shiraz to Bushire. On each, the descent to the plain near the sea is made by two steps with a strip of level country between, the only difference being the distance, which is twice as great from Kerman as from Shiraz. The descent from Deh Bukre to Giroft corresponds to the Kotul Pirizan and Kotul Dokhter, the plain of Giroft to that of Kazeeran, the pass of Nuveergu to that of Daliki, and the plain of Bunder Abbas to that of Bushire.

49. Furnished with letters and guides from the Wakil-ul-Mulk, we left Kerman on the 15th of January and marched to Mahun, a distance of twenty-three miles in a general S. S. E. direction. For the first four miles there were many ruins on the cultivated ground near the city. The rest of the road was over a sandy desert gradually ascending to Mahun, a straggling town of some 1,500 houses surrounded by gardens. It contains the tomb of Shah Niamut Ullah, a great saint and prophet, to whose shrine many pilgrimages are made. The tomb itself is in a handsome domed building erected, we were told, by Akbar Shah of India. As a sort of anti-chamber to this, there is another hall equally handsome and elaborate, built by Shah Abbas. The gateway into the outer enclosure was built by Mahomed Shah, and in the present reign, the Wakil-ul-Mulk has repaired and enlarged the house on the opposite side of the road appropriated to the use of the pilgrims visiting the shrine. In this house we put up for the night, and in the morning were shown over the whole building by the resident derwishes. We were told as a current tradition regarding Mahun, the wellknown classical legend of the extent of ground covered by a bullock's hide.

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Shah Niamut Ullah in the course of his wandering as a derwish came to Mahun. Thinking it a pleasant spot in which to pass the remainder of his days, he begged the proprietor to give the poor derwish a corner to beg on—only as much as a bullock's hide would enclose. This request being granted, he cut the hide into fine thongs, and enclosed the whole place. According to the old derwish, who is hereditary guardian of the shrine, Shah Niamut Ullah died 570 years ago.

50. *January 16th.*—Mahun to Khanakeh, 17½ miles. The road sloped gradually upward turning more to the southward, and entering the hills on the right by a ravine, both sides of which were covered with snow. A short distance up the ravine we reached Khanakeh, a small Caravanserai in the middle of the hills lately built by the Wakil-ul-Mulk.

51. *January 17th.*—Khanakeh to Rayin, 26 miles. For the first six miles we rapidly ascended over the snow to the crest of the hills, about 4 miles beyond which we descended to Kaleh Shur, a small caravanserai, or rather stable, hardly above the level of the ground. A mile or two below Kaleh Shur, we cleared the hills, but continued to descend over an even glacis slope until within 4 miles of the end of the march, when we suddenly turned to the right over some low hills and across a narrow plain to Rayin, situated on a slight eminence under a lofty snow peak called the Shah Kuh. From near Kaleh Shur we had seen in the distance, and nearly straight ahead, the high snowy range of Deh Bukri and Sarbezan. Rayin is a small town of 500 or 600 houses, the residence of the Zabib, or governing Agent of the country as far as Sabristan. We found on our arrival at Rayin that we were considered the guests of the Wakil-ul-Mulk, the Zabib providing us with everything, and not allowing us to buy anything for ourselves.

52. *January 18th.*—Obliged to halt at Rayin on account of a snow storm which lasted all day.

53. *January 19th.*—During the night it blew a perfect gale with heavy rain which melted the snow that fell yesterday. Marched from Rayin to Tehrood, 33 miles. For the first 14 miles we followed the direct road to Sabristan, then crossing to our left a soft keveer or desert, in which the horses sank at nearly every step above the fetlock, we entered the half dry bed of a river, along which we wound our way among low hills till we reached Tehrood. Tehrood (lit. the bottom of the river,) seems to be the name of a small district rather than of any village in particular. It contains a few scattered hamlets of four or five houses each and a large mud Caravanserai in which we passed the night.

54. *January 20th.*—Tehrood to Sabristan, twelve miles. After passing through about two miles of cultivated ground, we crossed the Tehrood river, flowing eastward, and ascended by some low earth hills to the general level of the plain in which Sabristan is situated. On the bank of the river, a mile or so to our right, we saw the ruins of an old castle, which we were told had been the scene of many a fight. The day was misty and drizzling and the country along our road looked the very picture of desolation. Sabristan, like Tehrood, is the name of a small district of cultivation. There are two Caravanserais close to each other, in the larger of which we put up for the night.

55. *January 21st.*—My road diverging from yours at Sabristan, we separated this morning. I marched to Deh Bukri, distant twenty-two miles. Soon after leaving the Caravanserai the road rounded a point of the hills to the right, and thence led nearly straight up a long slope of undulating stoney ground to the mouth of the Deh Bukri pass. Shortly before reaching the hills, I entered the bed of a stream, running down to the plain, which I followed up nearly to the end of the march. The ground as I ascended became covered with snow and the weather bitterly cold. Four miles above the mouth of the pass, I came to the small village and valley of Deh Bukri, inhabited in summer but deserted in

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winter. At the further end of the valley, about four miles beyond the village, I halted for the night in a small underground stable, called a Caravanserai, the floor of which was deep with mud and half melted snow. The hills all round were covered with dwarf oaks, and the bed of the stream which I had followed filled with oleander and other shrubs.

56. *January 22nd.*—Marched sixteen miles among the hills to a spot where I bivouaced for the night. After two miles over very deep snow from the Caravanserai I reached the top of the pass, from which I continually descended for the rest of the march. Two miles down, or four from where I started, I passed the small Caravanserai of Sakhtdar. The two Caravanserais are evidently built so near each other to afford shelter to travellers who may be unable to cross the ridge during heavy snow storms. The mountains on both sides of the road are exceedingly picturesque. In spring and summer they afford excellent grazing ground for the Eliant tribes now encamped on the plains below. Just before halting I crossed a considerable mountain stream flowing to the westward.

57. *January 23rd* —During the night it rained in torrents, which made a bivouac in the open without shelter the reverse of agreeable. From the place where I had halted I continued to descend for about fourteen miles to the plain of Giroft. The fourteen miles one might divide in three parts. *1st*, a steep descent of four miles through rocky defile. *2nd*, a more gradual one of five miles through a wider passage among the rocks; and *3rd*, four miles still more gradual over an open slope from the foot of the hills to the banks of the Roodkhaneh-i-Shoor. On reaching this river I found it so swollen as to be quite unfordable. I therefore followed it down to the eastward, where its bed seemed to spread out and separate into several channels. After riding ten miles along the bank, I halted for the night at a small Belooch village of reed huts called Dasht-i-Kushk in the Jamalbaraz district. The chief of this beluk, Gholam Hussein Khan Belooch lives at the fort of Do Sareh, ten miles further down the river.

58. *January 24th.*—Dasht-i-Kushk to Kerimabad, the residence of Mahomed Ibrahim Khan, Governor of Giroft: distance twenty miles. In the morning got some of the villagers to guide me across the Roodkhaneh-i-Shoor which was divided into 20 or 30 channels straggling over a total breadth of about three miles. Three miles further on, or six from Dasht-i-Kushk, I came to the village and Kaleh of Serjaz, the property of the Wakil-ul-Mulk, situated about midway between the Shoor and Halil rivers. The passage of the latter was somewhat difficult, the water being deep and the stream rapid. Both rivers, I was told, are frequently quite impassible in Spring during the rapid melting of the snows. Clumps of date palms growing near the villages showed that I had now reached a totally different climate. From the Halil river I crossed a soft muddy plain covered with jungle to some low hills on the side of which was the village of Kerimabad. Here I was met by an Istikhbal from the Khan, who received me at his tents in the most kind manner possible. He would not hear of my continuing my journey at once, but insisted on my staying at least a couple of days with him, which I did. Nothing could exceed his kindness and hospitality. The day after my arrival we went out shooting and hawking in the jungle, when he showed himself a most skilful sportsman both with the gun and the hawk. Although shooting from horseback he rarely missed a black partridge on the wing. His hawks, trained by himself, were the best I had seen in Persia. The whole of the surrounding country belongs to himself. He seems to live a very pleasant patriarchal life and never goes away even to Kerman. He is himself a Persian, the grandson by the mother's side of Fath Ali Shah, but the rayats are for the most part Beloochis.

59. To the S. E. of Giroft lies the district of Roodbar, the property of the late Seyyid Khan, who, I was told, was the chief instrument of the Persians in taking possession of the rest of Western Beloochistan. Roodbar, so named

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from *Rood* a river, is the name given to the country below Giroft on each side of the Shoor and Halil rivers, which unite not far from Kerimabad.

60. On leaving Giroft, Mah med Ibrahim Khan most kindly sent a trustworthy man to conduct me to Bunder Abbas, and gave me his own mules to carry the baggage. He also wrote to Nur-ed-Din Khan requesting him to send one of his own men to escort me through the portion of his country over which my road lay. I afterwards found that he had also sent men a day in front, to get halting places, forage and provisions ready for me as far as the boundary of Fars. He in fact did everything in his power to make my journey safe and comfortable.

61. On the 26th I took my leave and started, accompanied the first stage by four huntsmen to provide me with a sufficient stock of game for the first half of my journey. The road lay over a flat plain covered with low jungle, jujube and tamarisk trees. I halted at Kugu, a small village of reed huts fifteen miles from Kerimabad.

62. *January 27th.*—Kugu to Wakilabad, thirty miles. The road was like yesterday's over the plain of Giroft, but the jungle became thinner as I advanced. Four miles from Kugu, a road branched off to the left leading to Dehnoo the castle and residence of the late Seyyid Khan, 3 days' journey to the southward. I soon after passed on the left the villages of Genjabad, Samali and Beluk Khosro, where the rayats turned out to 'istikhal' me. About nineteen miles from Kugu, the ground was strewn with fragments of old bricks, probably marking the site of an ancient city. Near this I passed on the right the well-watered village and date plantations of Dehnupancher. Wakilabad, where I halted, is a village lately brought into existence by the Wakil-ul-Mulk, whose name it bears.

63. *January 28th.*—Wakilabad to Gulashkird twenty-one miles. Road similar to yesterday's to within five miles of Gulashkird, where I entered some low hills at the village of Khadirmah. For three miles I followed the bed of a stream of fresh water, the banks of which were covered with date trees. Then turning to the left for two miles, I reached the Castle and large reed village of Gulashkird, the property of Nur-ed-Din Khan. It stands on an eminence near some bare rocky hills, and overlooks an extensive plain in the direction of Bunder Abbas.

64. *January 29th.*—Gulashkird to Roodkhaneh-i-Duzdi (Robbers' river) nineteen miles across the plain, overlooked by Gulashkird. This plain is flat and sandy with a thin sprinkling of jujube and tamarisk trees. Roodkhaneh-i-Duzdi, at which there is small village and a large half-ruined fort, with a good ditch, is the boundary of the provinces of Kerman and Fars, a corner of the latter of which here projects to the eastward between Kerman and the Bunder Abbas' district. The river, flowing to the eastward, is, I believe, the same that reaches Minab.

65. *January 30th.*—Roodkhaneh-i-Duzdi to Godar Shooran or Godar Rahdar, fifteen miles. After crossing the river, I gradually ascended over hilly ground and dry beds of streams to Godar Shooran, where there were 4 or 5 small huts. About half way, I passed a square open tank of fresh water by the side of the road. Within a mile of Godar, the road to Minab branches off to the left.

66. *January 31st.*—Six hours and a half on the road from Godar Shooran to an Eliant camp, at which I halted, under the Kuh-i-Nehyun, nearly the whole way over a most difficult mountain pass. Six miles gradual ascent from a small stream, which I crossed near Godar, brought me to the Watershed, from which I at once began a steep, rocky descent over which it was impossible to ride. Six miles down, I passed a small date plantation called Nevergoo, which gives its name to the pass. From this point the road after a sharp descent followed the

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bed of a considerable stream, the Zinyum river, until I got clear of the hills, and emerged on a stony plain crossed by the beds of numerous mountain torrents. In this plain about six miles from the foot of the hills I halted.

67. *February 1st.*—All last night and to-day it rained so heavily, that I was unable to move either forward or backward, on account of the impassible torrents that poured down from the hills on both sides of me. We had no forage for the horses and mules, and the Eliants had no food to offer us but dried locusts. I spent consequently rather an anxious day, afraid that if the rain continued our animals would starve. During the night, however, it cleared up and I was enabled to start again the next day.

68. *February 2nd.*—Eliant camp to Takht-i-Kushkuh, 20 miles. Two miles from the camp we came to the Sulu Balm, a large river flowing round the base of the Kuh-i-Nehyun, which we had some difficulty in crossing. As the usual road passes along its bed we were obliged to scramble over the hills on the right bank to the village of Nehyun, after which we had a good road through a well cultivated district to the small town and ruined castle of Kushkuh. Ten miles farther on, the road passing through continuous cultivation, I arrived at Takht-i-Kushkuh, a town with extensive date plantations containing about 1500 houses.

69. *February 3rd.*—A long march of 39 miles over a most uninteresting plain from Takht-i-Kushkuh to Bunder Abbas. I crossed some streams which I believe all dry up in summer and passed a few insignificant villages of reed huts.

70. On reaching Bunder Abbas I found that Mr. Johnston had arrived from Bussorah. We remained here till the 7th when we embarked on board the *Amberwitch*, and, after visiting Angaum and Mussendom, landed at Cape Jashk on the 11th.

71. Regarding the part of Mekran we traversed together, it is quite unnecessary that I should do more than refer you to Mr. Johnston's Report, a copy of which I enclose.

72. It may be advisable, however, to make a few remarks on the general feasibility of constructing a line of telegraph by the route I have so imperfectly described.

73. From Ispahan to Kerman there would be no difficulty whatever. The country, except for a few miles over the low hills at Laghereh, is level and the roads good. Iron posts, however, would be necessary, as no wooden ones could be obtained. From Kerman to Bunder Abbas via Giroft, the construction and maintenance of a line would be much more difficult. The mountain passes of Deh Bukri and Nevergoo offer many obstacles, and the difficulty of maintaining a line in the sparsely populated plains would be considerable, especially in the summer, when the heat is excessive. Another objection to this road is, that although at present tranquil and safe under the strong rule of the Wakil-ul-Mulk, it might not continue to be so under his successor, the majority of the population between Giroft and the lower plains being Beloochis. The distance too, 380 miles, is great. These difficulties are probably not insuperable, but I think that in the event of the project of a line of telegraph being entertained, the other, and more direct, road from Bunder Abbas to Kerman should be examined. Although the mountains near Kerman were impassible on account of snow when I came by Giroft, I was told that the length of road thus blocked up was not greater than 15 or 20 miles. If, therefore, this road should prove preferable in other respects, I think the difficulty of the snow might be got over by making that portion of the line of very strong steel wire slightly stretched on short stout posts. The signals would pass perfectly well as long as the wire was unbroken, even if it should be buried in the snow.

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74. But there is still another road, and one that would most naturally suggest itself to any one simply looking at the map, viz. the direct route from Bunder Abbas to Shiraz. The objections to this route are that part of the intervening country is said to be half independent and generally in a disturbed state, and secondly, that the Persian Government would probably not care for having a line that only added so insignificant a place as Bunder Abbas to the towns in Persia already in telegraphic communication with the capital. This road, however, should also, I think, be examined before a decision is come to as to the precise route to be followed.

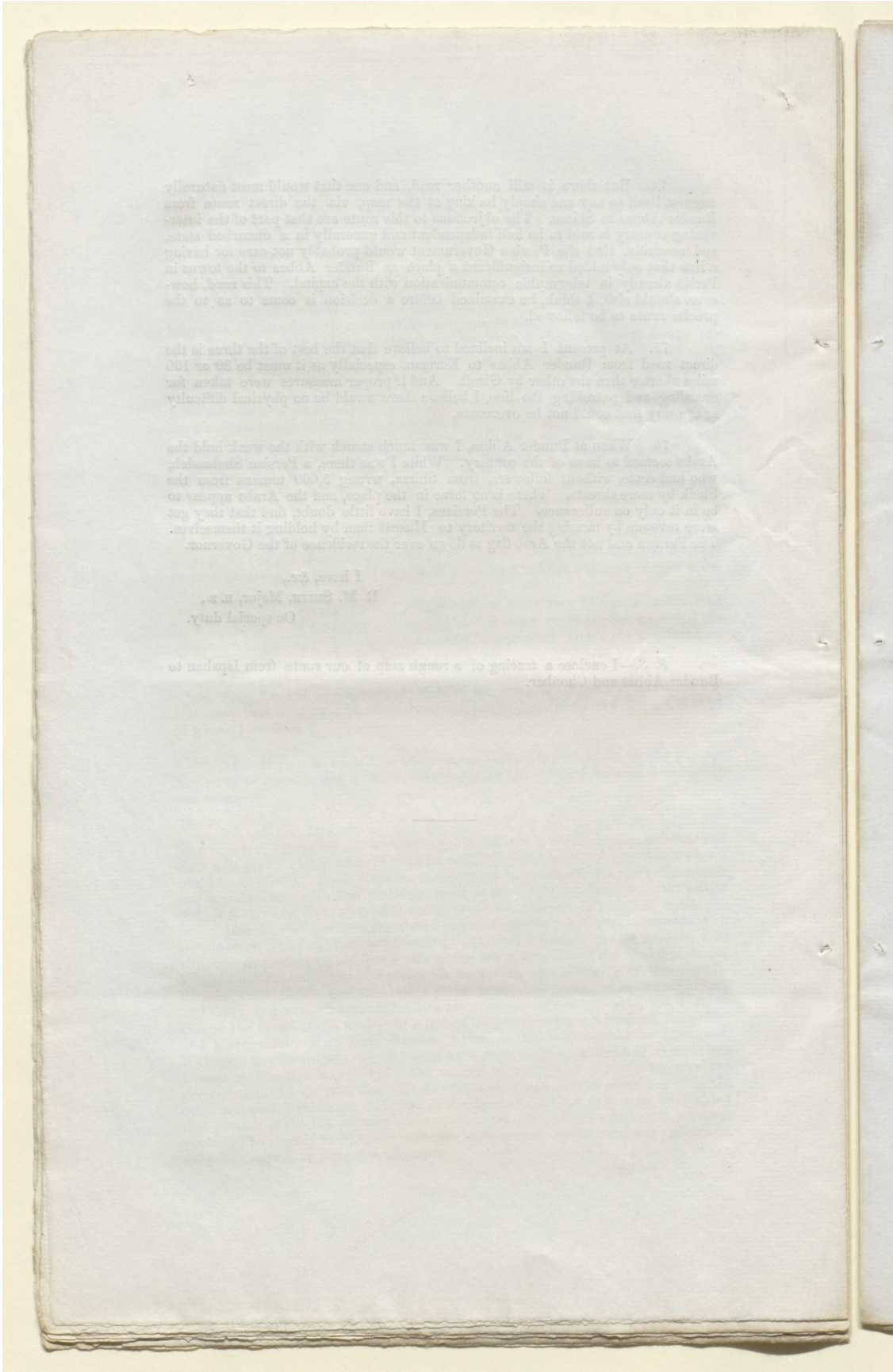
75. At present I am inclined to believe that the best of the three is the direct road from Bunder Abbas to Kerman, especially as it must be 80 or 100 miles shorter than the other by Giroft. And if proper measures were taken for guarding and patrolling the line, I believe there would be no physical difficulty in the way that could not be overcome.

76. When at Bunder Abbas, I was much struck with the weak hold the Arabs seemed to have of the country. While I was there, a Persian Shahzadeh, who had come, without followers, from Shiraz, wrung 5,000 tomans from the Sheik by mere threats. There is no force in the place, and the Arabs appear to be in it only on sufferance. The Persians, I have little doubt, find that they get more revenue by farming the territory to Muscat than by holding it themselves. The Persian and not the Arab flag is flown over the residence of the Governor.

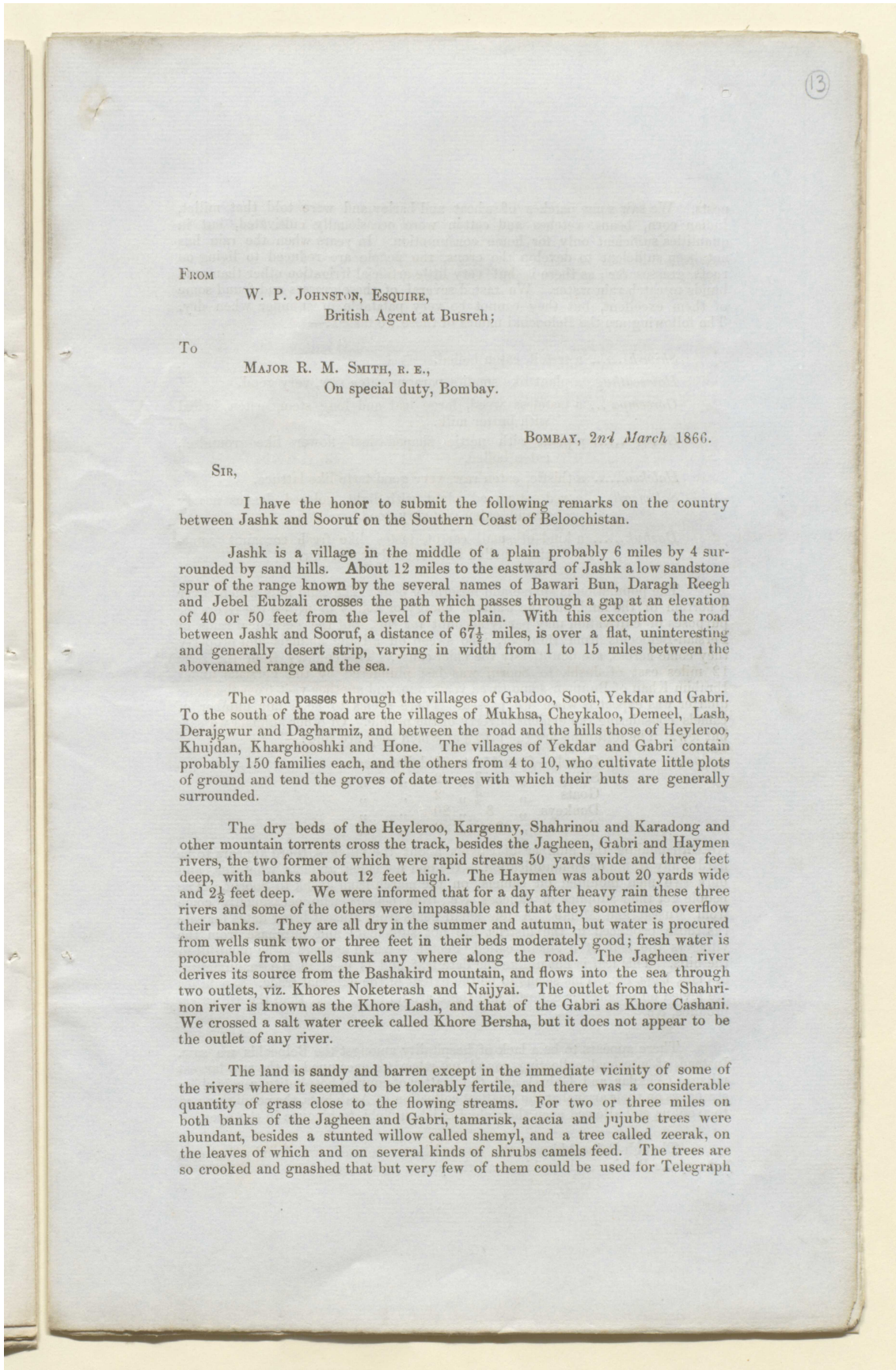
I have, &c.,
R. M. SMITH, Major, R. E.,
On special duty.

P. S.—I enclose a tracing of a rough map of our route from Ispahan to Bunder Abbas and Chonbar.

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FROM
W. P. JOHNSTON, ESQUIRE,
British Agent at Busreh;

TO
MAJOR R. M. SMITH, R. E.,
On special duty, Bombay.

BOMBAY, 2nd March 1866.

SIR,

I have the honor to submit the following remarks on the country between Jashk and Sooruf on the Southern Coast of Beloochistan.

Jashk is a village in the middle of a plain probably 6 miles by 4 surrounded by sand hills. About 12 miles to the eastward of Jashk a low sandstone spur of the range known by the several names of Bawari Bun, Daragh Reegh and Jebel Eubzali crosses the path which passes through a gap at an elevation of 40 or 50 feet from the level of the plain. With this exception the road between Jashk and Sooruf, a distance of $67\frac{1}{2}$ miles, is over a flat, uninteresting and generally desert strip, varying in width from 1 to 15 miles between the abovenamed range and the sea.

The road passes through the villages of Gabdo, Sooti, Yekdar and Gabri. To the south of the road are the villages of Mukhsa, Cheykaloo, Demeel, Lash, Derajgur and Dagharmiz, and between the road and the hills those of Heyleroo, Khujdan, Kharghooski and Hone. The villages of Yekdar and Gabri contain probably 150 families each, and the others from 4 to 10, who cultivate little plots of ground and tend the groves of date trees with which their huts are generally surrounded.

The dry beds of the Heyleroo, Kargenny, Shahrinou and Karadong and other mountain torrents cross the track, besides the Jagheen, Gabri and Haymen rivers, the two former of which were rapid streams 50 yards wide and three feet deep, with banks about 12 feet high. The Haymen was about 20 yards wide and $2\frac{1}{2}$ feet deep. We were informed that for a day after heavy rain these three rivers and some of the others were impassable and that they sometimes overflow their banks. They are all dry in the summer and autumn, but water is procured from wells sunk two or three feet in their beds moderately good; fresh water is procurable from wells sunk any where along the road. The Jagheen river derives its source from the Bashakird mountain, and flows into the sea through two outlets, viz. Khores Noketerash and Najyai. The outlet from the Shahrinou river is known as the Khore Lash, and that of the Gabri as Khore Cashani. We crossed a salt water creek called Khore Bersha, but it does not appear to be the outlet of any river.

The land is sandy and barren except in the immediate vicinity of some of the rivers where it seemed to be tolerably fertile, and there was a considerable quantity of grass close to the flowing streams. For two or three miles on both banks of the Jagheen and Gabri, tamarisk, acacia and jujube trees were abundant, besides a stunted willow called shemyl, and a tree called zeerak, on the leaves of which and on several kinds of shrubs camels feed. The trees are so crooked and gnashed that but very few of them could be used for Telegraph

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posts. We saw some patches of wheat and barley and were told that millet, Indian corn, beans, vetches and cotton were occasionally cultivated, but in quantities sufficient only for home consumption. In years when the rain has not been sufficient to develop the crops, the people are reduced to living on roots, grasses, &c., as there is but very little artificial irrigation other than mud bunds to catch rain water. We tasted several of these grasses and found some of them excellent, but they cannot be very palatable in summer when dry. The following are the Beloochki names of those we tasted:—

- Shimsh* a trefoil, eaten boiled.
Haweedthug, a plant like small asparagus eaten raw, very good.
Goreempa ... a tasteless weed, large leaf and long stem, eaten boiled with butter milk.
Gastig a plant with nettle shaped leaf flower like groundsel, eaten boiled.
Halekoo..... a thistle, eaten raw, very good taste like lettuce.
Salemogh ... a red stemmed plant with light colored leaves nearly round, eaten raw very good.
Dashuk..... a kind of small carrot, tastes like fresh cocoonut, sometimes boiled but generally eaten raw.

The population is sparse and miserably poor. The sand hills which cover a portion of the land, and the want of energy or ability to utilise the rivers for purposes of cultivation may partly account for this, but the periodical raids of Persian-Beloochis from Bunpoor, who sweep off all the animals and property they come across, are doubtlessly the chief cause. The country from the spur 12 miles east of Jashk to Sooruf was last plundered by the Persians under Ibrahim Khan of Bunpoor some three years ago, and another visit from the same quarter was expected when we passed. There seems to be a fair number of camels considering the evident poverty of the people. Of other animals we saw but few. The following are the prices at which they are sold:—

Camels—	from 15	to 60	dollars each.
Sheep	”	2	” ”
Goats	”	2	” ”
Donkeys	” 8	” 20	” ”
Cows	” 20	” 80	” ”

Notwithstanding the number of camels about the villages, there appears to be hardly any traffic or communication. We met no laden animals whatever, and only two men mounted on camels, on the march from Jashk to Sooruf. The people get their supplies of calicoes, &c., from pedlars who occasionally come from Muscat and Minab. A few small boats from Muscat bring dates for sale (as those produced in the district are not sufficient) and purchase from the villagers the leaf of a shrub called 'Peetch'—which appears to be plentiful in the hills. This leaf is not unlike the date leaf and is used in the manufacture of mats, bags, &c. This seems to be the extent of the external trade. No duties are levied on imports or exports, and there are no taxes other than the tithes on produce, &c.

There appears to be a lack of hospitality amongst the Beloochis we saw. Instead of a crowd collecting round us when we encamped at the two largest villages (Yekdar and Gabri) and the matter-of-course hospitality received by strangers on their arrival at the smallest collection of Arab huts, the people seemed to avoid us and allowed even their chief, Abd-en-Nebi, to bivouac in the open.

Though Beloochki was the general language used, we found a few men who spoke Persian and Arabic at all the places we visited.

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Almost every Beloochi we met was heavily armed with sword, shield, matchlock and hatchet. We saw but few pistols and no spears.

There is no variety of habitation along the coast we visited. An egg-shaped reed hut, 10 feet by 5 by 5, seems to meet all their wants. With the single exception of a half ruined mud fort at Jashk we saw no attempt at building of any sort or kind.

It struck me that there was an absence of clannishness or unity amongst the members of the same Belooch tribe, and I should think this is the reason why the separate communities fall an easy prey to the aggression of Chiefs, who manage to muster a few hundred armed men. It appears that a part of a tribe settled in one district does not resent an injury done to a portion of the same tribe in another, and that each community must protect itself. From the fact of the members of a tribe in different places belonging to different sets, I should think it probable that some of the larger tribes in Lower Beloochistan represent the remains of confederation of small tribes, that may have been formed to resist oppression in days gone by, but which now merely retain the names the confederations were known by. Some portions of these tribes prefer to use local or family names to what I suppose to be the original names of the confederations. The want of intelligence and absence of tradition among the Coast Beloochis rendered it impossible to ascertain anything of their former history, but there is one well known instance of difference of faith in the sections of a tribe inhabiting different districts. Most of the inhabitants of the Bashakird district in Persian-Beloochistan, belong to the Rais tribe and are Shias, whereas the Rais in the Biaban and Mihan districts are Sunnis. There are probably 3,000 of the Shahozai, 1,000 Hote, 1,500 of the Shaik, 600 of the Jungizai and a few of the Bajakzai and Kopeish tribes in the Biaban districts and communities of the same tribes are scattered about Bahoo, Kelat, Tumb Saih and other parts of Beloochistan which have no claim on each other for military assistance in the hour of need. Arabs of the same tribe acknowledge the right of any portion or community thereof to demand the co-operation of the whole wherever they may be, and to this custom probably may be ascribed the longevity of some of the more powerful tribes. But though this generally holds good, confederations of Arab tribes generally fall through when the object which called them into being ceases to exist.

The Arab hold on the Biaban country seems to be very slight. There were three or four Muscat Arabs at Jashk in the employ, I believe, of the chief of that place. It suits the Biabanis purpose to acknowledge the Ruler of Muscat as he takes so little from them, but they know and care but little about him and expect no protection from him against the Persians. Indeed if he were fighting the Persians, I imagine they would remain passive, and if obliged to act, would join the Persians as being the stronger. They regard the Arabs with indifference, but detest and fear the Persians. The whole of the Biaban district, the coast line of which extends from somewhere between Minal and Kostak to Sooruf is farmed from the Ruler of Muscat by Meer Hussein wuled Meer Hajee for 700 tomans (about Rs. 3,400) per annum. The Jashk-Sooruf portion subscribes nothing towards this, and the chief of Jashk is allowed by Meer Hussein to keep the tithes levied in his districts.

We were told that a line drawn either from Sooruf, the name given to a ridge of sandhills amongst which a few fishers' huts are scattered, or the Sadeyh river which joins the sea a little to the east of Sooruf, to Cheduk Melek, the name given to a heap of stones on the summit of a hill on the range nearest the sea; would about define the eastern boundary of the Biaban, and the western boundary of the Gaih districts, and that a continuation of the line from Cheduk Melek in a zigzag north-westerly direction along the Halari range, would mark the boundary of the Bashakud and Gaih districts.

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Sheikh Saeed of Bunder Abbas was good enough to send a man to accompany us to Jashk and from the chief of the latter place we received every assistance and civility. He provided us with animals and himself accompanied us to the eastern boundary of his district. The chief of Jashk and others were pleased with the prospect of the telegraph being carried along their coast and seemed to appreciate the advantage it would be to them.

Had the *Amberwitch* arrived when due, we could have completed our land trip to Chonbar as originally intended, but the detention at Bunder Abbas cut our time so short that we were obliged to go by sea from Sooruf to Chonbar. However, from the information picked up at Sooruf, Tank and Chonbar, we can form a pretty correct idea of the people and country. Two large tribes, the Meliksha and Cingala and a sprinkling of Hote Judgall, &c., inhabit the country between Sooruf and Chonbar. Some of the Meliksha whom we saw near Sooruf volunteered to take us through their district, and though they were profoundly ignorant of who or what we were and thought our country was Bassiduh, seemed to think that a telegraph erected by a people that would pay for labor, would be a great gain to them and were certain that no local objection to its erection would be raised. They described the physical construction of the coast as similar to that between Jashk and Sooruf with a few insignificant spurs jutting seawards from the hills. When we landed at Tank a number of the Cingala collected and were pleased to see us. They hoped we had come with hostile intentions towards Mir Abdulla wuled Umrud Mahomed of Gaih, whose tributaries they are. They complained bitterly of the Mir's exactions, and hailed with delight the prospect of a telegraph through their country, associating it with protection to themselves from oppression. It appears that before Gaih became tributary to Persia, these tribes were very lightly taxed, being assessed in a few camels, sheep, cows, goats, &c., but that now they are forced to contribute ten times the number, to enable Mir Abdulla to meet the demands of the Persians. They declare their intention to resist his extortion this year and say that if he attacks them single-handed they do not fear the result, but that if he is assisted by the Persians they will abandon the country and do their best to emigrate to Oman. They informed us that camels could get along the coast and that no hills of any magnitude project into the sea between Sooruf and Chonbar.

I have, &c.,
(Signed) W. P. JOHNSTON.

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No. 1 of 1866.

SABRISTAN, 20th January 1866.

SIR,

As we are now about to separate for a time, it is, perhaps, well that I should place on official record any notes or data which may be of assistance in guiding you in your movements between Bunder Abbas and Gwadar.

2. Mr. Walton will, no doubt, be able to state what part of the coast has been inspected and reported on by Colonel Pelly. I trust that you will be put in possession of a copy of that Officer's report. At all events, you will be able to learn at Bunder Abbas the exact point to which the Muscat authority extends. And it would be manifestly needless to undertake an inspection of a country which has already been inspected and reported on with a view to future telegraphic operations.

3. The Imam's territory on this coast* is, as you are aware, farmed from the Persian Government. From its eastern boundary to Chonbar it is commonly reported to be under the immediate control of Mir Abdullah of Geh. I believe you would have no difficulty in learning its extent and character, and verifying the statements as to its Government, at Bunder Abbas or Chonbar. As to prosecuting further inquiries at Jask or elsewhere, you will be better able to judge of the propriety or necessity of such proceeding after enquiries at Bunder Abbas, and consultation with Mr. Walton, who is likely to have much information on the subject. Chonbar is, to the best of my belief, a *bona fide* possession of Muscat. I am not aware that there is any objection to your visiting that port should it be convenient and desirable to do so. When there, in the beginning of 1864, I was kindly received by the Wali, and made him a few presents.

4. From Chonbar to Gwadar is, I should say, about 80 miles by sea, but somewhat more by land. The bay of Gweltur intervenes, and the head of this bay is at some distance from the general line of sea coast. It would be desirable to ascertain the utmost point to which the Chonbar territory extends eastward. From thence, to a point in Gweltur Bay perhaps the "Dast Khor" is said* to be under the immediate control of the chief or chiefs of Bahn Dastyan. From the point referred to in Gweltur Bay to Ras Pishkan, which I understand to be the commencement of the Gwadar territory, appears to be, more or less, a dependency of Kelat. Ras Pishkan is 24 miles west of Gwadar, according to the measurement of February 1862.

5. You were present when the Wazir of Kirman informed us he had no control over the coast between the Imam's Bunder Abbas territory and Chonbar. And without you had some authority to go there—either in communication with the local chiefs or otherwise—I am not of opinion that it would be advisable to abandon the ship and march along it.

6. The coast between Chonbar and Gwadar is evidently considered by the

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Persians to be still less under their orders. Indeed, I believe Jeori and that part immediately west of Gwadar, to be as above stated, still within the boundaries of Kelat—most probably, part of the Rej Division. I have myself been to Gweltur and found the people there poor and friendly: but as the whole of this section is so near Gwadar, I see no pressing necessity of doing more than ascertaining, in a general sense, its natural features, and verifying the statements as to who are its actual chiefs, and what allegiance, if any, they owe to superior rule.

7. So much, however, will depend on your own discretion and judgment; you are also so well acquainted with what are our present objects in ascertaining the several routes from one line of Land Telegraph to another; and how essential it is to keep clear of all political questions in our intercourse with the inhabitants of the coast: that I will abstain from hampering your movements by any further or more definite proposals hereon.

8. It is probable that I may reach Chonbar about the 12th or 14th proximo, when it would give me great pleasure to meet you again. But I can neither ask you to detain the steamer, or to guide your plans by mine, as it is impossible for me to anticipate my movements beyond Bampur,* which I am led to expect may be reached on the 3rd February. Besides, if it were practicable to proceed from the latter place to Gwadar direct, I should prefer adopting that route, as one hitherto untravelled by Europeans.

9. The above has been written in ignorance of any instructions on this subject, which may have been issued by the Government of Bombay, with reference to a Telegram addressed to the Chief Secretary on the day of our departure from Ispahan. Should such be received at Bunder Abbas, you will, of course, modify your proceedings accordingly.

I have, &c.,

F. J. GOLDSMID, Lieut.-Colonel,
Superintendent, Indo-European Telegraph.

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من أصفهان الى جوادر [٦ او] (٤٨/٣١)

REPORT of a journey from Sabristan, S. E. of Kirman, to Chonbar, on the Coast of Beluchistan; via Bampur and the Pass of Fanooh.

Date, 1866.	Stage for the day.	Estimated distance in miles.	General direction.	NARRATIVE; AND PARTICULARS OF ROUTE.
Jan. 21st.	Darzin	18	E. by S.	Ground hard, gravelly, and tolerably level. Water abundant. Darzin was once a large Town, and is celebrated as being the place where Firamorz, son of Rustum, was executed. It now consists of a modern caravanserai, erected within the last three years by the Wakil-ul-Mulk, Minister of Kirman, and one or two other buildings on a smaller scale but much in the same style of architecture. A few widely-scattered ruins are all that remains of former days.
22nd & 23rd	Bam	17	E. by N.	Road good, over hard, gravelly plain, as yesterday; at first about E. S. E. then nearly E. N. E. About 13 miles, a large earthy-looking village of domes, on left, called Bahdirun: on right, a kind of caravanserai, known as "Haji Askir." The town of Bam, a name corrupted from "Bahman" its founder, is situated on a large and somewhat elevated plain between a range of snow-capped mountains at a considerable distance to the S, and low rocky hills a few miles off to the north. The old city, now the fort, is a mass of ruins, but the walls are in a good state of preservation, and the citadel, with its lofty white tower, is a picturesque and striking object. Pottinger observes that until the expulsion of the Afghans, this was held to be the Frontier town of Persia on the S. E. His description is now sixty years old, and he speaks of the ruins as testifying to the existence of a much larger place. Since he wrote, it has been the scene of an international struggle, which, added to an earthquake, resulted in the almost utter destruction of the town within the walls. Nearly thirty years ago the Commander of the Shah's Army besieged there, the well known Agua Khan Mehlati, then a rebellious Governor of Kirman. The fort was held for more than a year against the royal troops. The shot marks in the walls prove that the matter was in earnest, but the capitulation appears to have been peaceably effected. It is now satisfactory to see that the more modern town, such as it is, can be built independently of fortifications. Estimating the houses to be about 2,500, and the population 10,000,

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Date, 1866.	Stage for the day.	Estimated distance in miles.	General direction.
NARRATIVE, AND PARTICULARS OF ROUTE.			
<p>I should say that not 1 20th part of the inhabitants live within the walls. Indeed it seems to me that no residents are allowed there but the garrison and families with a few vendors. Through the kindness of the Governor of Kirman, who gave me an order in his own handwriting to the Com-mandant, I was admitted to an inspection of the fort, a really interesting illustration of Oriental Architecture. Pottinger mentions but one gate. That one is doubtless the same as that by which I entered, and leads by the main street and bazar to the citadel. I am informed that there are two other means of ingress and egress, but saw one gate only. There is a large irregular ditch outside, in conformity with the quadrangle, of which the extent would perhaps be 500 yards for each face. The citadel appears to be partially built upon natural rock, and is provided with a well of drinking water. I learn that there are two companies of Infantry and a few Artillery kept in garrison here. My impression is that these companies cannot be reckoned at their full strength, and that there may be 20 gunners. The towers were alive with red coats, and about 15 artillerymen were drawn out, under a Naib or Lieutenant, to carry swords as we passed towards the citadel; but what description of ordnance, if any, was under the large white cloth thrown over the two gun carriages, I cannot determine. The men were generally well dressed and smart looking for Persian soldiers. An instance of smartness may be cited in the direct refusal of a sentry to admit me to the fort without a written order. It so happened that we had walked away from my lodging, without bringing the essential document. The sentry placed his musket horizontally across the half of the gateway which he could so protect, and his comrades filled up the other half. On my expressing approval of the man's conduct, one of our party came up and assured me that the 'Yavur', or Major Commanding the Fort, was one of the finest Officers in Persia, insinuating that the proof of discipline just witnessed was the result of efficient supervision. I paid a visit of ceremony to this functionary. He was an unmistakable invalid, and had hobbled out to meet me at the citadel. There is a good deal of culti-vation, and there are many enclosed gardens at Bam; and provisions of kinds are abundant. So far as I could judge, the inhabitants are in no way behind those of other large Persian towns in intelli-gence. Many trade or travel on the Indian road, but mostly <i>via</i> Bunder Abbas. I was recognized here by a follower of Mahomed Bakir, late of Kurrachee.</p>			

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24th. Allahabad Fort.	20	E. by S.	Our course is amid many scattered ruins, over an open plain, hard and gravelly: occasionally salt ground with tamarisk jungle. At three miles Burawur, a set of date plantations and small villages on either side the road. Last three miles E. S. E. Passed Gurgund at about ten miles to S. W. and five miles further Kruk, to S. Range of small irregular hills on left, and prolonged higher range on far right. Allahabad is a kind of fort, with court and out-buildings full of poor cultivators or tenders of cattle, of all ages and both sexes; cultivation sparse but not wholly wanting; water abundant.
25th. Nahimabad...	16	E.	For the first mile and a half E. S. E., then turn up a broad nullah, over which looks the fort of Jemali, and proceed for 6 miles N. N. E. and N. E. to Azizabad, thence about 8½ miles to Nahimabad, E. S. E. and E. Arjuman is described as a village to the S. W. From Azizabad there is much jungle and cultivation. Pottinger's remark of "fine country, fertile and well cultivated," is applicable at the present time. There are very refreshing green wheat fields, though in mere patches; and water is abundant. The Jemali nulla has a broad bed, thickly covered with high spear grass. The hill of Basman forms a striking object in the distance, about E. S. E. Artillery horses kept at Azizabad, owing to plentiful forage. Country studded with forts and farms. Nahimabad is quite a populous village, but the space within the walls is insufficient. Much henna is here grown for export. Its small green leaf, pounded into a pale green powder, constitutes the wellknown red dye used for staining fingers and nails. The berry, is rubbed, when dry, in the palm of the hand, and produces a fine seed, which is profusely scattered to produce crops. We have now fairly entered the "Garmsir," or hot climate, and the difference is very perceptible.
26th. & 27th.	26	7 miles E. S. E. 19 S. E. by E.	About 7 miles, Burji-Maas, and date trees near water, with a ruin on a hillock. Up to this point tamarisk and kaur jungle, though not so thick as yesterday. The last is evidently the 'kunda' or thorn tree of Sind. Afterwards descend to a vast open plain, hard and gravelly, with wild and widely scattered vegetation. No water for about 9 miles, when soil becomes more sandy and prolific of wild products,* and the ground less level. Regan is quite a small village and, owing to the low jungle, is imperceptible till approached closely. A Persian detachment of infantry and guns under command of the Sirheng (Lieutenant-Colonel) Ali Murteza, son of the Minister of Kirman, is encamped here, and I am met by the Yawur or Major of Infantry. On alighting and reaching the quarters assigned me, a messenger from the Sirheng proposes an interview; and it is agreed that I am to receive the first visit. The Sirheng comes accordingly, accompanied by Farjullah Khan, Governor of Bam, and Mirza Mehdi, an Officer of Engineers. In the evening I returned the call at the tent, and meet there among others, Ibrahim Khan, Chief of Bampur. The Sirheng has a jovial and good humoured face and frank, easy manners, reminding me at once of his father. The Chief of Bampur is a square-built,

* Note.—Among others those known as 'Ak' and 'Boa' in Sind.

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Date, 1866.	Stage for the day.	Estimated distance in miles.	General direction.	NARRATIVE; AND PARTICULARS OF ROUTE.
28th.	Ab-i-garm ...	21	S. S. E., & S. by E.	<p>thickest man of perhaps 50 or 60, whose well-dyed and silky beard renders doubtful an estimate of age. He talks a kind of Frontier Persian, which is to me rather difficult of comprehension. Having sent me a message to the effect that I must return from Bampur to Bunder Abbas, if the Chonbar route were found impracticable, I spoke to him on the subject. He told me that Shái Abdullah, Chief of Sirbaz and Kasrkund in Mekran, had been lately murdered, and that his son, Din Mahomed, having proved rebellious; there had been bloodshed. But he could not now say what was the state of affairs for he had been four months absent from his Head Quarters. This Ibrahim Khan is the man who threatened interference with our Mekran land line telegraph about three years ago, and is said to have himself come down with troops near to Gwadur, and killed there one Shahdada, Beluch, with others against whom he professed to have cause of complaint. His conduct occasioned a remonstrance to be addressed to the Persian Government through Her Majesty's Minister; but the matter dropped after a short correspondence. I said if it were really contemplated that I were to go to Bunder Abbas, it would be better for me to go there at once, and abandon the visit to Bampur; but seeing that this notion was likely to meet with too ready approval, I changed my tone, and said I would go on as before intended, at all events, taking my chance as to further progress; the day after my arrival at Regan the Persian camp moved. A man named Thamaspkul, employed by Ibrahim Khan of Bampur in a kind of Frontier Police, and who, in late years, distinguished himself in action against the Beluchis at the Fort of Erfshan, is sent to escort me from this place on the morrow; for I am detained a day to procure camels and mules. It is decided that I am not to accompany the camp, as the Sirheng proceeds by the upper road, which it is not desirable I should follow, and has, moreover, some work which may detain him. I halt a day accordingly at Regan.</p> <p>After about seven miles, the jungle ceases and road becomes stony. At ten miles further enter the hills, another four miles bring us to the hot springs which give a name to this halting place. They are indicated by clouds of smoke rising above the long grass with which the waters are choked. No village or house of any kind here, and but few traces of inhabitants. The rise is very slight on leaving the plain country. It is little more than becoming shut in by low, black, burnt-looking rocks,</p>

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29th.	Saifu Din ...	21	S. S. by E. 10 E. S. E. & S. E. then E. by S.	some sharp and angular, some like long walls with flat tops. Drinking water procurable from hot springs. It is not tepid but actually warm, almost hot, and when cooled is sweet and drinkable. Very stony for the most part, with occasional green and grassy plots, between low, black hills, some sharp and angular, some with long flat tops. The black rock is scattered about like coal broken up into small fragments. At thirteen miles, 'Chali Kumber' where we were to have halted, but at my instance we moved on to a fine grassy plain with rain water, and covered with flocks of sheep and goats. This is called Saifu Din and the 'Godur', or pass, of that name opens out before us. Our object in pushing on is to avoid the rain, when the mountain torrents may come down in sufficient force to delay progress. Occasional ascents and descents in the day's march, but all are comparatively easy, notwithstanding the many loose stones. A few settlements of shepherds are about, but the want of population is undeniable. A Beluch guide told me that 150 soldiers had lately preceded us by this same route. They were on their way to Bampur.
20th.	Giran Reg ...	22	S. S. E.	Road generally very stony. Follow the base of the hills in a N. Easterly direction for a short distance, and turn S. E. into the Pass. Ascent from plain not more than 700 feet, but steep enough to cause us to dismount. The black rocks are gloomy but picturesque. Here, regulated by the watershed, is the boundary of Nahmashir, and commencement of the Bampur district. There is a fine view, on looking back, of the mountains S. W. of Bam. The descent to the next plain is short and easy. Move across it in an amphitheatre of low hills for about seven miles, and again reach rugged and stony ground. To S. S. W. are some curiously shaped rocks, one especially called 'Mill-i-Ferhad.' Cross and recross the Giran Reg river, encamping finally on its eastern side, and E. S. E. of the hill, known as 'Takht-i-Na'ir.' Ground stony, but many patches of sand and gravel with tamarisk jungle, wild oleander, and much desert vegetation. Water here and there in the bed of 'Rudkhana', which is rather a mountain torrent than a river. No sign of habitation.
31st.	Giran Bega .	20	S.	At first follow the course of the Rudkhana over stony and difficult road, the track being sometime quite lost. At five miles two streams meet it from E. or N. E., but we turn, or rather keep to the S. S. E. At twelve miles, after some rough marching, 'Sir Naran', a halting place, with fresh-looking streams falling over huge flat stones, water slightly brackish. At Giran Bega, see many shepherds and flocks. Encamp in a kind of rocky recess like the bed of a torrent full of tamarisk and oleander.
Feb. 1st.	Laddi	27	S. S. E.	After ten miles passing 'Chori Buzun' and black Iliat tents, reach the Rudkhana of Khosrin. Another nine miles Rudkhana Zol or sol, and single Bér tree. Another eight miles the tamarisks of 'Laddi.' Road

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Date, 1866.	Stage for the day.	Estimated distance in miles.	General direction.	NARRATIVE; AND PARTICULARS OF ROUTE.
				at first very stony but improves at Khosrin, where we emerge from the hills into a more open country, and meet one or two small Kaflias. On leaving Khosrin, come upon a large, high, stony plain which slopes gradually downwards and improves as it becomes lower; vegetation being less sparse and more healthy. Luddi is in quite a forest of tamarisk and thorn trees, some of fair size and appearance. Wild caper also recognized. Had some trouble in finding rain water, but a supply pointed out to us by a shepherd's boy. Flocks here numerous, and good grazing for camels. The day's encampment is cheering compared to the dreary and desolate hard, black hills left behind. The poor Beluch shepherds here, though rough outward specimens, seem civil and well-disposed. Rain at night.
2nd.	Kalanzaa ...	14	S. S. E.	To-day's encampment much like yesterday's, among tamarisk trees and on sandy soil. There is no want of grazing for herds and flocks; and from what I can learn, rain is pretty regular here at this season. The Basman Hill seen from Regante the eastward, now stands out N. E. by N. $\frac{1}{2}$ N. Its shape and snowy crest make it a picturesque object.
3rd.	Chabi Shor Chabi Jellal	22	E.	I mention both names, for the first appears in the German Map of Handeke and Leo. There is now no well there, so we moved on about a mile further and halted at one indicated by our guide. The water, however, was so putrid that we could not drink it. Better was shortly found in the vicinity. Jungle not so thick as before, and soil more sandy. No pools of rain water visible as at Laddi and Kalanzaa.
4th. & 5th.	Kutch Girdan	25	E. S. E.	For three miles our course was observed to be E. N. E. We lost our path, and our guide, instead of seeking to regain it, started off to find an upper road which we were to have reached at a latter period in the day's march. This upper road is that taken by the Troops, who are reported to have been yesterday at Kuch Girdan. We reach it after some seven miles, and see distinctly the track of men and cattle. At four miles further, a well; but we passed also two or three at intervals. Another fourteen miles bring us to our halting place among fine large tamarisks near a Rudkhan, which, if not the 'Bampur' river of the Map, is a branch of it. The detachment had left this morning and were to-day at Cassimabad, nine miles from Bampur. Thamaspkuli writes to Ibrahim

تقرير المقدم السير فريديريك جون جولدسميد حول مسار خط التلغراف المقترح
من أصفهان الى جوادر [١٩٠١] (٤٨/٣٧)

Khan announcing our arrival thus far. Some of our camels failed in coming up to-night. Roads heavy. The country is still the same vast plain between mountains. The ranges to the north are probably 150 miles distant from those to the south and beyond the latter is Mekran, entered only at certain passes all difficult. Observed to-day five specimens of the 'Kirrer' or wild caper. Compelled to halt on the 5th. Towards morning a damp mist rose with a high wind which lasted the whole day. Our missing camels came up late, less one reported to have died. Beluch cultivators here have been transplanted from Narmashir beyond the border. They are not a handsome race, have an African cast of feature, and talk semi-comprehensible Persian.

Crossing the Bampur nullah on the way, proceeded about seven miles to Cassimabad, a Beluch village with Farm Fort, the inhabitants of which look wild and wretched. The poor habitations, the ill-clothed men, dirty and dishevelled women, half naked children and general squalor and ugliness of this dark complexioned race, recall to mind the squaws and wigwams of other climes. My own horse having a sore back, I was glad to avail myself of a good riding camel sent out for me by the Sirheng, who had just marched into Bampur. Halted for a few hours at Cassimabad in a neat and roomy hut made of sun dried bricks, mud, tamarisk trees and like rude materials. Road sandy and heavy through loose jungle.

According to the programme of my guide, who was in communication with Ibrahim Khan, I had to leave Cassimabad for Bampur at about three o'clock P. M. Shortly before reaching the latter place, I was met by the Naib Suliman Khan, Mohim Khan a chief residing near Minab, and several followers. Many Beluch horsemen joined in the retinue, and the Persian Troopers performed clever skirmishing exercises. A horse had been sent me by the Sirheng to replace the camel ridden in the morning. To save time, and avoid the discussion so important to Persians as to who pays the first visit, I rode at once into the camp and alighted at Murteza Ali's tent. He received me very cordially, and we were soon joined by Ibrahim Khan and others. Matters did not, at first, look promising for my journey to the coast. The Sirheng was evidently inclined to do all I asked. He knew that his father had meant well to us, and had, at his father's written request, asked to see a letter addressed to me by the old Wazir since leaving Kirman. This letter was in reply to one of my own in reference to statements made by a certain Mirza Mahomed Ali, whose veracity I had reason to doubt, and was couched in terms of marked friendliness. But the young Sirheng was only the nominal head in the present case. Ibrahim Khan was the man to decide on the propriety, or otherwise, of my journey through Mekran to the sea; and I knew that Ibrahim Khan had formerly shewn himself openly hostile to British interests at Gwadar. Still there was something I did not dislike in the chief of Bampur. If a tyrant and a braggadocio, such a character was rather a development of the nation

6th. Bampur 16 E. 1/2 N.

تقرير المقدم السير فريدريك جون جولدسميد حول مسار خط التلغراف المقترح
من أصفهان الى جواهر [٩ اظ] (٤٨/٣٨)

Date, 1866.	Stage for the day.	Estimated distance in miles.	General direction.	NARRATIVE; AND PARTICULARS OF ROUTE.
				<p>than individual; whereas plainness of speech and absence of compliment were characteristic of the man. And Ibrahim Khan was plain-spoken, and 'unblest with set phrases.' Suliman Khan had told me, as we rode in, that the country about Kasrkund was in a disturbed state: I had heard the same story at Regau, and elsewhere, and the account was now confirmed. It was clear that I was not to go the direct route, either by Gaih or Kasrkund, to Chonbar. I suggested the road to the eastward, or to Sirbaz in Persian Mekran, from whence I could proceed due south to Gwadr. Ibrahim Khan said he would send me there if I wished, but once across the Kej frontier, he could interfere no further. From all I could gather, he was not at feud with Faquir Mahomed of Kej, but he had no wish to enter into communication with him; nor could their relations together be particularly intimate. It occurred to me that going over to Faquir Mahomed against the wish of the Persian authorities, or rather, at my own independent suggestion, might offend if it did not excite suspicion, so I said plainly that provided I got to the sea coast of Mekran, the route was immaterial. Ibrahim Khan then offered to send me to Fenk, a little fishing village west of Chonbar, where I could get boats to Muscat, and on this understanding I left the tent. Shortly after, an old Persian came to me from the chief, and with him I compromised the matter, arranging that we should take the Tenk road from Bampur, but turn off to Chonbar before reaching the sea. This suited my purpose in two ways. 1st.—It enabled me to ascertain how far Persian control was exercised in the country bordering closely upon Gaih and Kasrkund under Mir Abdulliah, the Beluch Governor of Mekran, and 2ndly, it led me through the pass of Fanoch, hitherto unexplored by any European.</p> <p>The next morning Ibrahim Khan visited me in person. In the afternoon I returned his call, and then I was visited by the Sirheng, accompanied by the Engineer Mirza Vehdi and others, and revisited by Ibrahim Khan. The latter was usually silent and reserved in the presence of the Sirheng, and not very communicative at his own quarters, but had much to say in his own rough manner, if applied to in the way of business.</p> <p>The town of Bampur, independently of its Persian garrison may contain from 400 to 500 houses. With the exception of Ibrahim Khan's house and one or two other buildings, these are little better than Beluch huts. The fort is a conspicuous object, built on along irregular low mounds. The higher or Northern side boasts the citadel, from which the walls run down in an irregular line from north to</p>

تقرير المقدّم السير فريديريك جون جولدميد حول مسار خط التلغراف المقترح
من أصفهان الى جوادر [٢٠ و] [٤٨/٣٩]

south. There are soldiers and guns within; but the Sirheng's detachment is encamped on the plain outside. I am located in a fine large garden of recent construction, walled in, and rich with date trees. It has also a few ber trees, and a specimen of the 'sipastara.' Provisions appear good and abundant, and water is procurable from the neighbouring nullah. There is much cultivation about Bampur itself and at Cassimabad.

The guide sent to me by Ibrahim Khan is an old man of about three score years, known as 'Meshidi Abbas.' He has been in the habit of taking goods to and fro between Bampur and the sea, has often been to Western India, and is comparatively enlightened. By his own account, he holds the appointment of Collector of Fanooh; and no doubt he is employed by the Bampur authorities in the collection of its revenue. Though I could have wished he had given me more reliable information on the names and status of the Beluch chiefs, and vilified the unfortunate Mekrans with less determination, I cannot but acknowledge his thorough loyalty to his own Government and unflinching nationality. In spite of years, he is hardy and active, like most of his countrymen who earn their bread in the saddle.

After Cassimabad, to which place we returned before taking the road to the southward, the country to-day is liker a desert than any I have seen in these parts; yet no more meriting that designation than Sind which it somewhat resembles. The sandhills are, however, few and far between, and never succeed one another with the regularity of ocean waves, as between Rohri and Jesulmir. Halting place beyond a range of these; but I could not find a trace of the well said to mark it. Ground here a little harder and vegetation more generous than before.

I am unable to find that any English or European traveller has ever preceded me in the route now followed. Esfaca, mentioned by Grant, is to the S. of our position of yesterday. To-day we leave it to eastward after proceeding some two and half miles S. by E. At about eleven miles, came upon a village of Lashari Beluchis, near a well and low trees. We alighted in the immediate neighbourhood and received a visit from them. Their curds, fresh butter, and dates were unexceptionable. At five miles further, we came to some date trees and a pool of water in high grass. Saw here a woman drying cloths. The dye is procured from the bark of the date palm, mixed up with clay and water and is almost black in color. The sandhills become less obstructive, as we approach the Mekran hills and the road is tolerably good on harder ground.

Muskotu is a poor village with few inhabitants, but has doubtless seen better days. It is situated near a date grove on the S. bank of a large, broad and now dry Rudkhana. Besides the usual Beluch huts it has its mud Fort and indeed a second one in ruins. I am told that not many years ago these two forts, which are close together, were at war; and each assailed the other with stones. It is probable that

27 S. W.

26

S. W. by W.
½ W.

26

8th. Belusian
Chah.

9th. Muskotu.....

20

تقرير المقدّم السير فريدريك جون جولدميد حول مسار خط التلغراف المقترح
من أصفهان الى جوادر [٢٠ ظ] (٤٨/٤٠)

Date, 1866.	Stage for the day.	Estimated distance in miles.	General direction.	NARRATIVE; AND PARTICULARS OF ROUTE.
10th.	Fanooh	25	S. S. W. S.	<p>the sequel to the story would tell of Persian interference, and the removal of the more dangerous of the combatants; for Ibrahim Khan certainly destroyed one of the two forts. Small pox, and, more recently, cholera have contributed to the ruin of this village; but its position will probably prevent its total abandonment.</p> <p>Rain last night, but fine weather again to-day. Road hard and stony, or sandy and gravelly; interspersed with many beds of streams and small ravines; and studded here and there with low black rocks or hillocks. About seven and half miles, our road joins a second from Kalunzao, my stage of the 2nd instant, between which and Fanooh are three stages. At eighteen miles, a hillock on which is a 'Sungai,' or square of low stone walls, thrown up for defensive purposes. My old Persian guide informed me that the grandfather of a Beluch horseman who accompanied us, had here successfully resisted a foray of Shai Mehrab, the Bampur chief of Pottinger's time; but that the poor man was afterwards killed in a similar affair elsewhere. A mile further, a large Radkhiana called Acinini, with delicious water. This river rises here in the plains, after heavy rains, and winds into the pass of Fanooh; thence finding its way through Western Mekran to the sea at or near Kalig. Near Fanooh I observed on one side of our road some circular patches of light color in the darker soil. These were explained to me as the 'Pai Daldul-i-Ali' or footmarks of the horse of Ali. They may have been three or four feet in circumference, perhaps more.</p> <p>Fanooh is a comparatively large Beluch village in the plains north of the Mekran hills and close to a Pass bearing the name which enters Mekran from the Persian District of Bampur. The fort is in ruins and appears quite uninhabited. There are about 100 houses and probably 500 inhabitants, nearly all of whom are slaves. A village called Ranooh about seven miles to westward pays one-third of the revenue to the two-thirds of Fanooh, and the whole is received by a Persian Collector. Chakur Nharri, grandson of Shai Mehrab, was until lately Nalib of Fanooh; but he has been removed to the more important post of Sirbaz. His little son remains at Fanooh, and was brought to see me. He is a well-looking boy of about ten years, precocious in manner, and evidently tutored in complete subservience to Persia. I gave him a silk scarf, of which he seemed proud and immediately tied it</p>

تقرير المقدم السير فريديك جون جولدميد حول مسار خط التلغراف المقترح
من أصفهان الى جوادر [٢١و] (٤٨/٤١)

(21)

round his head in token of appreciation. The date trees here are in great profusion and there is cultivation to some extent.

Enter the Fanoch Pass into Mekran, and move for some distance through a barren defile with nearly perpendicular rocks on either side. But the road, however stony and rugged, was not so much an obstacle to our camels as the water which in some parts was very deep and had collected in occasional scarcely fordable pits. Nor was it always practicable to avoid these. At sixteen miles, defile which had been improving, widens to open space, with view of distant hills; these narrow and widen again. Nine miles further, Dehan, not visible from road owing to trees. About two miles from Dehan is the Benth hill, at foot of which is the village. We left it to the right, and alighted near some scattered trees beyond. My guide stated that Dehan has been quite depopulated by the late cholera visitation, there being some fifteen houses only left out of 150. I would hope that this was an exaggeration. At Benth about 500 persons are reported to have died. I spoke to a fine old Beluch on the subject, and learned from him that the disease had ceased to rage for the last five months. There is a fort here, the chief of which is quite a young man, son of Ahmed Khan, deceased. The village is populous but I have no good authority on which to suppose a number. There should be no less than 2000. Our course to-day was almost wholly along or beside the bed of the Fanoch river, which now changes its name to Benth. We met an unusual number of Beluch men and women, all engaged in locust hunting. They had come down the river several miles from Fanoch, to take advantage of an incursion of these creatures, which my Persian designated as at once a calamity and a benefit. The Beluchis boil and salt them.

A long march of twelve hours to-day; of which the first six were spent in following the course of the Benth river, which again changes its name to Korandab, and unites with the Nasteran. The second half was for the most part over a wild rugged country, amid hills such as I had seen daily in Eastern Mekran, and with few traces of habitation or life of any kind. It is no uncommon thing in this land to march twenty or thirty miles without meeting a human being or even a quadruped; and to this assertion I can testify from experience on either side of Gwadur. Passed to-day a block of white stone, which had been scooped out at the top like an apothecary's mortar. It is resorted to by the Mekranis, because the powder from the stone is considered an infallible remedy for toothache. Passed also the 'Pir Ali,'* or a rock cleft in twain by the Prophet's son-in-law. Legends of Ali abound throughout Mekran. The marks of his foot or the wonders of his sword are described in all parts of the country. Amid a population of Sunni Beluchis, the fact savours of prior Persian occupation.

11th.	Benth	29 S. S. W. S. W. S. W. S. S. W. S.	٢٩ س و س و س
12th.	Gonz	S. S. E. S. E.	46
	* 'Pir Ali.'		

تقرير المقدّم السير فريديك جون جولدسميد حول مسار خط التلغراف المقترح
من أصفهان الى جوادر [٢١ ظ] [٤٨/٤٢]

Date, 1866.	Stage for the day.	Estimated distance in miles.	General direction.	NARRATIVE; AND PARTICULARS OF ROUTE.
13th.	East of Tenk River.	28	S. E. E.	<p>Choose some tamarisk bushes in sandy soil within reach of rain water, where to spread our bedding. The name recorded applies generally to the neighbouring tract.</p> <p>Start about 4 A. M. but before dawn lose our path in the rocky ground, and have to wait for sufficient light to resume marching. Fall in with a 'Dowrah', or moveable village of Beluchis at 'Bir.' They recognise my guide, flock round him, make him dismount, carry him off, and are apparently bent on entertaining him; but as we have a long march before us, I move on without awaiting his return. He soon reappears, attended by two Beluchis from the settlement. Descend into the bed of a mountain torrent and enter afterwards the broad bed of the Tenk river, remarkable for its high and steep banks. This we shortly abandon, and re-enter at a new point, then continuing to follow it for some miles. From the 'Tenk' we strike off in an easterly direction across country. Long before midday, however, rain had set in, and up to nearly 3 in the afternoon we were working on under difficulties. Our intention had been to reach, if possible, the 'Khazaikir,' which it was feared would soon become impassible, but long before this obstacle was within easy distance, we were forced to dismount and bivouac for the night. The streams were coming down from the hills, fast and furious, in other quarters, and we were met by one which was sufficient to stop our progress. It ran till about 10 P. M., and shelter was afforded in the march of to-day. We were passing the Shrine of Shai, or Srud Harun, in the bed of the Tenk river, and two guides had accompanied us from Bir, to point out a bye-path by which we could avoid a deep water passage likely to detain us. Suddenly the guides stopped their camels and dismounted. One took in his hand a biscuit, turned to the right, and reverently placed his offering on the ground: the other advanced a few paces in the same direction, and made a solemn bow. Closely watching the quarter indicated by these movements, I saw a tree, which, though a tamarisk, looked almost Druidical, and quite picturesque, but Merhidi Abbas stated that the shrine was a well. He further informed me that no Beluch ever passes this place without laying there his offering or would think of reclaiming any money or property accidentally dropped there; that if a traveller, halting there for the night, burns the wood and gives his cattle the fodder procurable on the spot, it is well with him, but if he should take the wood to burn elsewhere, it would be impossible to light it: or if he</p>

تقرير المقدم السير فريدريك جون جولدميد حول مسار خط التلغراف المقترح
من أصفهان الى جوادر [٢٢ و] [٣/٤٨ (٤٨/٤٣)]

(22)

should cut and carry away the grass for consumption elsewhere, it would kill the animals which it was intended to nourish.

The five miles were not done, moreover, in one march, for we were informed before arrival at the Khani that it was not to be forded. Put up accordingly near a Beluch 'dowara' and made a second move after midday. After reaching the bank of the Khani, we found the ground so soft and untenable, and the force of the current so strong, that we were obliged to abandon the attempt to cross to-day. This river comes down, it appears, from Galh, whereas the 'Tenk' is from a point to the westward of that town. But the latter has by far the finer bed; nor did I see anything like its steep banks at the Kham-i-Kir.

Crossed the Kham. At eighteen miles, Kham Sangam, coming from the hill of Beshimun, which was forded with comparative ease. Passed on the way some Beluch tombs within walls in good preservation; also patches of cultivation. Sixteen miles further, the sand hills of Pareg, where there are a few huts. Country difficult to traverse in parts, from water. Road at one time among low hills and rocky ground; at another, over alluvial or sandy soil and amid low, scattered jungle. From Pareg to the top of Tiz hill between Tiz and Chonbar, is about nine miles, and thence only three remain to the latter place. We had seen the smoke of a Steamer to seaward and were desirous of completing our journey, but night had set in, and the path was lost. Bivouacked therefore for the night on the heights above Chonbar.

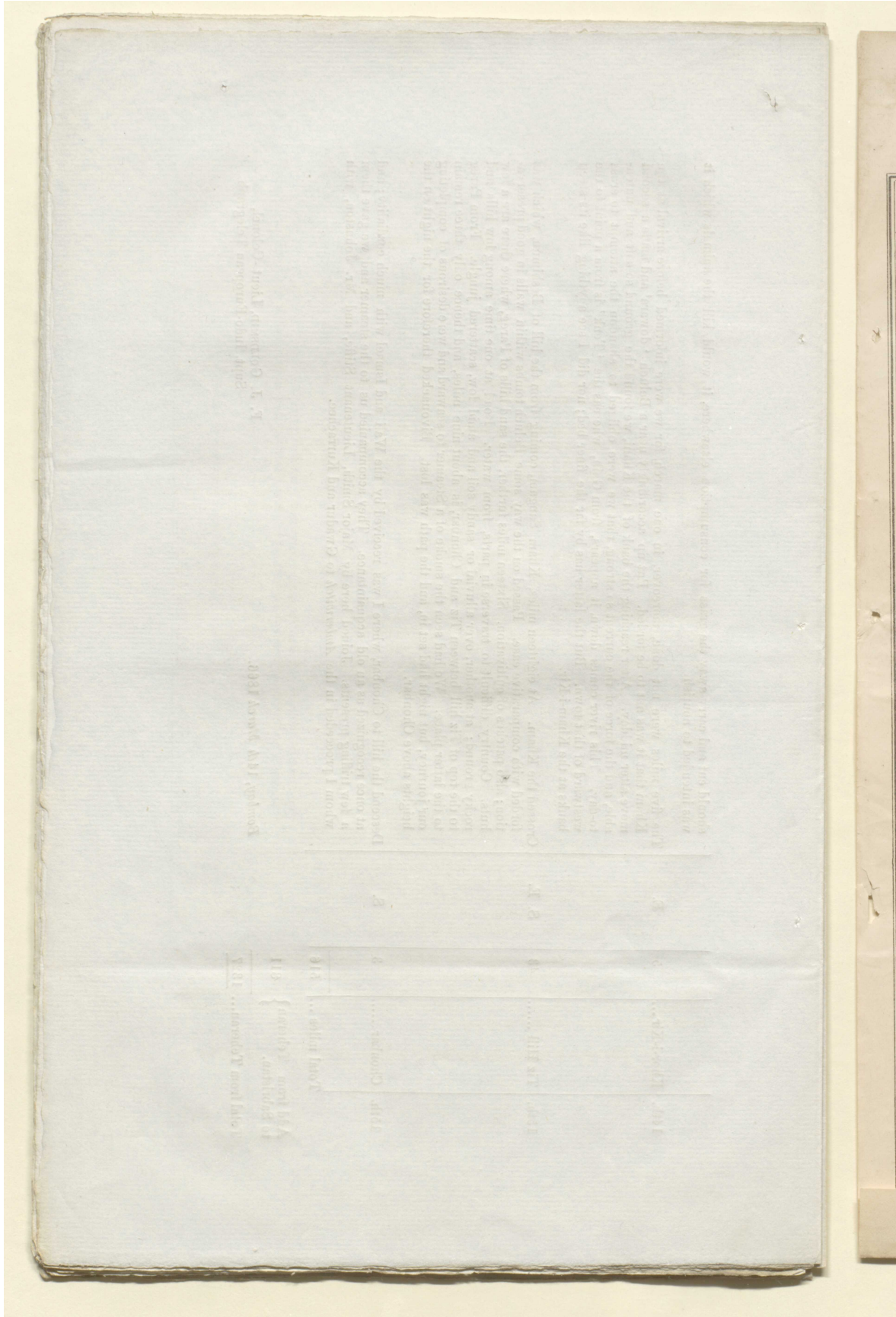
Descend the hill to Chonbar, where I was received by the Wali and Ismael with much cordiality; and at once recognized as an old acquaintance. They accompanied us to the steamer and we gave them a few trifling presents. Joined here by Major Smith, Lieutenant Staffe, and Mr. Johnston, with whom I proceeded in the *Amberwitch* to Gwadur and Kurrachee.

F. J. GOLDSMID, Lieut.-Colonel,
Supt. Indo-European Telegraph.

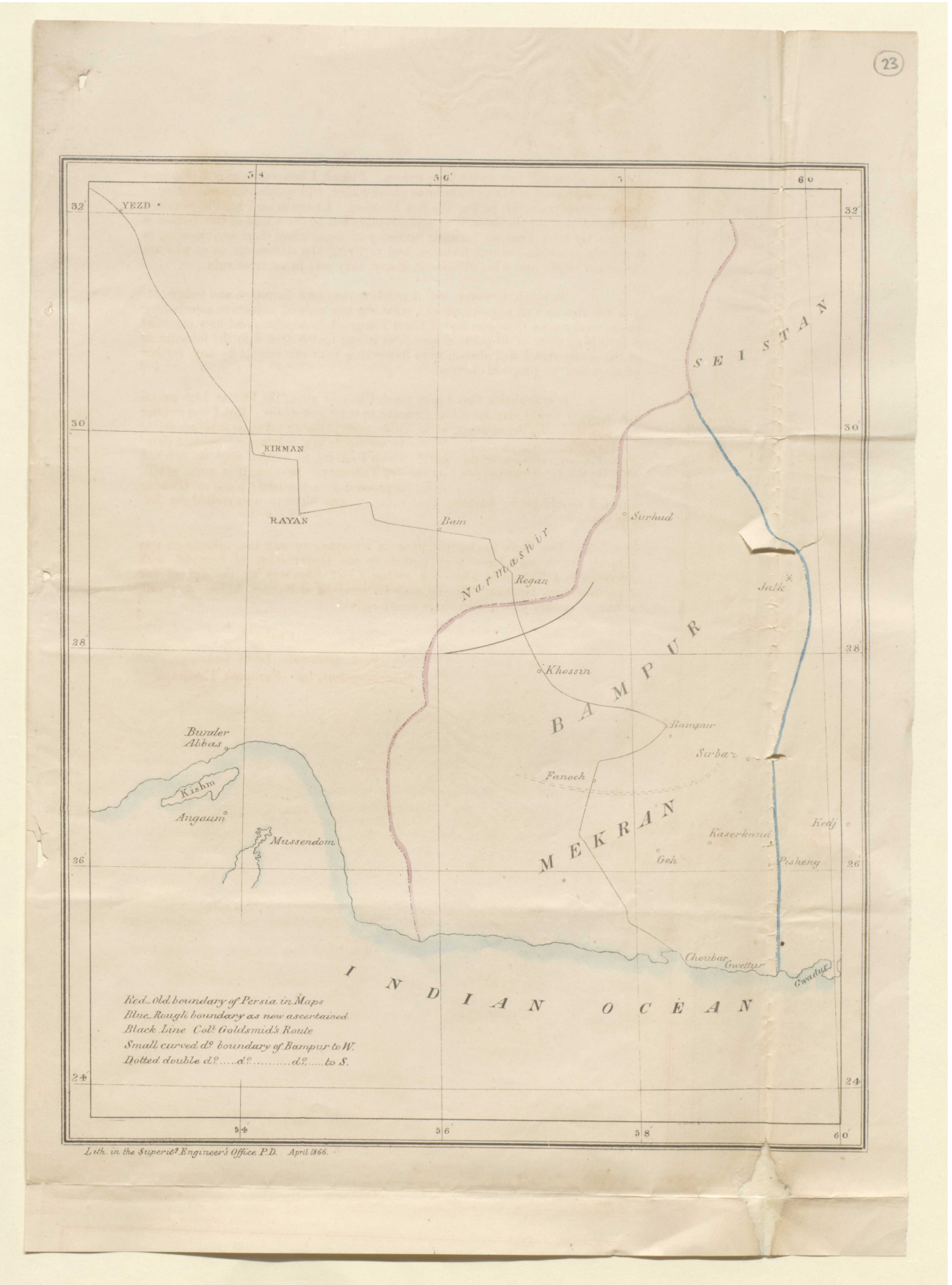
Bombay, 14th March 1866.

14th.	Khor-i-Kir ...	5	E.
15th.	Tiz Hill	43	S. E.
15th.	Chonbar	3	S.
	Total miles ...	516	
	Add from Teheran } to Sabristan.	811	
	Total from Teheran...	1327	

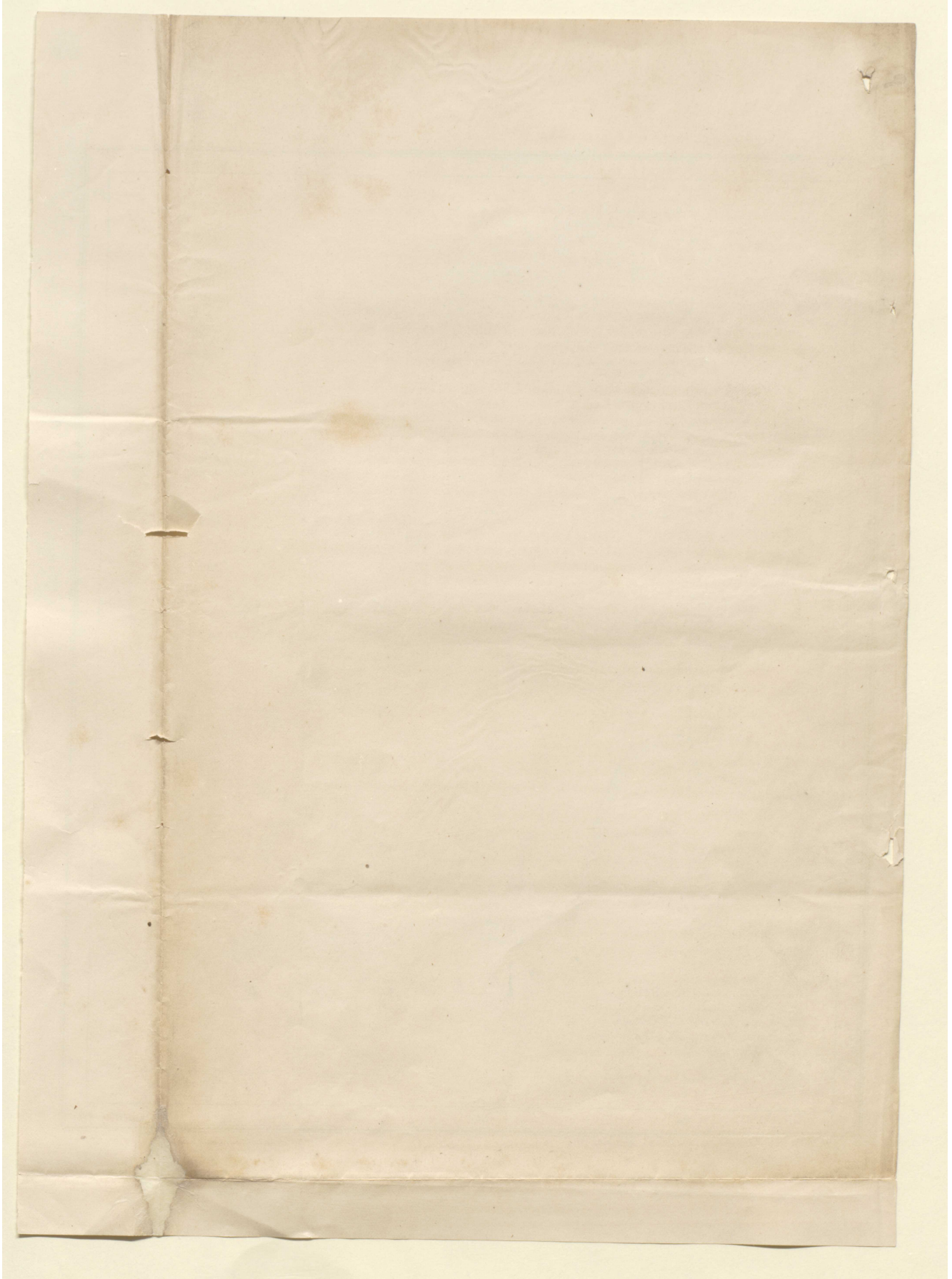
تقرير المقدم السير فريديك جون جولدسميد حول مسار خط التلغراف المقترح
من أصفهان الى جوادر [٢٢ ظ] (٤٤/٤٨)



خريطة تبين الحدود بين بلاد فارس والهند [٢٣ و] (٢/١)



خريطة تبين الحدود بين بلاد فارس والهند [٢٣ظ] (٢/٢)



"خريطة غير دقيقة للطرق التي سلكها المقدم جولدسميد والرائد سميث من أصفهان إلى تشوبر وبندر عباس" [٢٤ و] (٢/١)



"خريطة غير دقيقة للطرق التي سلكها المقدّم جولدسميد والرائد سميث من أصفهان إلى تشوبر وبندر عباس" [٢٤ظ] (٢/٢)

