CHAPTER I.

RIVER TRAVELLING IN INDIA.

So great a change has lately taken place in the mode of navigating the Bengal Rivers, that a few words on the subject will not perhaps be deemed out of place at the commencement of this work.

Until the comparatively recent introduction of Steamers, the only mode of proceeding by water from the Chief Presidency to the Upper Provinces, was by the boats of the country, the principal of which are termed Pinnaces, Budgerows and Bholeos. Unless for very short distances, the small size of the last, renders them in a great measure unavailable; and, consequently, the other two are generally alone made use of. The Pinnace is altogether of English appearance, while the Budgerow, with its lofty raised stern, is peculiarly Indian. These vessels are of all sizes, adapted to the accommodation of an individual, or a large family. It is impossible to give any correct scale of the cost of hiring them, so much depending upon the size, the number of men required, and the length of the voyage. As there is much com-
petition in Calcutta among the boat-owners, (who are principally natives) a traveller has no difficulty in hiring them on fair terms, should he even be not in a situation to avail himself of the advice of his agents or experienced friends. A Dinghey, or small boat for carrying on cooking operations, must be included in his bargain, as also a baggage-boat, in the event of that which he travels by not being sufficiently large to contain his effects. Supplies and stores, comprising liquids and provisions, must be laid in according to the length of the journey contemplated, as it is as well not to depend upon any of the places en route for refreshments, except such simple articles as poultry, eggs and milk, since, if obtainable at all, the further the distance from Calcutta, the greater is the expense. The new arrival need be at very little trouble on this head; a clever and honest Khidmutghar, (or table attendant) it being presumed he possesses such, will relieve him of much, if not all.

The tideway extending but a very short distance from Calcutta, the current then invariably setting downward, the only mode of progressing is by means of sails, when the wind is fair and of sufficient strength to make head against the stream; and when otherwise, by gooning or tacking, an operation performed by the greater part of the crew proceeding on shore, and with ropes attached to the mast-head, dragging the vessel bodily along; this is frequently continued from morning to night.
the men sometimes having to wade through nullahs, or creeks, more than breast high. The way made per diem, and the probable length of the voyage, may thus easily be calculated, as in the Appendix will be found a table of distances from Calcutta, to the principal stations on the banks of the river: the Indian Government allow their military servants two and a half months for proceeding to Benares, three to Allahabad, five to Meerut, nine to Loojdianna, and in like proportion. The advantages this mode of travelling has over that by the Steamer are, first, its much greater economy, whether for a family, or two or three individuals sharing in the same boat, as, in both cases, the parties will probably be proceeding to places which they calculate will be their homes for some years, and so be accompanied by baggage, much exceeding that which could be taken in a Steamer; and, secondly, the opportunity thereby afforded them to remain at pleasure, for curiosity or otherwise, at the various places on the route. These are strong reasons in favor of travelling by boats, always provided that expedition be not a vital object; whilst the tedium generally so much complained of, is much less, when two or three are in company, than is imagined; since early in the morning, before the sun has attained any injurious power, or towards the close of the afternoon, when it has well nigh lost it, a pleasant walk on shore is obtainable, where there will be no difficulty in finding ample exercise for the gun,
though not perhaps always what the sportsman would term, game. Before concluding this part of the subject, it would be as well to hint to the tyro, on no occasion to allow his cook-boat to remain far in the rear; being so much lighter than that of head quarters, there can exist no just cause for its being so; and few things tend more to stir up the bile, than having to wait an hour or two for breakfast or dinner, when returning from a long walk, and expecting to find them on table.

The subject of Steamers comes next under discussion. Seven years have not elapsed since the natives above Calcutta were first wonder-stricken at seeing a "fire-ship," without the aid of sails or oars, boldly breasting and making way against the (hitherto to them uncontrollable) current of their impetuous river, and to judge of their continued manifestations of surprise up to the present time, and by their flocking to the banks, and leaving their occupations, of whatever nature they may be, to gaze at the same sight, it is evident that few have yet been made to understand the principle upon which this apparent enchantment takes place. The impossibility of employing steam power on the rivers of the interior, in consequence of their shallowness, and the shifting nature of the sands, was long and confidently urged. The exposure of the fallacy of this reasoning, is due to the East India Company; and, strange to say, though so many years have elapsed since it has been shown, the boats belonging to the govern-
ment are still those alone which ply on the waters of the Ganges; not a month passes without abundant evidence in Calcutta of the demand existing for an increased supply, yet no efficient or well organised private company has yet come forward. This apathy is, indeed, extraordinary.

The management of the steamers has now become an important government department, and under the present able superintendent, (Captain Johnston) the arrangements leave little or nothing to complain of. Though originally established for government use alone, it now never happens that the public cannot also avail themselves of the advantages they offer. On an average, one is despatched every fortnight, announcements being made a week or ten days previously of the day fixed for the departure. Parties desirous to send packages by them, are at the same time requested to register the extent of room they need, the established rate of freight being one rupee and eight annas (three shillings) per cubic foot. On the appointed day, in the event of its being found that the demand exceeds the means of supply, (and it is extremely rare when it does not so) the whole of the tonnage to be disposed of to the public is put up for sale to the highest bidders, in quantities of ten, twenty and fifty feet, and, it frequently realizes six rupees per foot, seldom less than three; parties thus paying from six to twelve times more for the conveyance of goods a few hundred miles, than the ordinary
cost in a voyage from London to Calcutta, a distance of fifteen thousand. Without reference to the quick transit of stores to the various stations between Calcutta and Allahabad, the government effect a great saving by the mere employment of these boats in the safe and speedy conveyance of treasure alone, thereby obviating the necessity of having recourse (in the Lower Provinces at least) to military escorts for that purpose, the fatiguing and harassing nature of which duty has ever been so complained of by both officers and men. Government agents are stationed at every principal place, whose office is to take charge of packages, &c., and see that they are properly transmitted to their destinations. These functionaries are but slightly remunerated, yet the situations are sought after, especially in large cantonments, as leading to other and more profitable agency business.

But one vessel has thus far been only alluded to; in reality there is a pair: viz, the Steamer, or Tug, and the Flat, or Accommodation Boat. The former is employed for the purpose of tugging only, while the latter is devoted to passengers and cargo. In addition to the usual hawsers for connecting one with the other, there is a beam of wood, of great strength, twenty-five feet long, six inches deep, and a foot in width, traversing between two equally powerful short masts, one at the stern of the Tug, the other at the bow of the Flat, to each of which it is firmly secured by chains. This beam is as useful, as it is absolutely
necessary; useful, as serving for a medium of communication between the crews of the two vessels, without the necessity of lowering a boat; and requisite, to prevent the numerous injurious collisions which would otherwise take place. Thus, should the Steamer suddenly touch ground, in lieu of her companion behind immediately running foul of her, she sheers gently alongside, the beam keeping her generally at a moderate distance. The length and breadth of the two vessels are nearly similar, about one hundred and twenty feet, by twenty-two; and the draught of water of neither, when loaded, exceeds three feet and a quarter. The accommodation boat, when unladen, does not draw above eighteen inches.

The steamer is of iron, and is propelled by two engines of thirty-horse power each, and, as well as the flat, carries sail. Both are pretty equally manned, a commander, a mate, and some twenty Lascars of different grades, with a guard of eight or ten Sepoys. The pay of the commanders is, of the steamer, 300 rupees per month, of the flat, 250 rupees; but the latter, as will be seen presently, in his capacity of Restaurateur, derives more profit than is equivalent to this difference. The mates have 100 rupees; the latter, being entitled to cabins, by giving them up when accommodations are in demand, may perhaps clear on an average fifty or eighty more. The steamer's fires are never totally extinguished, being slightly fed throughout the night, as, at the first blush of dawn, she is
in motion, and does not anchor until dusk. She takes in coals every two or three days; the following are the depôts: Kutwa, Berhampore, Rajmahal, Colgong, Monghyr, Bar, Dinapore, Ghazeepore, Benares, and Mirzapore; and the commander is instructed to take some at each, thereby making the consumption at all in a measure uniform, and abstracting no more from one than the other, not risking a failure of supplies at any one in time of need. The principal stations for delivering packages are the following: Berhampore, Monghyr, Patna, Dinapore, Chuprah, Buxar, Ghazeepore, Benares, Chunar, and Mirzapore. At Buxar, Chunar, and one or two others, the vessel does not anchor, a boat being sent off to take away what there may be, and at no place is a longer delay necessary than from two to four hours. This is all the time during which passengers can inspect the passing cities, or exercise their sporting propensities; though occasionally the arrival at a particular place is so timed as to make it requisite to remain at anchor there the whole night.

The cost of each pair of vessels is about a lac and twenty thousand rupees, or £12,000; the expense of each trip to Allahabad and back, little less than £1,300, and the consumption of coal, under eight hundred-weight per hour. The Flat carries four thousand feet of cargo, carefully stowed below the decks.

When these boats were first built, they were named
after the members of council, and other eminent public characters, in India. The Court of Directors in London disapproved of this nomenclature, and directed that the designations of the various Indian rivers should be substituted, retaining of the old ones that of Lord William Bentinck alone. This procedure caused no little amusement at the time to the Calcutta lieges.

Passengers' cabins must be engaged at the Superintendent's office, and at some seasons these should be secured at least a month before-hand. There are in all sixteen, divided into classes; viz. three of the first, five of the second, and eight of the third; the usual charges for the entire journey to Allahabad being 300, 250, and 200 rupees, or for shorter distances, at the rate of six, five, and four annas per mile. (The distances will be found in the Appendix before referred to.) But if a cabin be engaged in Calcutta, however short the distance, two-thirds of the full amount will be levied. Charges for the downward passage, which is so much shorter, are only two-thirds that of the upward. The cabins are arranged on each side, and are commodious and airy, though abounding with ants, cockroaches, and mosquitoes; the size varies with the class; the first are twelve feet and a half in length, the second nine and a half, and the third five and a half, all being eight and a half in breadth. The dining room is in length the entire breadth of the vessel, and twelve and a half feet in width. It divides the
cabin of the third class from those of the first and second, the latter being abaft. The height of all between the beams is six feet and a half, and beneath them five and three quarters. The deck is flush, with a walk from stem to stern. No furniture is attached to the cabins, and whatever baggage the passenger has, must be kept therein; if sent below, it is liable to be charged as freight. Even then the limit is five hundred-weight, so that a passenger in a third class cabin, must be greatly inconvenienced to carry only a sufficient supply of clothing for a voyage of more than three weeks, when no washing can be resorted to. No supplies need be taken when adopting this mode of travelling. The hours of refection are, breakfast, half-past eight; luncheon, twelve; dinner, half-past three; and tea, seven. For furnishing these, the commander receives three rupees per diem from each passenger; whatever may be required at extra hours, or beyond what is placed on the table, is charged in addition. Liquids also form extra charges. Beer at the rate of twelve rupees, sherry and claret at thirty-two rupees, and spirits at twenty rupees per dozen; these being nearly double the prices at which they are obtainable in Calcutta, the profits derivable from them, and the table-money, from twelve or fifteen passengers, at an average of twenty-five days voyage, cannot be insignificant. The commander possesses another source of revenue from the mussulmaun servants, who are fed on board at the rate of four
annas each per diem; one is allowed to each cabin free of cost for passage, but the government charge, for all beyond that number, is one anna per mile, or fifty rupees from Calcutta to Allahabad; only half that sum, however, being levied for a second servant to a first or second class cabin, when two persons occupy it, which additional tenancy is permitted. This rule, to parties who wish to take their entire establishment with them, is a virtual prohibition to the transit by steam.

Hindoo servants, whose caste forbids their cooking elsewhere than on shore, are landed every evening, when the vessel is brought to an anchor, provided the weather and the proximity to land will so permit. There is no rule against parties taking on board their own wines, but unless in the case of invalids who are particular as to the quality, the doing so is scarcely recommended; the saving is in the end of no great consequence, four annas being charged for drawing the cork of each intruding bottle, and the room any stock occupies in a cabin being considerable: it should further be borne in mind, that the small profit derived goes to the commander, to whom, if obliging, (and there are few who, with their officers, are not so) it should hardly be grudged.

One of the government regulations, with regard to steamers, certainly requires revision; it is that against returning any of the passage or table-money, (both, be it remarked, paid in advance) in the event of the boats getting aground at any part of the river; the
government holding itself liable to forward on cargo, but of the personal distress of the passenger, so unfortunately situated, entertaining no cognizance whatever. In spite of a well organized system of native pilots, whose stations are not more than twenty or twenty-five miles from each other, accidents of this kind do occur, and boats have more than once been left high and dry on a sand-bank for weeks and months, until channels could be cut for them into the stream, or the rising of the waters, at the next periodical rains, once more floated them. During the rainy season, the downward passage is made with great rapidity, seldom occupying more than five or six days, or less than one-fourth of that upward.
CHAPTER II.

CALCUTTA TO ALLAHABAD.

It is not within the province which the Author has allotted to himself, to dwell at any length upon the descriptions of the various stations and towns which the river traveller will meet with, between the two cities named at the head of this chapter. He does not feel himself justified, however, because former tourists have fully described many, in omitting all notice of them, especially as some of the smaller places have not been touched upon by the writers alluded to. He may add, that he purposes quoting the information contained in other works, wherever it may appear to him that it would be useful to his readers, and where circumstances may have afforded their authors better opportunities for observation than he possessed. He has deemed it the best plan to give the incidents arising during a voyage by steam-boat from Calcutta to Allahabad, in the form of a journal, in order that travellers by that mode, (even at other seasons) as well as by common boats, may form by comparison an idea
of their own rate of progress, by reference to the table of distances in the Appendix.

_August 13th, 1840._—Left Calcutta at seven A.M. against a strong current, the rainy season being now at its height. At from five to six miles distance, pass Cossipore, and Duckinsore, each containing a few suburban retreats of denizens of the Palatial City.

Two or three miles further, the eye is attracted by the sight of a neat little church on the eve of completion, in close vicinity to a range of buildings, forming a recently established Refuge, for sixty native female orphan children, who are brought up in the christian faith under the auspices of the benevolent Mrs. Wilson, the Mrs. Fry of the East. This institution strongly demands the attention of the charitable, since it is supported almost entirely by voluntary contributions, upon the extent of which will depend its future existence. No one can doubt its beneficial tendency.

At fifteen miles is the military station of Barrackpore, the quarters generally of five or six regiments of Native Infantry. Before reaching the cantonments, the magnificent park is skirted, the scenery of which will remind the exile of his island home, more strongly than almost any other locality in India. At its extremity is the Governor General’s country residence, a place but ill adapted for the purpose, the accommodations being by far too limited, notwithstanding the addition of detached bungalows, for the aides-de-camp and other members of the vice-regal court. The Marquess Wellesley, during
his tenure of the important office, commenced the erection of a superb palace, intending it to vie with that he had already built in Calcutta; but the Home Government, alarmed at the probable heavy cost, by their urgent remonstrances, induced his lordship to abandon the idea. The walks and drives in the Park are varied, and extremely beautiful, and the ornamental gardens are well attended to. It formerly boasted of an extensive menagerie, but some years have now elapsed since, from economical motives, this was parted with to a wealthy native. The road to the station is likewise very interesting, each side being lined with noble trees for almost the entire distance. Midway, or eight miles from Calcutta, at a place called Cox's Bungalow, the livery-stable keepers of the Presidency have always relays of horses in attendance, for the convenience of parties who prefer the journey by land to that by water. More than one attempt has been made to run a stage coach or omnibus between the two, but always without success.

Opposite, is the neat quiet Danish settlement of Serampore, in which stand forth conspicuously the college presided over by Mr. Mack, and Mr. Marshman's paper-mill, the latter being the only establishment of the kind in India, in any respect competing with home-manufacture.

Five hours were occupied in reaching Barrackpore, a distance, under more favorable circumstances, constantly performed in two.
At twenty one miles is Ishapore, the site of the Gunpowder Works belonging to Government; at twenty four, the French settlement of Chandernagore; at twenty seven, Chinsurah; and in succession, about a mile from each other, Hooghly and Bandel. Chinsurah belonged formerly to the Dutch, but has latterly been ceded to the East India Company. Thus, (without reference to any locality beyond) from the sea to Allahabad, a distance of one thousand miles, there are no places, with the two exceptions just stated, not appertaining to the British Indian Government.

With Bandel, the suburbs of Calcutta may be said to terminate, for it is hardly improper so to style them, considering that they are almost thoroughly connected, for so long a distance, by native villages and hamlets.

Anchored for the night at the junction of the Matabangha with the Hooghly river. There was no lack to day of sights familiar to all travellers on Bengal rivers; Mosques, Temples, Ghauts, in abundance, and, sad to say, many of the last in an utterly ruined state. Would that some public spirited native, casting aside the prejudices in which he has been bred, in lieu of erecting some new Ghaut, or building, by which to perpetuate his name, would put into an efficient state of repair those of his forefathers; for his so doing would redound more to his own credit, and prove much more beneficial to his countrymen! The indulgence of the wish is, however, useless; buildings will again
be begun, finished, and then left to take care of themselves, going to ruin like the others, unless looked after by the Government. Sights equally familiar, but somewhat more exciting, are the bodies of the dead and the dying lining the river's banks, some undergoing cremation, and others awaiting it; while those whose friends have been too poor to do thus legitimately by them, may be seen floating down the stream, with crows and other carrion birds, accustomed to this mode of transport, luxuriously feasting thereon.

*August 14th.*—At seven o'clock, passed Santipore, the site of a factory and residency during the commercial life of the East India Company, and at nine Kulna; the latter a straggling place, with extensive sugar-works, giving employment to a vast quantity of boats, crowding around the Ghaut. Between it and Nuddeah, are various ruins caused by the overflow of the river. Nuddeah is a civil station; the River Jellinghee here flows into the Hooghly; the latter then loses its appellation, and is henceforth called the Bhauguretty, esteemed by the Hindoos the holiest branch of the holy Ganges. Its commencement is exceedingly tortuous. Anchored near Burgatchea, ninety miles from Calcutta.

*August 15th.*—A little beyond Dum-Duma, in making a short cut through a nullah, got aground and remained so for seven hours, thus cutting short our day's progress and enabling us only to reach
a short distance from Augurdeep, one hundred and eleven miles from Calcutta.

_August 16th._—Beyond Augurdeep, the country presents altogether a much more pleasing appearance, and even should it be on one side wild and uncultivated, it is compensated for by the other, offering a varied and agreeable landscape, occasionally a picturesque village, or a splendid spot of cover, where the sportsman might reckon upon bagging game in large quantities.

At seven, passed Dewangunge, a considerable village, with many brick houses, and English park-like scenery at each extremity.

At eight, Kutwa, another large village and coal depot, beyond which the small river Adjaee empties itself into the Bhauguretty.

At twelve, the Plains of Plassey, the name of which will recall to the reader's memory the memorable battle fought there in 1757, between the celebrated Clive, and the Nawaub Seraj-ood-Dowlah, when the latter was completely routed, though in command of a force twenty times greater than that of the British, and with almost as large a numerical superiority in artillery. Kutwa also, six years subsequently to the affair of Plassey, witnessed another triumph of our gallant forefathers, over Cossim Ali and his followers. Scenery, throughout the day, agreeably diversified. Anchored between Komeerpoor and Rungamuttee, one hundred and fifty two miles from Calcutta.
August 17th.—Rungamuttee was until lately the site of one of the East India Company's silk factories; nearly opposite, a high red bank extends for a mile along the river, the immediate neighbourhood of which is noted for abundance of game. At nine, came to, off Berhampore.

This station was formerly the gayest of the gay; it is now pronounced the vilest of the vile, and few who are quartered there but would willingly exchange it for any other in India. Its situation is so low that much of the land is beneath the present level of the river, scarcely a house being more than a foot or two above it; while, being surrounded by marshes, and superabundant foliage, it is one of the most unwholesome spots that can be found; yet, strange to say, recruits fresh from England are more frequently sent there than to any other place, without regarding, as it would appear, the loss to the East India Company, both pecuniary and otherwise, which is inevitably the result. Apart from these considerations, from the river it is strikingly beautiful, and there are few who would not admire its elegant esplanade, and the extensive square or parade ground formed by its barracks; at the same time sighing, perhaps, to perceive, by the numerous monuments peering from the walls of its burial ground, the mortality to which its inhabitants must have been subject. There were quartered at the station, a regiment of Native Infantry, a detachment of foot artillery, the depôts of Her Majesty's 26th
and 49th regiments, besides civilians, and medical men. Among the extra population at this moment may be counted, the wives and children of the men belonging to the Queen's Corps, just named, they being on service in China. Berhampore has always been noted for its ivory and silk manufactures, but the specimens generally brought for the inspection of parties travelling past the station, will give them no favorable impression of the excellence of the workmanship in either.

Scarcely divided from it, is Cossimbazar, but a few years back unrivalled for the extensive business carried on in silk; this is now all but at an end, as, in consequence of the extinction of the East India Company's trading charter, their factories, here and elsewhere, have been abolished or sold. The country about Cossimbazar is said to be, for the growth of silk, next in importance to China itself.

Contiguous again to it, is Moorshedabad, the capital of the district of the same name, and the metropolis of Bengal until it paled before the rising glory of Calcutta. It has always been, and still is, extremely populous, the houses extending many miles along the river's margin; few of them, however, merit notice, and even the mosques and temples are inferior to those of most other cities of equal magnitude. It is the residence of the Nawaub. The present possessor of the title, Cowar Krishnath Roy, is a young prince who bids fair not only to outshine his ancestors in every thing for which they were justly
NAWAUB'S PALACE.

celebrated, but to be conspicuous even among his European contemporaries; though scarcely yet of age, the refined taste he has evinced, as the result of his English education, combined with his enormous wealth, tends to make him not only an object of interest to the immense number of his countrymen who look up to him, but equally an ornament and acquisition to society at large. A splendid palace has lately been erected for him under the auspices of the Government, and the superintendence of its chief engineer, Colonel Mc. Leod. It has been pronounced by a competent judge, to be the most chaste, elegant, and magnificent building erected by the British, since their occupation of the country. Of this the English public will speedily have an opportunity of forming a judgment, as a very accurate model has been taken of it, and is now on its way home. Its immensity will perhaps be the first point that strikes the beholders. It is called the *Eina Mahal*, and is intended as a substitute for the Lall Bhaug, the old brick-built residence of the ancestors of the present prince, and which certainly but ill corresponds with the wealth and station of their successor. A fine view of the palace is obtained from the river, and those who profess a knowledge of such matters, say, that its proximity thereto makes it highly probable that, in the course of a few years, the insidious flood will wash it away altogether. In the grounds between it and the stream, is a perfect gem, in the shape of a small mosque, or Kiosk, upon which the eye will
rest with more prolonged admiration, than on its massive neighbour. The Nawaub is partial to aquatic sports, and has many boats opposite to his palace; most of them are of great length, and built on the model of those of the Burmese, being propelled by a numerous crew, with short paddles, and capable of moving with extreme velocity.

August 18th.—At eleven passed Jungypore, formerly one of the Company's principal silk factories, the extensive nature of the business at which is still evident, from the numerous existing buildings, and the great space of ground they occupy; a portion of the trade is now carried on by private speculators. This is a station for the collection of river tolls, producing to the Government a considerable revenue. In this vicinity, a glimpse is just caught of the blue outline of the Rajmahal Hills, a great relief to the eye, after the universal flat through which we have been progressing for the last six days, the scenery around being also unusually interesting, and presenting some magnificent specimens of the Pepul tree. Beyond this, the country is much flooded, and the sight of the natives, traversing apparently extensive lakes, the water scarcely reaching to their knees, is not a little ludicrous. Beyond Sootee, two hundred and ten miles, the country again becomes flat, and the river is studded with verdant islets, thronged as usual with water-fowl. An hour before anchoring, we emerged from the Bhauguretty into the mighty Ganges.
TRAVELLING AT DIFFERENT SEASONS

No one, who has not seen an Indian river at both seasons, can form a conception of the difference they exhibit during the freshes (or the flow of melted snow from the hills, combined with the periodical rains), and at other periods. That which is now a broad noble stream, rushing with a rapidity unknown in many other countries, becomes, when the inundations have ceased, hardly worthy of a more lofty title than that of rivulet, and incapable of affording free passage to vessels of a greater draught than a few inches. Opinions are divided as to the most agreeable time of the year for making a voyage on the river; but, apart from the consideration of time, it must strike most people that it is this.

In order to avoid the strength of the current, generally most powerful in the centre, we, whenever it is possible, go in shore; and, as it has been our fortune, when there has been an agreeable side, to have the option of taking it, instead of the other, we have been thus tolerably close to all that was worth seeing. In descending the river at this season, though the passage is extremely rapid, the middle of the stream is usually kept, and the view of the country on either side is very indistinct. In the dry season, the mouth of the Bhauguretty is altogether closed, and the steamers go by the Sunderbunds, losing the sight of Barrackpore, Berhampore, Moorshedabad, and indeed every other place on the route until the Ganges is entered; this loss is ill compensated for, by the dense masses of jungle,
which almost alone form the scenery by way of the Sunderbunds, besides which it is nearly one hundred and eighty miles further than by the direct river, and so saving but little, if any, time. Again, when the Ganges is attained, the bed is so low, that on each side the eye is greeted by nothing but high banks of sand and mud, shutting out almost every view of the country, whereas, should there be any wind, the voyager is enveloped in clouds of dust, and upon descending to his cabin for protection, finds the thermometer probably ranging between 95° and 110°.

August 19th.—The current so strong, that for two hours we made no way whatever, the steamer breaking her tiller into the bargain; anchored three hours while it was repaired. Obliged to go in shore and obtain the assistance of at least fifty natives, who attached themselves to ropes, and pulled us round a point, against which the stream set with great force. Our aids, on this occasion, were the Dhangars or Hill Coolies, about whom so much discussion has lately taken place in India and England. They were attachés of a neighbouring Indigo factory, and certainly a most savage-looking race; they are powerfully made, black as negroes, and their hair not very dissimilar to that of the Sons of Africa. Country, to day, marshy and uninteresting.

August 20th.—At this time probably the river is at its height, and though a distressing, it cannot be called an uninteresting, scene, to behold one vast lake all
around, and pass village after village, with huts, corn-ricks, trees, cultivated fields, cattle, and even human beings, apparently growing or rising therefrom. The last are an extraordinary race; for, although year after year their property thus suffers, they continue located in the same spot, and should their huts be even washed entirely away, they will invariably rebuild them. The cost of so doing, it is true, is, for the best of them, but eight or ten rupees; else, by a recurrence of two or three such misfortunes, they would be utterly ruined. Such is the fixedness of their principle to hope against hope, that they will not desert their habitations until the last moment, and many will be found sitting on their roofs, with the water still rising all around them, and their determination to perish with their homes has frequently appeared so evident, as to compel the magistrate to despatch a police force in boats, to convey them out of danger. The women are more remarkable than the men for this extraordinary love of home. While a spot remains uncovered of these inundated villages, it is the resort of snakes and rats in vast numbers, and in a space of fifty yards, they will be so congregated as to render the advance of a step almost impossible without coming in contact with them. Each village has its granaries, the floorings of which are raised considerably above the ground; the first care, upon the water's rising, is to remove these stores into boats, yet the rapidity of the flood is frequently
so great, that even this cannot be done, and all is washed away: thus adding to the distress of the inhabitants. Occurrences like these will not, however, cause secessions from the much-loved spot; if they are argued with, the answer will be, their fathers lived there and so must they, though probably their long experience of the fertility of the land, after the floods have subsided, may account for this obstinacy as much as their adherence to ancient customs.

The changes caused on the face of the country by the inundations, are incessant, and indigo planters and others, whose property lies upon the banks of the river, are frequently great sufferers; the case not being very uncommon of an individual when going over his lands at sunrise, finding what he had at sunset left valuable cultivated fields, nought but one sheet of water. Another party again may, in the course of a few weeks, find a considerable addition to his estate, by the throwing up of a chur, or sand-bank, the material of which may have been carried from the grounds of some less fortunate neighbour; or by the sudden retiring of the river from a large space which had for some time previously been its bed. The constant, though gradual, washing away of high banks, is almost too common to be noticed, though many lives have fallen sacrifices to the suddenness of its occurrence.

It seems almost absurd to call by the humble name of Nullah, the broad expanses of water over which we
constantly make our way, and yet that is in reality almost too important an appellation, since in six or seven weeks from this time, many, now considerably more than a mile in breadth, will have become so petty that a boy will easily jump across them, while the beds of others will be perfectly dry. The fall, when it once commences, is so rapid, that boats anchored at night in ten or more feet water, will occasionally in the morning be high and dry, and so have to remain, until the freshes of the next season relieve them.

At three, anchored off Rajmahal, and having to take in coal, remained for the night; the passengers availed themselves of this stoppage to go ashore, some to shoot, and others to examine the ruins of the Palace, though the space for sport was somewhat circumscribed by the waters being out in every direction a quarter of a mile from the village.

The ruins in question would seem to indicate the existence in past times of an immense structure, extending little less than a mile along the river, and according to tradition, much more. The palace was built in the year 1630, by a brother of the Mogul Emperor Aurungzebe, named Sultan Soojah. The part in best preservation, is a vaulted chamber, immediately overhanging the river, and opening to it by three arches, supported by pillars, all of black slate-like marble, corresponding with three similar arches of the same material on the land side. On each side of the hall, is another smaller apartment,
likewise opening to the river, and approached by single arches. The inspection of the other ruins of mosques, gateways, terraces, and court-yards, would employ every moment of the traveller’s time, while on the Calcutta side, are the remains of a most extensive caravanserai, a conspicuous and exceedingly picturesque object from the river. A great portion of the black marble, once so plentiful, has been carried away to adorn other buildings; the hall of Government House in Calcutta is paved with it, and the Nawaub’s Palace at Moorshedabad, is equally indebted thereto.

There are no European residents at Rajmahal; the native population is very numerous, but neither their bazaars nor habitations are worthy of commendation. It was once the capital of Bengal, at a time when any place was dignified with the title of metropolis, at the caprice of the de facto ruler of the country, and even so recently as our own time, it was deemed an important military station.

Tigers, hogs, wild deer and other game, abound in the vicinity, while the ruins are overrun with snakes.

The scenery of to-day was varied and agreeable; the tamest Indian landscape cannot well be otherwise indeed, when backed by such hills as those of Rajmahal, covered with verdure, as they are, to their very summits, although that verdure may be but a jungle.

August 21st.—At one, by the aid of a strong favora-
ble breeze, rounded, without the usual difficulties, the bluff point of Sickreegullee (the dangerous pass), eighteen miles from Rajmahal; on the eminence above which, according to Bishop Heber, are the remains of a Mahommedan saint, one of the conquerors of Bengal. The stream makes round this point with considerable velocity; it is the termination of a spur from the Rajmahal hills. Very heavy gusts of wind are occasionally experienced in the neighbourhood, steamers even at times being obliged to remain two or three days at anchor. The breadth of the river at this spot is at least five miles. In the height of the rains it is no easy matter to define the actual width of the bed of the Ganges, since the country is so entirely flooded, that it has the appearance of an extensive lake rather than of a river, and the eye constantly embraces an expanse of water of from eight to twelve miles from side to side. Before reaching Sickreegullee, the Mootee Jurna waterfall appears; it is, comparatively speaking, now but insignificant, though it must, from its bed, have been formerly very fine.

Properly speaking, the Rajmahal hills terminate at this point, and a new range, called the Teryagullee, commences; but the division is not perceptible, and they are both more generally known by the former appellation; in height they do not exceed five or six hundred feet. The tiger and wild hog abound in them, while the rhinoceros is occasionally met with, and of feathered game there is a great
variety. The domestic buffalo is everywhere common. The partiality of these animals for water is very great, and they will remain for hours together at the edge of the river, the upper part of their heads alone exposed above the surface. They are used by Indigo Planters and others for beasts of draught, but the cow is most prized, as the natives derive a large revenue from the milk, whence their ghee is produced: their average value is twenty rupees. Droves of them are constantly met with crossing the river, seldom with more than a single driver to a dozen, who attaches himself to the last of his detachment, supported by the tail, or sometimes perched on the back, and by voice and gesture urging them over.

At Peerpointee, where we anchored for the night, are some picturesque ruins, but, as usual in India, almost hidden by the luxuriance of the foliage. This place takes its name, (says Bishop Heber,) from a Mussulmaun Saint, there buried. Country, to-day, for the most part, flooded and uncultivated, with very high jungle.

_August 22nd._—Beyond Peerpointee, the Koosee River empties itself into the Ganges. At nine, reached Puttur Ghatta, a particularly pleasing hillock. On its face, in the midst of abundant vegetation, is a small temple dedicated to the goddess Siva, with two or three humble residences for her priests. Below them is the entrance to some caves, which are said to extend a couple of miles, and this is the least
fabulous of the wonders attributed to them. Between this and Colgong, a distance of six miles, the scenery, comprising hill and dale in every variety, may really be called beautiful, and it is no misapplication of the term thus to use it. The Rhine cannot, along its whole course, boast of more picturesque objects than the three verdant rocks rising from the bed of the river at Colgong; they have, however, been too often described, and have been too favorite subjects of the artist's pencil, to need any but this allusion to them. Among the trees and shrubs, some Hindoo devotees have built their huts, and the interstices of the stone are the habitual resort of pigeon and water fowl. In this neighbourhood are hidden rocks, and the river is dangerous in other respects, requiring much caution from navigators. Few travellers will fail to notice the carelessness which many Indigo planters, and other Mofussulites, evince as to the exterior appearance of their mansions; the want of a coat of paint, or whitewash, giving them a ruined appearance. A house thus circumstanced, was all that destroyed the tout ensemble of beauty which the scene, a short distance from the Colgong rocks, presented to the view. Anchored a few miles from Bhaugulpore.

August 23rd.—Reached Bhaugulpore at ten, and remained some hours. An idea of the extent of the Ganges may be formed by simply stating, that here, though six hundred miles from the sea, it is, during the rains, scarcely less than eight miles in breadth.

Bhaugulpore is a civil station, and noted like Ber-
hampore for its silk manufactures; also for Baftah, and Tusser; the former a coarse linen, used for linings, the latter, a light brown silk of a common description, which has of late years all but superseded plaister and whitewash for the larger kind of pukahs. Colonel Franklin ingeniously supposed the ancient Palibothra to be in this neighbourhood. There is a monument here to Mr. Cleveland, a philanthropic servant of the East India Company, who died in 1784, which is well worth visiting; not on account of any architectural beauties of which it can boast, but from respect to his memory, and in acknowledgment of the eminent services he rendered to his adopted country. He did much to introduce civilization among the wild residents of the Rajmahal hills, and to abate the feuds which existed between them and the lowlanders. His memory is still revered, and his tomb honoured, by the descendants of both parties. Mr. Cleveland was the founder of the present corps of Hill Rangers. There is more than one curiously peaked hill here; Mandar, for instance, which is a place of Hindoo pilgrimage. The opium gholah is a conspicuous object from a distance.

August 24th.—At nine, passed the lofty point of Jungheera; on the summit is a remarkable Mussulmaun tomb, beneath which, according to the popular impression, there is a large treasure buried. The local authorities have, it is said, on more than one occasion, signified their intention to test the truth of this report; the natives having however protested against
such sacrilege, and their representations to government having been successful, the disturbance has been hitherto forbidden, and the matter remains a mystery. But who can doubt that superstition will ultimately succumb to curiosity and avarice? Close to the point in question, but detached from the mainland, is the Faqueer's rock, somewhat larger than those of Colgong, but in other respects similar to them. On this rock is a temple, the materials of which are glaringly white; it is surmounted by a small spire. Below resides the presiding divinity of the stream, in the person of a Faqueer, an unusually disgusting specimen of his universally disgusting class. This man levies a toll upon every native going up or down the river, few of this superstitious race being able to divest themselves of their fears of wreck or other calamities, with which they are threatened in case his demands are not complied with. His riches are calculated at above a million sterling, and besides much land, he possesses, it is said, at least one hundred thousand buffaloes. What truth there is in these reports it is quite impossible to say.

There were signs to-day of a fall of the river, many churs and sand-banks making their appearance; should this continue, we must cease availing ourselves of the short cuts through nullahs, which we now do whenever practicable.

At Sooltangunge, a mile from Jungheera, is an Indigo factory. The house is situated on the face of the hill; extending in front, are English park-
like grounds, the works being all but hidden in the valley beneath. Beyond, the Kurruckpore hills appear; they are perhaps three hundred feet higher than those of Rajmahal and Teryagullee; but, like them, are shoots from the Beerbhoom range to the westward.

Reached Monghyr at three. It is a beautifully situated town. At the entrance is a crowded burial-ground, many of the monuments in which are tall and elegant. The remains of the once important fort border the river; many portions are still in good condition. About the neighbourhood, are scattered various fine-looking houses, each in its own grounds; and there is one on an eminence, belonging to the chief civilian of the place, which for size, regularity of architecture, and picturesque situation, can scarcely be matched in Bengal. Monghyr is a station for invalids, and its salubrity is highly estimated. The East India Company formerly allotted a certain portion of land in the neighbourhood as a bonus to each invalid soldier. In course of time, these grants amounted in the aggregate to a large territory, and being principally at the base of the Kurruckpore hills, comprised some of the finest land in the Province. The revenue suffering considerably, the injudiciousness of the measure became obvious, and it was abandoned; the soldiers being pensioned instead. The town is famous for tailors and gardeners; its manufactures, indeed, are altogether of a very miscellaneous character; including furniture of all kinds, particularly ladies' writing-tables, rough
but cheap; pistols, guns, and rifles; the latter varying from twenty to thirty rupees each, more suited, perhaps, for show than use; fans, table-mats, straw hats, and bonnets; necklaces and bracelets made of a black wood, exactly similar to jet, &c., &c. Crowds of vendors of all these articles thronged the steamer during the two hours of her stay. The new mode of navigation has done no little injury to Monghyr and other towns, by allowing the numerous passengers taken up and down the river, so little time to stop and make purchases. In the good old budge-row and pinnace times, no person ever spent less than an entire day at Monghyr, and many other places on the route upwards; and a considerable expenditure of rupees was generally the consequence. The promontory, on which Monghyr stands, forms a species of harbour, and a refuge for boats against the violence of the current outside.

Distant five or six miles from Monghyr are the celebrated springs of Seetacoond; there are three in close proximity, but with these remarkable variations, that one is hot, another cold, and the third chalybeate. The temperature of the hot spring ranges between 90° and 136° at different times and seasons. The water is much prized for its purity, especially for sea-voyages, and large quantities are sent to Calcutta for passengers homeward-bound, as well as for some residents, who will drink no other.

Left at five, anchoring near Russulpore, three hundred and seventy-nine miles from Calcutta.
August 25th.—At eleven, passed Soorajgurra, a large native village, with several muths or temples. Interesting scenery before and subsequently. For many miles, a strip of land, on which is the post road from Monghyr to Patna, separates the main river from a very extensive nullah, running parallel therewith; beyond that are two ranges of the Kurruckpore hills, of different elevations; the country highly cultivated, and soil particularly rich. The villages in this neighbourhood do not seem to have suffered much from inundation; they appear populous, and the inhabitants happy.

Anchored eighteen miles beyond, at Deriapore, another large village. Between it and Soorajgurra, a few years ago, a heavy squall of wind overtook a fleet of the East India Company's opium boats, when twenty were entirely lost, the value of the cargo in each being estimated at ten thousand pounds.

This part of the country is noted for the great quantity of grain it produces; the fields are now covered with the tall and graceful maize, each having its sentinels perched on their bamboo watch-towers, who, with the free use of slings and stones, accompanied by unceasing vociferations, effectually frighten away the birds. The castor, teel, and other oil seeds, are also freely cultivated; the castor seed, growing indeed no where else but here and at Bhaugulpore. The Ghauts are crowded with boats, amply testifying the thriving trade carried on.
August 26th.—Several small villages succeed Deriapore, well raised from the river; but the huts and their inhabitants are exceedingly dirty. Some unusually large trees, including the wide-spreading banyan, grow on the river’s bank, much of their lower stems being immersed in the flood. In this vicinity scarcely a hamlet does not possess its native school, the noisy mode of teaching adopted in them being not a little remarkable.

At noon, reached Bar, passing, at its outskirts, the ruins of a large caravanserai, a portion of the brick walls alone standing.

Bar presents no very prepossessing appearance from the river; no Europeans reside there; a brisk trade is carried on among the natives, and both houses and inhabitants seem very numerous. While the steamer was taking in fuel, a host of tumblers, jugglers, singers, and other itinerant mendicants performed a variety of fantastic tricks for our amusement and their own profit. Bar, and indeed the Province of Behar generally, is especially celebrated for beggars, who form a distinct class of inhabitants, and are found to be of much greater annoyance to land travellers, than they are to those by water. The current was so extremely violent round the bluff point on which Bar is situated, as not to be stemmed even by the powers of steam, and recourse was once more had to additional assistance from one hundred natives, not, however, until the vessel had bumped ashore beneath the verandah of the village Zemin-
August 27th.—Between Phoolbarrea and Futwa, the latter of which was passed shortly after noon, are the remains of an extensive saltpetre manufactory; upon its becoming an unsuccessful speculation, the proprietor terminated at the same time his earthly and commercial career, and no one has since embarked in it. The table linen procurable at Futwa, is remarkable for its cheapness and good quality. Immediately beyond Futwa the River Pompon flows into the Ganges, being crossed a quarter of a mile before the confluence, by what was originally a very substantial stone bridge, though now somewhat out of repair.

In less than a couple of hours, the outskirts of Patna commence, and, with the city itself, extend along the river a distance little less than eight miles. Mosques and temples of every size and description seem to abound; there is, indeed, scarcely a point jutting into the river, between it and Bar, that does not possess a small open pagoda, with light and elegant columns supporting a cupola. Great pains are taken, by driving piles of wood, and by other means, to protect them from the incursions of the river; the efforts must, notwithstanding, ultimately prove futile. However much the appearance of the suburbs may impress the river traveller with an idea of the magnitude of the city and the extent of its population, its importance in point of wealth will not be equally apparent; for nearly two miles, the huts, though

dar, disturbing him from his afternoon’s siesta, and not a little terrifying the ladies of his Zenana.
closely packed together, are scarcely superior to those of the inundated villages lately passed. In that large space, a brick-built building, as some change to so sad a monotony, is very rare, some extensive gardens, and the ruins of a palace, being the only relief to the eye. To these succeed a few houses, generally enclosed within high walls, belonging to rich natives, and the opium granary and cutcherry; after which, this want of variety, and the former symptoms of inferiority, can no longer be complained of. At Patna, a most conspicuous object is a building in the form of a bee-hive, above a hundred feet in height, and with walls twenty feet in thickness at the base; a staircase is carried outside to the summit, which the present Earl of Munster on one occasion ascended on horseback. It was erected about fifty years ago, and was intended as one of a succession of immense corn granaries, to provide against famine or scarcity. Many causes co-operated to make this first attempt the last; one of them was the fact, that, large as the building was, it would not contain a week's consumption of grain for so immense a province as that in which it is situated; another, the liability of the contents to ferment and blow it up, notwithstanding its massiveness; and, finally, the door from which the grain was to issue, being made to open inside instead of out: the place has since been used for various other purposes.

The custom, existing among the poorer class of natives, of throwing their dead relations into the
river, has already been incidentally alluded to; and the subject cannot but be again noticed, while writing of a city, at which it has not been unusual, in times of deadly sickness, so to dispose of as many as four hundred in a single day. No Hindoo, who can afford to pay for sufficient wood to burn his relative, will omit doing so; the poverty of the great bulk of the inhabitants may consequently be conceived from the foregoing fact; indeed, it is not unusual to meet half-burnt bodies floating down the stream, arising from an original miscalculation as to the quantity of fuel which the funds possessed would procure, and which were consequently expended before the obsequies were completed. No one can be on the Bengal rivers a single hour without meeting these nauseous objects, of every variety of colour, and in all stages of decomposition.

Patna is the principal opium station in the country, and is a grand emporium for rice, table linen, wax candles, and—singing girls.

Succeeding, and indeed not separated from it, is Bankipore, where the large body of civil servants, whose duties render a residence here necessary, have their bungalows. These are for the most part pleasantly placed a few hundred feet inland, with neatly laid out grounds, reaching to the river's edge.

Facing Patna are many marshy islands and shifting sand-banks, while on the opposite side is Hadjeepore, famous for its fairs and races; the present Course has only been laid out within these two or three years, its
predecessor having been washed away by the River Gunduck, which here flows into the Ganges, but leaving the bungalow, occupied as the stand, untouched. This has since been made over to some members of the Moravian mission, who superintend the manufactory of shoes in it, on a large scale. The current is generally too strong at Patna to allow of the steamer remaining to deliver her freight, which is consequently carried on to, and despatched from, the neighbouring military station of Dinapore. Between the two, we came to anchor for the night.

August 28th.—Two or three miles from Dinapore is Deegah, the locality of most of the bungalows belonging to Europeans, not by duty compelled to reside in cantonments; this, in conjunction with Bankipore, almost connects Patna and Dinapore, though the extremities of the two stations cannot be far from twenty miles apart.

There are few who have been in India to whom the name of Deegah is not familiar, as the site of what was once perhaps the most splendid farming establishment in the world. Ten years ago, under the late proprietor, Mr. Havell, the extent of its business was enormous; it was one of the lions of the country, and every thing that came from it was renowned. It now exhibits but a melancholy skeleton of its former importance, though still sufficiently considerable to be worthy of a visit.

As at Patna there are no military, so at Dinapore there are no civilians. The latter is an important
station, being seldom without a Queen's corps, and three or four Regiments of Native Infantry, besides artillery. The cantonments are therefore necessarily large, and generally esteemed good, the area of the square formed by the barracks and lines of the royal troops is very extensive and handsome; while the Native lines are equally respectable. Like Monghyr, Dinapore possesses a small harbour, formed by a creek of the main river, and exhibits great lift and animation. It is as celebrated as Patna for table linen, and noted beyond all other places in India for its capital leather, of which a vast quantity is used. A pair of Wellington boots, little inferior in appearance to those made in London at ten times the cost, can be here purchased for two rupees; and shoes and slippers in the same proportion. It must be confessed, however, that they are only fit for the country, where walking is not a usual exercise; were they so applied, especially in wet weather, they would hardly last a week.

Beyond Dinapore are other bungalows similar to those of Deegah. Eleven miles further, the important river Sone flows into the Ganges. At their junction is Moneah, famous for the splendid mausoleum of Merkdoon Shah Dowlah, a fine specimen of Mogul architecture; in the vicinity also are some very interesting Hindoo ruins; but none of these can be recognised from the river, and an especial stoppage must be made if they are to be inspected.

At night, anchored off Chuprah, the approach to
CHUPRAH—REVELGUNGE.

which is highly picturesque; houses, huts, and abundant foliage, being for some miles indiscriminately mingled, and the banks being altogether higher than any yet met with. The situation of Chuprah is in every respect agreeable. It is the capital of the district of Sarun, and the first place of any note situated on the left bank of the river. During the dry season, boats do not approach it by some miles.

August 29th.—The bluff point of Revelgunge, is between four and five miles from Chuprah, near which the waters of the Ganges are increased by their union with those of the Dewah or Gograh river. At this spot, the former puts on the appearance of a perfect sea.

Revelgunge now has no European residents, the Invalid Pensioners formerly dwelling there having left. Of several mosques and temples, two or three are apparently worthy of inspection. It is a famous boat-building place, second perhaps to few in India; the shore being covered for two miles with the materials for their construction.

The native or country boats are well deserving of a passing remark. Their heads and sterns rise almost invariably far out of the water, and the rudders of the large ones are of an immense size, and always of a triangular form; they are well adapted for the particular navigation to which they are devoted, and people, learned in these matters, say that European builders might occasionally take a hint from these seemingly clumsy and unsightly craft. They bear
a great variety of names, as often from the places at
which they are built, as any other cause, the principle
of their formation scarcely varying. They are further
designated according to the number of maunds they
carry, and generally range between one hundred and
twenty-four hundred. A nautical maund is equal to
about seventy-five English pounds, and thirty maunds
go to the ton; thus a hundred maund boat is equal to
three tons and a third, and so on. The complement of
men is three to every two hundred maunds. With a fair
wind, they sail well, easily beating the steamer, and
when it fails, they are tracked along shore by the crew,
against the current, or drop down with it. Each carries
three sails on its single mast, the general tattered con­
dition of which excites no little wonder in all who for
the first time see them, combined with astonishment
how it is possible they hold the wind, or get along at
all. The principal sail is of extraordinary size, and
its being so mere a web is perhaps well ordained, as
otherwise a breeze of more than ordinary strength
would carry the vessel under water. It is evident that
the budgerow form of boats, of which the foregoing is
a description, is more adapted for river purposes than
the pinnace; the latter being now rarely built, and
fast falling into total disuse. Their hire may be cal­
culated at three rupees per hundred maunds per
mensem, and that of the men from five to six each in
addition. Putting value and size out of the question,
the lordly Thames bears not on its bosom a greater
number of craft than does the Ganges.
Alligators (especially the Guryal) are very plentiful, but the sand-banks on which they delight to bask being now covered, they are rarely seen. The river is however thronged with monsters of a yet more terrific species,—the river Thug; differing in no way from his brother of the land, but in the scene of his operations. Through the energetic and laudable efforts of government, the bloody deeds of this race of men become each succeeding year more rare; yet they are very far even now from being at an end, and no one who moves about in India can fail to hear repeated instances of crimes that make the blood run cold. The books published on this subject do not contain a hundredth part of the dreadful cases that have been within these few years brought to light.

The river abounds with turtle of a large size. That useful bird, the Adjutant, has not yet disappeared, and several varieties of the Stork species are at all times to be seen. Scarcely a native of these parts, arrived at man's estate, but walks with a thick bamboo pole a foot longer than himself, as his protecting companion; the extremity being covered with brass or some other metal, and generally heavily loaded, makes it a most formidable weapon in the hands of a strong man. Anchored near the village of Boujpore.

August 30th.—At nine, passed the village of Bhulea beyond which the Surgoo river flows into the Ganges; and at two, off Buxar. The stream is here particularly confined, more so indeed than at
any other place between it and the sea, yet the current was of less than average strength.

Buxar is the site of "a celebrated victory gained in October, 1764, by the British forces under Major (afterwards Sir Hector) Munro, over the united armies of Shuja ood Dowlah and Cossim Khan." Considering that it is one of the Government Stud stations, where all the horses used by the cavalry and artillery are bred and reared, it is a dull and lifeless place. The stables, as well here as at Kurruntadee on the opposite shore, are extensive; but the bungalows are by no means spacious or handsome. The banks of the river are high, and the scenery interesting. Buxar is a station for invalids, besides whom there are no European inhabitants, except those appertaining to the Stud. The former garrison the fortress, the Commandant of which also belongs to the invalid establishment. In it are various mosques, some adorned with numerous minarets.

Beyond Buxar are two or three ruined forts, and then the village of Chounsah, and the junction of the little Kurumnasa with the main river. Anchored for the night at Beerpore.

The Babul is certainly one of the most beautiful trees in India; the uniform sinuosities of its trunk, the fairy elegance of its branches, its black stem, in contrast with the intense green of its foliage, fully justify this title. It is in great abundance; next to it in beauty is perhaps the Tamarind, their leaves at a distance being not dissimilar.
The banks of the river present hardly any other cultivation than maize, varied occasionally by patches of sugar cane.

_August 31st._—After passing Mahmoodabad and Ghospore, at each of which are extensive Indigo factories, Ghazepore is attained,—the Gulistan or rose-garden of India. The bungalows of the European residents, and huts of the natives, are here much more intermingled than at any other place which has been passed. At the commencement are several temples, some of them actually owned by Faqueers, and beneath them, in the open verandahs, numbers of these hideous fanatics may be seen, squatting, or sleeping, in all their naked deformity. But the most conspicuous object, on approaching Ghazepore, is Cossim Ali Khan’s palace. “It is,” says Bishop Heber, “the most airy and best contrived, so far as can be perceived from its outward appearance, of any of the Eastern buildings which I have seen. Its verandahs are really magnificent, but its desolation is so recent that it is very far from being a pleasing object, on approaching near enough to perceive its decay. It might still at no great expense be made one of the handsomest and best situated houses in India.” The picture here given of its desolation is somewhat overcharged, if one may judge from its present appearance. Massive stone walls, abruptly rise from the river to support the structure, and above a spacious terrace, defended by jutting bastions, is an open octagonal magnificent hall of audience, each
angle, adorned with light and elegant columns, supporting arches beneath the roof.

Ghazepore is by no means so populous in proportion as Patna, though presuming upon what is seen of it from the river, it must be at least half the size of the other city. It is a military as well as civil station, and a Queen's corps is usually quartered there. It also contains a branch of the stud department. The native houses here begin to assume a very respectable appearance, being mostly built of a species of Portland stone, of a red tinge, which, from the contiguity of Ghazepore to Chunar, where it is found and by which name it is known, can be obtained at comparatively little cost. Ghazepore is celebrated for its rose-water. It is difficult to quote prices for this article, so much depending upon quality, and the purchaser being liable to deception in many ways. The dealers, who bring it on board the vessel, vary in their demands for it, from three to twenty rupees per carboy; when at the latter price, probably it would be no better than at the former. The Chevalier de l'Etang, a highly respectable resident for nearly half a century, lately deceased, prepared what is generally allowed to be the best, at a cost of twenty rupees per twelve quart bottles; the carboy, on an average, contains only nine. A transaction with him therefore might always be considered safe. As an opium station, Ghazepore is also of some note, and the circumstance of an extensive range of
Godowns having just been built for storing that article, is sufficient evidence, if any were wanting, that the government have no idea of giving up the immense revenue derived from the manufacture and sale of the drug in question.

Beyond the cantonments are deposited the remains of the great and good Marquess Cornwallis, the monument raised to whose memory, scarcely a writer on the subject does not but condemn. Bishop Heber is particularly severe. "It has been," he says, "evidently a very costly building; its materials are excellent, being some of the finest freestone I ever saw, and it is an imitation of the celebrated Sybil's temple, of large proportions, solid masonry, and raised above the ground on a lofty and striking basement. But its pillars, instead of beautiful Corinthian, well-fluted, are of the meanest Doric. They are built too slender for their height, and for the heavy entablature and cornice which rest on them. The dome, instead of springing from nearly the same level with the roof of the surrounding portico, is raised ten feet higher on a most ugly and unmeaning attic story, and the windows (which are quite useless) are the most extraordinary embrasures (for they resemble nothing else) that ever I saw out of a fortress." The good Bishop further expresses his vexation that so unmeaning a building should have been erected, when, at a very little more cost, a very handsome church might have been built, and a fine marble monument to Lord Cornwallis placed in its interior.
At two, passed Zimaneah, and anchored between Sanowlee and Chochuckpore, six hundred and twenty-five miles from Calcutta, the former place being noted for an immense banyan tree, the latter for a temple generally crowded with monkeys, and as that animal is held sacred by the Hindoos, it may be as well to caution the novice not to let the neighbouring inhabitants see him shoot them, should his sporting inclinations tend that way.

During an afternoon walk on the banks of the river, occasionally obtainable even by steam travellers, the pedestrian frequently comes upon objects not to be seen from the vessel's deck; among these, deep massive wells, erected by the liberal and beneficent of former times, are not uncommon. Scarcely less so are the melancholy spectacles of monuments over the last resting-places of unfortunate Europeans, who, far from the reach of medical assistance, have been attacked and carried off by cholera, the country's scourge. Many have thus met their deaths with none but natives near them, and have been indebted to the lowest of the low among these, for the excavation of a few inches to serve as a grave, scarcely preserving from the jackal's nightly prowlings, perhaps, the deeply cherished wife, or the tenderly devoted husband; one day the survivor seeing the loved object in health and happiness, and the next, compelled, with his or her own hands, to dig the hole which shall for ever cover all that remains of one so dear. There is no exaggeration in this picture, as
every reader acquainted with the customs of India, and the prejudices of its inhabitants, will readily admit.

*September 1st.*—At eight, passed Deochunpore, which possesses a quaint well preserved Hindoo Temple, and a flourishing Indigo factory; the latter having the somewhat unusual appendage of a handsome flight of stone steps leading from it to the water.

In an hour and a half, passed Saidpore, which has two very lofty and handsome temples, with numerous gilt-topped pinnacles, and shortly afterwards, a small hamlet, called Patna; all the huts in this latter place belong to a native Mussulmaun, producing, for him, a princely revenue of one or two hundred rupees per mensem; yet, such is the benefit derived, in the opinion of this class of men, from being in the service of influential Europeans, that he still serves one as Chuprassie, or messenger, his attendance being requisite throughout the day and night; and his wages being only four rupees per mensem.

Immediately beyond this, the Goomtee joins the Ganges, a river of some importance, as it flows past Lucknow, the capital of the Kingdom of Oude, and is navigable indeed beyond that city. Hence to Benares, there is little worth remarking; the temples which are sprinkled about, and other Hindoo sacred structures, being the natural features of such close vicinity to the holy city. Many temples and part of the city are distinguished before reaching it; but, conspicuous beyond all, are
the two lofty elegant minarets, of the celebrated Mahommedan Mosque, built, to the great annoyance of the Brahmins, when the place was conquered by the Emperor Aurungzebe; one of their finest temples being destroyed to make room for its unhallowed intrusion. It is erected on the most elevated and commanding spot in the city, and the view from the summit of either minaret is said to be very fine. Its appearance must be a constant eye-sore to the Hindoo population, and exceeding as it does the Mahommedan in the ratio of nearly fifteen to one, it seems strange that some *emeute* has not long ere this taken place, and that the former should, at a comparatively recent period, have quietly and without remonstrance seen the Government restore it to its original state, when one of the minarets had fallen, and it was otherwise sinking into decay.

The Brahmins, in addition to their legitimate gains from the inhabitants of the place, must make vast additional profit from the many wealthy natives from all parts of India, who deem it their duty, to make frequent pilgrimages to the shrines at which these priests preside. The last notable instance was that of the Rajah of Nagpore, who spent, during a short stay, no less than sixty thousand pounds. To the European community he gave a grand aquatic entertainment, causing both sides of the river to be closely and brilliantly illuminated for miles, "the whole terminating with a grand display of fire-works."

Half an hour after passing the Burna Nullah, the
Snake-Charmers are generally among the foremost attendants at the stranger’s levee, and should he have had no previous opportunity of seeing them and witnessing their exploits, his astonishment will be excited by the approach of men, clothed as it were with deadly reptiles; some winding round their necks, depending therefrom like ladies’ boas, some round their waists like sashes, while from the folds of their turbans, or from their bare bosoms, they will draw the venomous scorpion, the death-dealing Cobra, and numerous others. The exercise of half an hour’s patience will, on an occasion like this, enable him also to test the truth of the oft-doubted statement that a small Boa Constrictor, not ten feet in length, whose mouth is not so large as the head of the fowl presented to him, will, in less than that time, devour it; for no longer period certainly elapses between the first sudden spring and fatal embrace, until no more of the prey is seen; the unnatural enlargement of the jaws, the contraction and expansion of the muscles, and the gradual disappearance of the bird, in fact the entire process, can be easily witnessed.

Children’s toys of all descriptions are obtainable at Benares, exceedingly good and cheap; they possess, too, one great advantage over most others, since,
though painted in every gaudy color, so pleasing to the infant eye, no moisture will eradicate or cause it to run. Beautiful pebbles, cut for seals or other ornaments; native paintings of celebrated buildings, individuals, costumes, ceremonies, &c. &c., both on ivory and on talc, are here procurable in abundance. The stranger must bargain for what he wants, as the native dealers always ask two or three times more than they are content to take. The population of Benares was estimated in 1828, at six hundred thousand, exceeding in that respect every other place in Hindoostan. Hamilton calculates it to contain twelve thousand houses of brick and stone, and sixteen thousand of mud, nearly a fourth being occupied by Brahmins. It abounds with mendicants. The commerce is considerable. Like most native cities, its streets are so narrow as to be impassable for wheeled carriages of any description; besides which, they are so exceedingly rough and dirty, and so crowded with beggars and sacred bulls, as to be difficult for pedestrians to traverse. The remains of an observatory of the celebrated Jey Singh still exist. Other details of the holy city may well be excused, as there is scarcely a book published on India which does not contain them.

The Cantonments of Secrole are nearly four miles distant from the River; the road from thence, though in the rainy season bad, is far from uninteresting, passing by many wells, temples, and ruined tombs. The Bungalows are spacious and
well separated, but there seems some lack of trees. The church is hardly inferior to any in Calcutta, and there is a very large theatre, and a good racket-ground. In addition to several civilians, four regiments of Native Infantry, and a company of Artillery are generally stationed here. There is therefore abundance of society, and the station is gay and much liked. From Benares the low range of Bindee Hills, near Mirzapore, is visible.

*September 2nd.*—Started at ten. The view of Benares from the river is unique. In front of it, the Ganges forms a bay, the city being of a semicircular form;—the immense mass of houses rising from the immediate bank, as well as inland at successive elevations, every few yards, with overtopping pinnacles of temples, and some few noble trees intermixing among them;—the numerous ghauts, with their apparently never-ending flights of steps, and the life and bustle among the hundreds bathing in the water at their base, with the high and graceful minarets of the mosques, all combined, form a very striking scene. Although Benares stands on the face of an eminence sloping towards the water, and many of the buildings being consequently seen which would be concealed were the ground level, still the gazer from the river, bearing in mind the immense length of Patna, and beholding, comparatively speaking, the small river frontage that Benares presents, would not without reason say, that Patna must be the more thickly populated; but such is not the fact. There
is one Ghaut being built, which for magnificence will be unparalleled; the river face alone is more than six times as extensive as any other, and its superiority in all respects will be proportionate. A few feet above the foundation are at present only completed, and yet the expenditure has been several lacs of rupees. It is to be hoped that nothing will prevent the liberal native, who has commenced the undertaking, from carrying it through to completion. Beyond the thickly populated portion of the city, are a few scattered houses, mostly built of Chunar stone and surrounded by tastily laid out gardens and grounds. The traveller has scarcely gazed sufficiently on them, and the fast-fading city, on the one hand, before his attention is called, on the other, to the palace of the Rajah of Benares, at Ramnugur, beneath which he passes. It is a large, straggling, castellated building, with terraces, temples, pinnacles, and a partly detached seraglio: a portion rising abruptly from the water's edge. An ancestor of the present possessor once determined to build a city at Ramnugur, in exact imitation of an English one; but was dissuaded by his neighbours opposite, the Brahmins, on the plea that the East India Company would speedily dispossess him of it. The curious in such matters may still see the plan of the streets, running at right angles with each other, as intended to have been built. His Highness has another residence, opposite Mirzapore, but by no means equal in any respect to that at Ramnugur. He is fond
also of aquatic sports, and his taste in that way is strongly exhibited in the beautiful three-masted pinnace, and the long elegant snake-boats, in front of the latter palace.

At two, passed Sultanpore, the station for a regiment of cavalry; the bungalows of the officers are prettily situated, with very few native huts intermixed with them.

Four miles beyond, is Chunar, certainly the most delightful spot in the entire river. The European station is first approached, looking like a collection of villas imported from England, each with its twenty acres of ground and stone wall surrounding it, and with green painted gates; no mud or sand banks offend the sight, but a beautiful grassy lawn extends to the water's edge, while all around is amply but not superfluously wooded; the low Bindee Hills in the rear are covered with heath and brushwood, and the pinnacled tower of a neat church peeps from among the richest foliage. The houses are built of stone, and are principally of two stories, one only has three; while the view of an occasional bungalow is hardly sufficient to destroy the English aspect of the entire scene. Next comes the native portion, the tenements in which are more than usually neat and substantial; while towards the river is a fine sandy beach. The extensive fort is then attained. "It is," (says Hamilton) "situated on a free-stone rock, several hundred feet high, that rises abruptly from the plain, and advances some distance into
58 FORTRESS OF CHUNAR.

the river. The principal defences consist of a single stone parapet, with towers built along the margin of the precipitous ridge." It is of native origin, and was the scene of many a severe struggle long before the British had a footing in the country. Since falling into their possession, in 1763, they have in a measure remodelled and improved it. It is now occupied by state prisoners, the latest arrival of that class being the noted Hadjee Khan Kakur, whose duplicity alone prevented the gallant Major Outram from effecting the capture of Dost Mahomed immediately after the fall of Ghuznee and Cabul.

Beyond this strong and important fortress, and on the side of the hill on which it is built, is a picturesque and sweetly situated burial-ground; it is full of monuments, many of which are over the remains of those British officers, who fell at the first unsuccessful attack of the place before its final surrender. Chunar is garrisoned by a few companies of Artillery, native Invalids, and a detachment from a native corps. The neighbouring scenery is interesting, the banks are high and fringed with verdure, while an occasional ravine affords glimpses of a highly cultivated country between the river and the hills. The tobacco manufactured at Chunar is well known and greatly esteemed. Anchored at Budowlee.

September 3rd.—The Mussulmauns forming the Lascar crew shame many a Christian by the regularity and frequency of their devotional exercises; choosing
a vacant spot, whether secluded or otherwise, where they can turn their faces towards Mecca, and sometimes standing for a quarter of an hour repeating sentences from the Koran in the original Arabic, a language rarely understood by them, with a chant little less harmonious than that used in our cathedrals. Can it be consistently contended, that prayers such as these, accompanied by the beating of breasts, the stroking of beards, and the bending of foreheads to the earth, will be ineffectual, though addressed with much more sincerity by these poor uneducated beings to their false prophet, than those of too many Christians, in offering up their supplications?

At eleven, reached Mirzapore, remaining three hours. Mirzapore dates almost its origin, and certainly its flourishing state, to British influence. Its population cannot be less than one hundred thousand. "It is at present," (says Hamilton,) "one of the greatest inland trading towns, and the native inhabitants are more remarkable for their active industry, than in any part of the Company's dominions out of the three capitals." The country around is very beautiful, and the station delightfully situated, comprising about an equal quantity of bungalows and stone erections; more than one of the latter, almost coming under the designation of superb edifices. The native town is, like Benares, situated in a reach, and about half the extent of that city, abounding like it in temples and ghauts, (some of the latter, indeed, are superior to those of Benares,
always excepting the one now erecting.) It has also its mosques and minarets, miniature representations of the other. The banks being high, and the current beneath them very violent, all boats are stationed at the opposite side of the river, which is hence becoming a populous place. The number and size of these boats fill one with astonishment. Both here and at Benares, the sterns of many are so large, as to require two rudders, by the motion of which, alone, they are propelled along. Mirzapore is noted for its manufacture of superior carpets, which fetch high prices all over the world. It is also the principal mart for cotton, most of that grown in the Upper Provinces being despatched hither. It is a civil and military station, a regiment of Native Infantry being generally quartered there.

Shortly after leaving Mirzapore, the Bindee Hills are lost sight of; the country continues varied and agreeable; one side of the river is seldom without a bank thirty or forty feet in height, and an inundated village is nowhere to be seen. Vast as is the quantity of maize apparently cultivated, it seems to the passer by to be even more so from the want of all contrast with any other crops, except occasionally a field of sugar cane, other grains being for the most part sown in October, and reaped in March. Between Mirzapore and Allahabad, the river is more winding than at any part of the Ganges hitherto passed.

Anchored near the village of Gopalpore.
September 4th.—The activity of the Lascars would surprise even the smartest English sailor. To the mast of neither the steamer, nor her companion, are there any ratlins, yet any of these men will be on the top gallant yard as soon as if there were. They climb by a single rope, using both hands and naked feet. To them, night and day are the same, and an accident is rarely heard of. Successively passed Dega at twelve, Lutcheeaghurree at three, Sirsah at six, and anchored at Dum Duma.

Sirsah is a large native village, prettily situated at the bend of the river, on the slope of a hill. Several temples peep from among the houses, bearing a strong resemblance to the steeples of country churches in England. Excepting Sirsah, there is no place worthy of notice between Mirzapore and Allahabad.

September 5th.—At eleven, anchored in the Jumna just beyond the fort, passing by that portion of it on which last year the river made sad inroads. The fort is a conspicuous object for some time before it is reached, and not less so the junctions of those two important rivers the Ganges and the Jumna, at the commanding point of which it is situated, the Ganges flowing from the right hand, the Jumna from the left. It is with some difficulty the eye can detect any difference in the magnitude of the two streams; should it do so, the former will perhaps generally be esteemed the most important. In all seasons but the height of the rains, the difference in colour is, however, very perceptible, the, comparatively speak-
ing, clear blue of the Jumna, not mingling effectually with the muddy yellow of the Ganges, until some time after their union. It is equally difficult to decide which is most beneficial to the community before the confluence, for while the Jumna flows by Agra and Delhi, the Ganges washes Cawnpore and Futtyghur, without reference to the vast districts fertilized by both throughout their courses.

Concluding that the friends of the traveller have been duly advised of his approach, and have sent a conveyance for him, since there are none to be hired, this chapter may be here closed, Allahabad itself forming the subject of a succeeding one.
CHAPTER III.

DAWK TRAVELLING IN INDIA.

Having brought the reader to Allahabad, where steam voyages at present terminate, though it is contemplated ere long to extend them to Agra, it may perhaps be allowable to say a few words upon land travelling, which in India is of two kinds, viz. marching, and by dawk, or post; to the latter, this chapter will be devoted, that particular mode being the best adapted for all but military men, by whom almost exclusively indeed is marching used, and then rarely unless in the company of experienced companions, or with their regiments. To such it would be as impertinent, as it is unnecessary, to offer advice upon details with which, from their earliest days of military experience, they will become acquainted.

It will surprise any one who has never been in India to hear,—and especially so in times like these, when such extraordinary celerity is attained in England,—that the rate of travelling by dawk, though the most expeditious mode practised, does not, except
upon very unusual occasions, exceed four miles in the hour; in the rainy season indeed, more than three cannot be accomplished. Yet even this creeping pace is rapid compared with the military march, which averages twelve miles, and is performed very early in the morning so as to terminate before the sun is high in the heavens, the remainder of the twenty-four hours being devoted to rest. During this time, if the dawk traveller does not object to moving by day, and it is only during the very hot season that any risk is incurred by so doing, he can accomplish between seven and eight times that distance.

Like steam travelling, that by dawk is under government control, being part and parcel of the post-office department. Application must be made to the post-master of the district in which the intending traveller may be residing, who will require three or more days' notice, according to the distance, to give directions for bearers being placed upon the road. In such application it should be stated whether one or two Mussauljees (torch-bearers) and banghy-burdars (luggage-porters) are required; if this is omitted, the full set of two of each of these men, besides the eight bearers, will be supplied, and if not required, prove an unnecessary, and, for any distance, a considerable expense. The application must also state the time of starting, and whence, as well as the durations and localities of the halts desired to be made on the road. The cost is invariably paid before-hand; and throughout Bengal and the N. W.
Provinces, is at the rate of eight annas per mile; for a full set of twelve men, a deduction of one-twelfth being made for every man less than that number. A further sum of one-half that amount is also levied, under the head of demurrage, which is returned to the traveller or his order, upon its being ascertained that no delays attributable to him have taken place on the road: to one who has no intention of returning to the station, or possesses no agent there, this rule may be exceedingly inconvenient, yet cannot be infringed; a satisfactory arrangement may, however, be made by some resident friend being willing to stand security, and pay for him, should he, by accident or otherwise, render himself liable for any demurrage charges. Such is the perfection to which the post office authorities have brought the system of dawk travelling, that it is not presuming too much to rely upon the certainty of a party meeting no annoyance, by having to wait for his bearers, on the entire route between Calcutta and Loodianna, a distance exceeding 1100 miles.

The stages for bearers vary according to circumstances, some being much longer than others, but, as a fair average, they may be taken at ten miles each, and the time occupied about three hours. At the end of each stage, it is customary to make a douceur of a four or eight-anna piece to the men about leaving, according to the discretion of the traveller and the manner in which he has been borne along; distinct requisitions will occasionally be made by
individuals of the party, but they should, in every instance, be discountenanced. Many rivers and streams will have to be crossed in the rainy season, which are at other times fordable. Ferry boats are stationed for this purpose, and although the expense of these is included in the mileage the traveller pays, a small gratuity of four or eight annas is generally looked for by the boatmen. More than one torch-bearer is not only a useless expense, but an annoyance of no inconsiderable kind; nothing can induce these men to run elsewhere than at the side of the palankeen; the odour of the oil made use of is none of the most agreeable, though, while only one is entertained, he can always be kept to leeward, whereas, with one on each side, the glare and the fragrance combined tend effectually to banish sleep. The torch used on these occasions is a short stick, bound round with linen rag, upon the extremity of which, oil, from a separate flask, is constantly dropped. No one who has ever witnessed the process, but must be reminded of the Scripture parable of the five foolish virgins, "who took their lamps, and took no oil with them." Upon this text, some commentators (Dr. Collyer among them) have argued that the lamps, and the receptacles for oil, were connected, or one and the same, and that an inadequate provision of the latter was the cause of the lamps being extinguished, upon the arrival of the bridegroom being somewhat delayed. The correctness of this reading admits of doubt. Every
circumstance leads to the belief that the present mode of using the torch existed in the most ancient times; and as it is very unlikely the lamps would have been lighted much before they were required, it seems more natural to conclude that the flasks were brought away nearly empty, or perhaps forgotten altogether.

The novice in dawk travelling will at first find it somewhat difficult to reconcile with his ideas of humanity thus employing his fellow-creatures; the inconvenience and fatigue to which he finds himself subjected, during the first twelve hours, will probably be secondary considerations, compared with the sufferings which, from their groans and exclamations, his bearers are apparently undergoing. He will speedily be accustomed to all. With regard to the bearers, he has only to reflect that they are not slaves, but voluntary agents; that, did they choose, they might obtain a living in many other ways; but that it is an employment to which they have been brought up from their boyhood, and that their lamentable cries are simply the effects of custom, not the result of pain.

The traveller will soon recognize a difference between different sets of bearers; by some he will be borne along so smoothly that he might fancy himself on his couch; by others, he will be most unceasingly and unmercifully jolted; some will go along four or five minutes without stopping to change, others again will do so in less than one.
There is one particular and intricate step peculiar to these men, which, if well known and practised by all, will obviate all cause of complaint; they should, in fact, before being considered competent for the satisfactory discharge of their duty, be nearly as much drilled as raw recruits.

It is impossible for a traveller to be too particular in the selection of his palankeen. Should he be so unfortunate as to get an unsound one, and his journey be of any length, he must bid adieu to comfort during its continuance. The first accident will convince him of its condition, and when that is remedied, should no second occur, (which is very unlikely) he will be kept in a constant state of apprehension of it. Nothing can well exceed, for instance, the annoyance of a pole breaking; the chances are many that, if this take place, it will be at some part of the road or jungle at a distance of miles from any place where the repairs can be effected, which must be traversed on foot through a broiling sun, or in the middle of the night, and some hours of subsequent delay will be incurred. One spare pole at least should always be carried, ready to be fitted into either end; a hammer, nails, and some thick rope would also be found useful.

Nothing but what is indispensable should be carried in the vehicle, since the less the weight, the less likelihood there is of accident. Among indispensables should also be included the bedding belonging to the palankee, a sufficiency of pillows, and
a boat-cloak for the night. In the event of the journey being for twenty-four hours, or more, a change of clothes and toilet apparatus should be at hand, with such provision as may be deemed requisite; at all seasons and times, a bottle of water, a tumbler, a small case-bottle of brandy, a sandwich-box, and a few biscuits, will be found valuable.

Trifling as these details may seem, attention to them will be found most conducive to comfort, and no excuse is made, therefore, for mentioning them. Should the journey be of greater length, some stoppages must necessarily be made, and it is concluded the traveller will have friends on the route, or be provided with letters of introduction to strangers. If the former, it would be advisable to acquaint them of his intended movements; and if the latter, the letters of introduction should be sent on in advance, and the expected time of arrival notified. This course is recommended for several reasons; two only need be named, viz. the possibility of finding no one at home when coming unannounced; and the unwillingness, generally entertained by most people, to being taken by surprise. No gentleman need distrust the reception that letters of introduction to residents in the Mofussil, may meet with; whatever may have become of the once splendid hospitality of Calcutta, so boasted of all over the world, few cannot readily testify that it still exists to the full extent in the Upper Provinces: as one instance of this, it may be stated
that Mr. Clerk, the Governor-General’s agent in the protected Sikh States, during frequent and long absences from home on political missions, invariably leaves an efficient establishment at his house, to minister to the wants and wishes of those who may have letters of introduction to him.

But there may be among travellers some, to whom, from a love of independence, or a want of time, the payment of such visits may be irksome; for their convenience, the government stage-bungalows are always available. These are scarcely ever more than fifteen miles distant from each other, and extend more than 600 from Calcutta. At each is stationed a khidmutghar and bearer, who are most attentive to the traveller’s wants; but he must not rely upon obtaining anything in the shape of supplies beyond a fowl, eggs, milk, and perhaps a little tea; and he will pay for these according to what he deems their worth. The government charge for the bungalow is one rupee to each person using it. Each can accommodate two or three parties, or more, if no ladies are among them; for though there are but two good rooms, each could give shelter to three or more individuals, should necessity require it. Beyond Cawnpore, the bungalows are frequently forty and sixty miles from each other, and there is greater difficulty in getting supplies of any kind whatever at them.

The number of luggage-porters, who should accompany a dawk traveller, of course depends upon
the quantity of baggage to be conveyed; each man is able to carry two petarrahs, or tin boxes, of eighteen inches square; two of these will hold a moderate wardrobe;—four, an extensive one; consequently, more than two men are seldom required. The weight of each petarrah should not exceed thirty pounds. Equal care should be taken in having these prepared, as in selecting a palankeen; the hinges should be inspected closely, as well as the hasps and padlocks, or they may also break down before the journey is half finished. Covers, made of the moomjamma, or oil skin, common in India, will be found useful against the dust in the hot season, and against wet in the rains. They should invariably be well lined with paper; if this precaution be neglected, the tin inside will make every thing black with which it comes into contact. The banghys, or bamboos, from the extreme ends of which the petarrahs are suspended, are furnished by the traveller, and the strength of them, as well as of the hempen cage in which they are placed, should be tested. Most travellers deem a brace of loaded pistols requisite; in times like these, such ideas are abandoned, and it would not therefore be necessary for any one to put himself to the expense of buying such. Should he have them, he can carry them in his palankee or not at pleasure.

To the old stager, such a caution is not requisite; but it may be needful to recommend the tyro invariably, before commencing a fresh journey, to
have the contents of his palankeen removed and replaced; those vehicles being too bulky to be brought within the house, their stations are generally in the open verandahs, and snakes not unfrequently creep into them for warmth; from a neglect of this precaution, more than one traveller has been awakened shortly after placing his head on his pillow, by the hissing of a deadly Cobra-di-Capella, partly beneath it.

Private dawks have become latterly very much in vogue; and at every large station will be found three or four natives, called Chowdries, who provide them. Having no expensive establishments to keep up, like those of the government, they can afford to make smaller charges than the latter, and their rates are consequently on an average fifteen per cent. less; they do not either require any demurrage deposit, and indeed it is customary to pay them at starting only about two-thirds the amount agreed upon, handing over the balance on the termination of the journey. The bearers on the road being literally the same as those employed by government, serving either party indiscriminately, no fresh rules need be laid down with regard to them. Many people fear trusting these men, and prefer paying more to the post office, to make sure of punctuality; there exists no just ground for such fears. The Author has travelled hundreds of miles by each, and could never recognize any difference between a government and a private dawk. There are some
persons who, when about taking a beaten track, will not trouble either; but, with rupees in their palankeens to pay at the end of each stage, will run their chance of finding bearers on the road: such a course is by no means advisable, unless the journey be a sudden and emergent one, allowing no time for "laying a dawk," as such confidence may not always meet with the desired success.

It need hardly be mentioned here, that the letter post, throughout India, is likewise conveyed by men alone. In fine weather, it is carried at the rate of five miles an hour; the bags, never very heavy, are slung at the end of a stick, and so borne over a man's shoulder, who keeps up a gentle run, and, being generally relieved every five miles, he can continue the same pace throughout the distance allotted to him.
CHAPTER IV.

ALLAHABAD TO AGRA.

ALLAHABAD is the chief city of the Province of the same name, and came under the dominion of the British in 1765. As among the Hindoos all confluences of rivers are holy, so this spot, where the junction takes place of two such celebrated streams as the Ganges and the Jumna, is deemed especially so. Pilgrimages are made to it from all quarters, and a large revenue was formerly derived by government from the taxes paid by those who obtained their leave to bathe in the sacred waters; numerous, too, were the fanatics who voluntarily drowned themselves there, in the full assurance that their eternal happiness was thereby secured. The tax in question has been for some time abolished. The population of the city is about 25,000. Its commerce is inconsiderable; the mart for cotton, which it once possessed, having been for the most part transferred to Mirzapore. It has been supposed by some to have been the site of Palibothra.

The fort, as has been before stated, occupies a most commanding site, at the very point of junction of the
two rivers. All the alterations and improvements made by the English, since it came into their possession, have not taken from it its native character. In its original erection, ornament seems to have been almost as much studied as strength; this is very evident from the gilding and highly elaborate workmanship of the roofs over the gateways, and the quaint balconies and fretted cornices of the buildings in the interior. To a native army, the place must be impregnable, and even to an European force, if it could be garrisoned in proportion to its size, its conquest would be a service of great difficulty. The fosses are deeper and the walls higher than those of Fort William, and the entrances are neither so many, nor so tortuous. The quarters of the commandant, and other officials, overhang the Jumna, on which they look from a great height. In the fort, state-prisoners are occasionally confined.

There are two or three things therein demanding some slight notice, and well worth the inspection of a visitor. First, the armory, now, comparatively speaking, empty, in consequence of the large indents made on its stores for the Afghanistan campaign. Secondly, a cylindrical solid stone pillar, forty-three feet in length, and almost of the circumference of a frigate's lower mast, slightly tapering towards the summit; a great portion is smooth and polished, bearing inscriptions in characters which were utterly unintelligible to the most
learned antiquaries, until the late Mr. James Prinsep brought his extraordinarily energetic mind to bear upon the subject, and elucidated them satisfactorily. This pillar was found in the fort when the British took possession, and the names on it are supposed to be those of eminent individuals who came to bathe at the confluence. The authorities are at this moment preparing a place for fixing it in a perpendicular position, it having lain for a long time on the ground neglected.

Another curiosity in the fort is a subterranean passage, extending, according to popular statements, to Benares. A faqueer awaits at the entrance, and, for a gratuity of a few annas, will show its wonders by torch-light; for, at the entrance, and at one other place only, does the light of day penetrate. The passage is not more than four feet broad by about eight in height; the walls, roof, and path, are mostly of Chunar stones, and very ancient; they bear numerous native inscriptions, and at every step on each side are niches containing mutilated idols. After proceeding a hundred yards, in a direct line, paths branch off in all directions, and the place becomes a perfect labyrinth; every recess is crowded with idols, for each of which the guide has a name, not one of them being in a perfect condition. The place is tenanted by insects and reptiles without number; millions of cockroaches, attracted by the light, crawl and fly around and about; toads every moment cross the path, and dispute the entrance to
their territories; whilst bats flit each instant so close to the torch, that its non-extinction is surprising. All is damp, drear and noisome; and it would be indeed a punishment to travel in it a single mile, much more the fifty-three that separate it from Benares.

The cantonments of Allahabad are nearly four miles distant from the fort and river. A company of foot artillery and two regiments of native infantry are generally stationed in them, and the parade grounds of the latter are spacious and open, one somewhat more so than the other. A general officer is always in command of the fortress. It is likewise a large civil station, and the courts of Sudder Dewanny and Nizamut Adawlut are here fixed. The members of this service have the reputation of being very hospitable, thereby rendering the station gay and agreeable. The country around is, as usual, very flat, but the foliage is extremely abundant and luxuriant. The rides are many and interesting, and the roads remarkably good, most of them flanked by fine trees. Once or twice a week, a regimental band enlivens the frequenters of the principal mall. These bands are described as sad taxes on a young officer's monthly income, seldom entrenching thereon to a less extent than from fifteen to twenty rupees; whereas, their book-clubs are very little more than a quarter of that expense.

The bungalows are spacious and good, but it is necessary that every entrance to them should be guarded from the flies, which are extremely trouble-
The village of Papamow is between two and three miles from cantonments, and is one of the neatest in India.

From Allahabad to Futtehpore, the distance is eighty miles, and is, almost without exception along the new grand military line of road, extending from Calcutta to Loodianna, a distance of above 1100 miles. Very few portions of this road are not already completed, and such as are not so, are fast approaching it; in its course it embraces the following important stations:—Burdwan, Sheergotty, Benares, Allahabad, Futtehpore, Cawnpore, Mynpoorie, Allygurh, Delhi, Paneeput, Kurnaul, and Umballa. A few general remarks upon it here may render a recurrence thereto unnecessary.

The composition of this road is principally a peculiar lime-stone, called conker, which, after being laid down for some time, well cemented by the application of water, and beaten together, becomes a solid mass of extreme strength; it is the only soil against which the soles of a native's feet are not proof, who, to avoid this newly-made road, will willingly wade through water, or toil through mud and jungle; remarking that it is only fit for horses to move on, who are shod with iron. Convicts are for the most part employed in making it, sometimes in gangs of above a hundred, who work with all the regularity of a regiment of soldiers manoeuvring, letting their battering rams fall at the same moment, with a noise like thunder. European and native superintendents are placed over them. The road is one unvaried flat,
and generally in a direct line, miles and miles before one being always in view. The cultivation of maize is universal. In the rainy season, the sides of the road are mostly under water, and it is melancholy to witness the devastations caused by the torrents which every now and then occur. Chasms of fifty or a hundred feet in length, forming deep ravines, occasionally stop the passenger, and compel him to make a considerable détour before attaining a perfect portion of the main road; whilst of the many bridges in its line, some are found cast down, as if by the shock of an earthquake, and masses of brickwork, of apparently imperishable strength, equally levelled by the powers of the flood. These damages are too often allowed to remain a long time unrepaired, which is scarcely pardonable, considering the importance of a perfect communication, and the cheapness of labour in India. Massive mile-stones, from the Chunar quarries, are in use along the road, and it strikes an Englishman as unusual, to see six, seven, and eight hundred marked on them, in reference to the distance from Calcutta.

Of the many villages traversed in a day's dawk journey, not one in a dozen presents anything worthy of comment. It is true that, in and about almost all, are ruins of houses, tombs, wells, and temples, which might call forth a remark, did not all recollection of them speedily become obliterated by the wonders of Agra and its neighbourhood, in comparison with which, all the former sink into
insignificance. The writer cannot but here call to mind the remark of a friend, with reference to travelling in India, viz., that, in passing through the country, he could never divest his mind of the idea that he was following in the track of an invading army, so utterly ruinous and miserable did all appear around him. The remark, though melancholy, is by no means inapplicable.

A light two-wheeled carriage, going by the name of Eckkar, is much in use in this neighbourhood, and indeed as far eastward as Berhampore, below which, it is not frequently met with. It is intended for one person only, who must sit cross-legged thereon; or two might be accommodated back to back, with their lower extremities hanging over the wheels. A single tattoo draws it along very swiftly; it is driven by a boy, and one can be hired for twelve annas a day. Here also are hackeries first seen drawn by three bullocks; one leader, and two in the shafts; the wheels and all parts of the vehicles being of the most clumsy description.

Futtehpore has been only important as a civil station since 1826, when, from its being found that the neighbouring districts of Allahabad and Cawnpore were too extensive, this place was made into a third, formed by the superabundant portions of the others. The bungalows and cutcherries of the magistrate, collector, and other officers in this department, are all that relieve the sameness of the many native houses which are first approached.
The tombs around it are numerous, and evince the populousness and former importance of the town; there are also the remains of an extensive Serai.

The station is greatly indebted for various means of social amusement to the late able Mr. Douglas Timins, who, during the time he held an important appointment in it, exerted himself successfully to banish the ennui generally attendant upon an extremely limited circle. Few travellers, who have passed through Futtehpore, will not bear testimony to the kindness experienced at his hospitable mansion, or regret the bereavement his amiable family have suffered in his premature death. In the native town the streets are as usual, narrow, winding, and dirty. At the verge of the station, on the road to Cawnpore, is the jail, a very large and massive building.

From Futtehpore to Cawnpore, a distance of 48 miles, the road presents little or nothing to attract the attention. The latter is one of the largest military stations in India, the garrison consisting generally of a Queen’s Cavalry Corps, one of Native Cavalry, and three or four Infantry Regiments, besides Horse and Foot Artillery, and is the headquarters of a division, commanded by a Major General. The barracks for the European Troops are well situated in a fine open space, with a detached library-room in close vicinity; for the latter introduction, the government deserves great credit. The native lines are equally well-arranged, on an extensive parade, intersected by the high road to
the westward, and always presenting an animated scene, especially before sun-rise and after sun-set, from the number of drilling-parties, musters, &c., necessarily required among so large a body of men. In the rear of the arm depot of each regiment, are the huts of the sepoys, clustered together, and almost hidden from the view by trees and jungle, beyond which peep the summits of various mosques and temples. The cantonments are straggling, and extend over a large space; the distance between the foot-artillery quarters, and those of the farthest native infantry encampment, being little less than six miles. The residents complain much of this, and not without reason, it being the occupation almost of a day to pay a few visits. The Ganges flows at a distance of half a mile. The bungalows of the officers are generally situated in extensive compounds, some of them with romantic ravines, in which high jungle grows during the hot weather, whilst torrents of water flow through them in the rains. A few are prettily perched on high grassy eminences, but the place altogether is somewhat bare of trees. In the centre of cantonments are situated the church, the assembly-rooms, the theatre, (the eye embracing these at one view), the post-office, the Europe shops, and indeed most of the important establishments. Until lately, there was no church, divine service having been performed in two different spacious bungalows, at either extremity of the station; even now it is necessary to have prayers at another place besides the church,
in consequence of its great extent. The course, or evening drive, is bordered by trees, and being well-watered, is a delightful resort after the other dusty roads; it is well attended, the civilians from their retreats at Nawaubgunge, three or four miles distant, generally adding by their presence to its liveliness, and it not unfrequently musters a hundred equestrians and charioteers. Beyond this drive, is the race-course, exhibiting much sport during the winter. Bands of different regiments perform at sun-set almost every evening. With its reunions, plays, balls, and parties, Cawnpore is altogether a gay station; and notwithstanding the heat, the dust, the intensely hot winds, and the prevalence of that simoom, or whirlwind, appropriately called a "Cawn­pore Devil," it is, perhaps, rather a favorite than otherwise. In contradistinction to Calcutta, but little gaiety is indulged in during the cold season, from October to March, which is generally very severe, with biting winds, allowing few who are not blessed with close carriages to brave them, late at night, during a journey of some miles.

The station suffers much from the depredations of thieves, and notwithstanding the most vigilant watch­ing, a night scarcely passes without many robberies being committed. The miscreants are generally sup­posed to be wanderers from the dominions of the king of Oude, on the other side of the Ganges, to which they return, with their prey; this is an evil that will always exist in a station mustering a large
body of European troops, from the ready market found among them for the disposal of useful articles, if cheap, however miscellaneous their nature may be. Wolves are very troublesome, and native children are frequently carried off by them. The saddlery and harness made at Cawnpore are very little inferior to English, and renowned all over India.

From Cawnpore to Mynpoorie the distance is one hundred and eight miles, divided into nine stages, viz., Simla, thirteen miles; Nowadah, thirteen; Buckawtee, twelve; Meerunka Serai, twelve; Jel-lallabad, twelve; Shahjehanpore, twelve; Nubby-gunge, twelve; Irun, eleven; and Mynpoorie, eleven. Near Buckawtee is a curious temple, of considerable size and elevation, of red granite, in good condition; the whole of the exterior ornaments of which are crouching tigers.

While in such close vicinity to the ruins of the once celebrated city of Kanoge, few would hesitate visiting them; and to do so, it is only necessary, upon reaching Meerunka Serai, to diverge two miles from the direct route. Travellers are generally previously met by an intelligent native, who offers his services as guide, and presents for inspection a book containing testimonials, from former parties, to his capabilities for the employment he undertakes, and which his father before him for many years pursued equally well. He ekes out a livelihood, in addition, by the sale of ottar of roses, rose-water, and other wares, which must indeed be
excellent and cheap if they are but half so good as he will assert. The road to the ruins is partly through indigo fields, but principally among ravines, and scenery partaking of wildness. The villages in the vicinity are large and populous, and the inhabitants, from their eagerness to catch a sight of the passing traveller, and their exclamations and looks of surprise when they do so, would appear not to have seen much of Europeans in their secluded tenements.

Kanoge is known to have been a place of importance, and the metropolis of a great empire, above a thousand years ago; long indeed before the Mussulmaun invasion. Its extent and grandeur are evident from the ruins which are spread about in every direction, and the remains of walls of immense thickness, which, for ages more, will, in all probability, go no further to decay. On considerable elevations, overlooking the site of the once noble city, are tombs and mosques, a view of more than one of which, though of recent origin, will amply repay the visitor for the toilsome ascent to reach it; the view of the surrounding country, from the terraces, with a branch of the Ganges, called the Kala Nuddee, flowing beneath the feet, being highly pleasing. Within, the white chunamed walls give evidence of many Englishmen having visited the spot, by the disagreeable exhibition of their names scribbled thereon, a strange characteristic of our countrymen, which is too frequently witnessed now-a-days to cause surprise.

Between Jellallabad and Shahjehanpore, on the left
hand, is a tope, a quarter of a mile in extent, every tree in which swarms with monkeys of all ages and sizes. They attend the traveller for a considerable distance, snatching bread and biscuits from his hand, chattering and grinning most hideously. It has elsewhere been remarked that these animals are revered by the natives, and that on this account it is dangerous to destroy them.

Mynpoorie is a small solitary station, its only European inhabitants (besides a civilian or two, four miles distant) being the officers of the 31st Regiment of Native Infantry. This gallant corps, after undergoing all the toils and glories in the recent Afghanistan Campaign, and being present at the taking of Khelat, has arrived here to recruit its almost exhausted ranks. The grass around the cantonments runs up to ten feet in height, and its flower is so luxuriant, and beautifully white, that at a distance, a patch of it can only be well likened to a vast collection of ostrich feathers. Thieves are troublesome also here, and the usual expedient of engaging one rogue to keep others away, on the principle of paying "black mail," not unfrequently proves unavailing.

From Mynpoorie to Agra, there are seven stages, viz.: Bejrasee, ten miles; Bamun, ten; Shekoabad, ten; Ferozabad, ten; Mahomedabad, ten; Begum Ka Serai, eleven; and Agra, eleven: total seventy-two miles. The greater part of this route being through a cross country, the scenery is decidedly more Indian, and as such, more interesting, than
that which the main road presents. The villages are large and populous, and the inhabitants less accustomed than elsewhere to European travellers. Shekoabad and Ferozabad are the principal; the latter may with justice be termed a city of tombs, so enormous is their number; but there is scarcely one not in a state of utter ruin and decay.

It would be difficult to meet with a scene more truly Oriental than that which greeted the Author two miles beyond Mahomedabad: first, a troop of travelling Nautch girls, enveloped in shawls and flowing drapery, their noses, arms, and ankles loaded with rings and bells, and their eyes darkened to the extent deemed so fascinating by their class, who left not off their dancing until their hands were crossed with silver. The sound of their voices had not ceased, when the air became tainted with the effluvia from a dead camel, half a furlong in advance, in close proximity to which it was necessary to pass; dogs, jackals, and carrion birds, feeding in concord on the ample repast, and apparently half-inclined to attack the coming cavalcade for presuming to disturb them at their meal. Within the range of the eye, succeeded an encampment of a dozen Sepoys, returning to enjoy a few months' leave with their families in Gwalior, their arms piled, and themselves sheltered from the mid-day sun beneath some lofty trees at a well-side, near which, a faqueer had taken up his permanent residence, assured of there meeting more travellers than he might do elsewhere.
Not ten yards from the well, was an extensive stagnant lake, from an island in the centre of which, rose a lofty temple, the former being connected with the main land by a long narrow stone bridge, of twenty-one arches, terminating with another temple, the architecture of the whole being altogether Eastern. On the borders of the lake, a dozen camels were quietly grazing, while in almost every direction ruins only caught the eye.

Before reaching Begum-Ka-Serai, the last stage to Agra, a view is gained of the magnificent Taj, rising from the borders of the Jumna, its white marble dome and minarets strongly contrasting with the foliage around, and though twelve miles distant, so near does it appear, that many would deem a quarter of an hour’s walk quite sufficient to reach it. Beyond this stage, the scenery becomes entirely changed, and there is nothing within view but massy rocks, and wild and deep ravines, the road undulating and winding, crossed by various bridges, which, with the road, bear marks of the torrents that deluge them every rainy season. Once more attaining a scene of cultivation, and passing through a large village, with many brick houses, tombs, temples and enclosed gardens, the river is reached and a ferry boat conveys the traveller across the Jumna, landing him opposite the Custom House. A further journey of two miles, skirting the river and the fort, and passing through a portion of the principal native streets, leads to cantonments.
A few remarks on the route thus far, may perhaps be excusable, before saying anything of Agra.

Few things will probably more attract an observing traveller's attention, during a journey from the Lower to the Upper Provinces, than the marked difference between the natives in the one and the other. To speak first of the gentle sex: he who has never been out of Bengal, and seen none but the specimens of womankind which that district presents, must carry home with him but a poor idea of the race; let him, however, but travel five or six hundred miles upwards, and his ideas will undergo a total revolution. The change first becomes apparent about Cawnpore; the women are almost without exception tall, well-made, and, comparatively speaking, fair; while in their walk, and indeed in every movement, they exhibit peculiar gracefulness; they are withal extremely modest, and on the approach of a stranger, invariably conceal their faces, or turn aside, until he has passed. Their dress consists but of three articles; a light tight-fitting corset, a long petticoat, sweeping the ground and drawn close above the hips, and a large shawl or sheet for the upper part of the body and the head. In lieu of these habiliments being invariably white, as is usual in the lower part of India, they are of different colours, giving the whole a more effective appearance. They are extremely fond of ornaments, especially armlets; frequently wearing of the latter as many as twenty on each arm, some of silver, but mostly of bone, or horn, of various colours, green predominating.
Thick bangles encircle the ankles, occasionally with jingling bells attached to them, and the nose-ring is seldom absent. But the ornament which is most usual, is a ring of large size, (larger than an ancient signet,) covering the great toe; it is always of pewter, or other white metal elaborately chased; those who can afford the expenditure, have every toe on both feet thus covered, to which minute bells are attached, producing a slight tinkling at every step that is taken. The graceful carriage of these women may partly, perhaps, arise from their habit of carrying from infancy large gurrahs, or jars of water, on their heads; these they generally balance so well, as to need no assistance from the hand. The road or pathway from a village to the river side, is always the most thronged with the native population, and, consequently, the best spot for observation of their manners and customs.

The difference in the men is scarcely less marked; they are taller, more muscular, and altogether a finer race, than that of Bengal: no man, when away from his village, travels without his tulwar or sword, hanging at his side, a brass studded shield slung over his shoulder, and a stout iron-shod stick in his hand.

Were it possible suddenly to transport a cockney sportsman to any part of the upper provinces, he could not but fancy himself in a wonderfully large aviary, and be indeed puzzled in what direction to deal destruction. On all sides he would behold vultures, kites, crows, jays, parrots, minahs, storks, doves,
pigeons, paddy-birds, and others too numerous to name; and he could not stir a step without finding opportunities in profusion for securing any quantity of the foregoing he might desire. With regard to legitimate game, so much cannot be said. Camels are by no means so scarce in these parts as might be imagined from the expenditure of this animal in the late campaign; and sometimes a train of Company's elephants, amounting to not fewer than a hundred, all magnificent beasts, will meet the traveller. Between Cawnpore and Mynpoorie, buffaloes are used for riding.

Agra is called by the natives Akbarabad, the City of Akbar; it having been embellished, and considerably extended, by the emperor of that name, who made it his chief city. It is situated on the western bank of the Jumna, communicating with the opposite shore by ferries during the rains, and at other seasons by a bridge of boats. The native city extends over a large space of ground, both on the banks of the river and inland. The chowk, or principal street, is not so narrow as those in the generality of native cities, Benares for instance; as carriages are driven through it. It is a bustling place, and its appearance would intimate the population of the city to be very great; the number cannot be much less, indeed, than one hundred thousand. The cantonments are straggling; the force consists of one Queen's corps, three regiments of native infantry, and artillery. The native lines are on a splendid parade-ground, and along the
extremity runs the course, or evening drive, strangely
enough flanked by the well-filled cemetery, serving
the purpose of a constant "memento mori;" and,
one would also think, as a damper to the gaiety of
the promenaders. The mess-house of one of the
regiments was, previously to its being devoted to its
present uses, a native tomb.

Agra is the chief city of the N. W. Provinces of
Hindoostan, and the residence of the Lieut. Governor.
The houses of the civilians and staff-officers are hand­
some, and the "Testimonial," recently erected in
honour of Sir Charles Metcalfe, consisting of a
library, reading-room, assembly-rooms, and detached
billiard-rooms, much as it has been abused, is worthy
of a visit. The church is a substantial erection; the
firing of a gun, in the absence of bells, notifies the
approaching performance of divine service. Near
one of the fort gates is the Jumma Musjeed, or prin­
cipal mosque, in a very dilapidated state.

No one, who has heard of Agra, is ignorant
of its proud boast, and greatest ornament, the Taj
Mahal. The Author, no longer wonders at the ge­
neral complaint from its visitors of the impossibility
they feel to do justice to it by their descriptions,
since, after a week's residence in the city, and an
almost daily excursion to it, at early dawn, during the
glare of noon day, and by the light of a brilliant
moon, he finds himself not only incompetent to do so,
but even to make the attempt. That may be said of
it which is applicable to but few others of the world's
wonders,—that, no matter how sanguine may be the expectations formed of it, the result has never yet caused disappointment to those who indulged them; the reality ever exceeding what is looked for. It is situated three miles from the cantonments, and nearly one from the fort, the road to it being undulating and flanked by sandy ravines, everywhere exhibiting remains of ancient buildings; the bricks comprising these are allowed to be removed by all who choose to do so, leaving little excuse for those about to build not erecting a substantial building, instead of a wretched hovel, since the small cost of transport is the only additional expense thereby incurred. The tomb is erected to the memory of Moomtaz Mahal, by her husband, the Emperor Shah Jehan, who brought this style of architecture (previously superb, as witnessed in the tombs of Humayoon at Delhi, and Akbar at Secunderabad, of which a few words will be said hereafter) to a pitch of perfection, which no attempt has since been made to surpass. Whether ambition to excel the grandeur of the monuments left by his ancestors, or real affection for his departed consort, originated this exquisite monument; certain it is, that so long as it remains, so long will it be an enduring mark of the refined taste and splendour of its founder, and carry down his name to posterity when his early brilliant career, and the misfortunes of his latter days, would otherwise have been forgotten.

Tombs in India, at least those of the very first order,
are mostly of the same character; they are generally walled round, a handsome gateway leading into spacious gardens, in the centre of which is the main building; in it, below the surface, is a dark chamber, in which the ashes of the dead are deposited, with plain elevated slabs over them. The story above is always the grandest; in it also are tombs similar in size to those below, but of the finest marble, and most exquisitely adorned: the structure of the building depending upon the rank of the occupant, or the riches of his survivors; the Taj, it need not be said, being the most magnificent of any. Three other gates, but smaller and of less consequence than the main one, allow of entrance to the gardens at each side; while within the walls, or sometimes without, are pavilions and serais, affording shelter to pilgrims from a distance, however numerous they may be, and a conduit of water, with fountains at intervals, flows between two walks, leading from the main gate to the mausoleum.

Hamilton, in his Gazetteer, thus writes of it: "This edifice, with its light minars, its great gateway, mosque, and Jumaul Khana, form the most exquisite group of oriental architecture in existence; and although the more costly mosaics of twelve different sorts of stones, within the mausoleum, have been partially despoiled of their riches, the general beauty of the structure remains to this day perfectly unimpaired. The gardens, which occupy the great area in front, are adorned with rows of cypresses, and
enlivened with fountains, which are still kept in order at the public expense, and usually play on Sunday evenings.” The late Bishop Heber writes: “After hearing its praises ever since I had been in India, its beauty rather exceeded than fell short of my expectations. The building itself is raised on an elevated terrace of white and yellow marble, and having at its angles four tall minarets of the same material. In the central hall, enclosed within a carved screen of elaborate tracery, are the tombs of the Begum; and slightly raised above her, of the Emperor himself. Round this hall are a number of smaller apartments, corridors, &c.; and the windows are carved in lattices of the same white marble, with the rest of the building and the screen. The pavement is in alternate squares of white and Sienna marble; the walls, screens, and tombs are covered with flowers and inscriptions, executed in beautiful mosaic of cornelians, lapis-lazuli and jasper; and yet, though everything is finished like an ornament for a drawing-room chimney-piece, the general effect produced is rather solemn and impressive than gaudy.” The tomb of Shah Jehan, alluded to in the foregoing extract, is decidedly an intrusion; the building having been erected for the Queen only. According to popular report, the Emperor had begun one for himself on the opposite bank of the Jumna, which was to rival the Taj in costliness, and to be connected therewith by a marble bridge; but his deposition probably put an end to the undertaking, and he was
interred by the side of his wife, destroying the uniformity of appearance that before prevailed; her tomb still continuing in the exact centre, as originally placed, while his is at one side: this defect might have been obviated by slightly moving the former; or if that were inexpedient, Aurungzebe might have had a third tomb for one of his brothers erected on the other side. The cost of the Taj has been generally estimated at seven hundred and fifty thousand pounds, but this must be far below the mark. Nothing less than an expenditure of two millions sterling could have carried out the perfect design of Shah Jehan. The erection of the Taj alone occupied a space of twenty years. From the lower terrace, to the golden crescent which surmounts the principal dome, the height is said to be above two hundred and fifty feet: few would, perhaps, believe this, from the proportions of the _tout ensemble_ being so perfect as to make it appear much less lofty. This idea, will, however, be correct if an ascent is made to the terrace whence the dome springs; the time occupied in attaining it will show that the height is not over-rated. Miss Roberts describes the gateway as a “palace of deep red stone, inlaid with white marble, and surmounted by domes and open cupolas. It is ascended by flights of steps; in the centre is a large circular hall, with a domed roof and a gallery running round, all in the most beautiful style of oriental architecture.” Around the centre chamber, containing the tombs, are other apartments, one of
which is especially devoted to English scribblers, the walls being literally covered with names, dates, quotations, remarks, and scraps of "original poetry." The cicerone leads the visitor to it, as a matter of course, describing it as the "English apartment," and seemed not a little surprised at hearing the custom deprecated, probably conceiving it to have been a religious rite among Europeans thus to desecrate every beautiful object they first come in contact with: the practice, it is sad to say, is not confined to the small pavilion in question, the walls in all directions bearing marks of a like character; such spoliators are only inferior to those who, in times bygone, robbed the tombs, and other portions of the building, of the gems forming the numerous exquisite flowers, many of the latter exhibiting sad mutilations of their fair proportions. Of these Miss Roberts writes: "The interior is embellished with beautiful mosaics, in rich patterns of flowers, so delicately formed, that they look like embroidery on white satin; thirty-five different specimens of cornelians being employed in a single leaf of a carnation; while agates, lapis-lazuli, turquoise and other precious materials occur in profusion." That Italian artists were employed in the execution of these flowers there exists no reasonable doubt, as some of the latter, though common in Italy, are unknown in Hindoostan. Although two hundred years have elapsed since its erection, there are few portions, —and at a distance, none,—which have not the appearance of a building of yesterday; indeed, so beau-
tiful an object is it, that the oft-repeated remark of a French traveller may again be quoted, that it needed nothing but a glass case, to preserve it from the ravaging effects of the elements. To the credit of Government, a monthly sum is allowed to keep it in repair; and the office of superintendent of the outlay, and of the building generally, could not well be entrusted to better hands than to those of Major Terraneau, who at present holds it. On each side of the tomb are mosques, with a variety of apartments, some overhanging the river; in the hot season they are frequently occupied by parties from the city, who send down furniture and servants and remain there for days, on account of the advantage, in point of coolness, they possess over the city itself.

From the summit of either of the minarets a fine view of the surrounding country is obtainable; at two different elevations are doors, opening on narrow galleries, a walk round which is no easy matter to every one, the balustrade not rising higher than the knee; a third gallery terminates the winding staircase. The reader may, perhaps, complain of being detained by so imperfect a description of this far-famed tomb, especially as there are other objects of interest in the city well worthy of his attention.

Of these, the principal is the fort; to all external appearance, probably, still the same as before it came into possession of the English, though the interior exhibits most woeful decay, almost all its numerous apartments being choked up with ruins and
THE MOOTEE MUSJEED.

jungle, which, with the battlements, have become so great a resort of snakes that the sentinels placed there are compelled to walk with sticks in their hands, in addition to their muskets, to keep the ground free; many having been bitten previously to adopting this precaution. The palace court is overrun with grass, the fountains are blocked up, masses of marble torn up and conveyed away, and all is desolation. The superb hall of audience is the only portion in good preservation; next in order are the adjacent apartments, which formed the seraglio; many of which have fountains in the centre, still giving evidence of former grandeur, being of the purest marble, and elaborately adorned; while the terraces above, with open cupola'd pavilions at every angle, are enchanting spots, and from their immense elevation above the winding Jumna, which flows at the foot, command an unrivalled view for many miles around. Somewhat lower is a platform, with Shah Jehan's favorite seat—a slab of black marble; where, while administering justice to his subjects, he could watch the progress making with the splendid erection in memory of his wife. The beautiful balustrades of the terraces, the screens and fret-work, everywhere exhibit marks of the destruction caused by Lord Lake's artillery, when the fort was captured by the English in the early part of the nineteenth century.

The fort must not be left without paying a visit to the arsenal; and above all, to the Mootee Musjeed, the most exquisite mosque in the world, and well
worthy of the name of the gem it bears. It has been too often described, to render a particular account of it at all necessary; and it may suffice to say, that this also owes its erection to Shah Jehan; and that, next to the Taj itself, it stands unrivalled in India for chasteness of design, beauty of proportion, and magnificence of material and workmanship.

On the other bank of the Jumna, beside the superb gardens denominated Ram Baugh, is a tomb which might once, for minute beauties, have almost vied with the Taj; it is consecrated to the remains of Etbar-ood-Dowlah, the vizier of Jehanguire, and the revered father of his empress, Nourmahal, the heroine of Moore's fine poem, "The Light of the Harem," who was equally well known as Nourjehan, "The light of the World." It is distressing to perceive the state of decay into which this gorgeous, though at the same time beautiful specimen of architecture has been allowed to fall. Its keeper attributes this to the parsimony of the Nawaub, to whom he says it belongs, who will not expend a few thousand rupees to renovate and preserve it. Be this as it may, it exhibits a melancholy contrast to the care taken of the Taj by the British Government, who would probably do the same by this, were it made over to them. Shrubs grow from every interstice in its marble walls, large pieces of which, and the ornaments that cover them, have been knocked off, and are scattered about in all directions. The grounds are covered with jungle; and it is dangerous to approach the embankment on
At Secundra, about seven miles from Agra, is the celebrated mausoleum of the Emperor Akbar; it is less pretending than that of Moom Taz Mahal, and by some persons preferred to the latter; it is of a pyramidal form, consisting of four stories, decreasing as they rise one above the other. Below, on every side, are open, vaulted chambers, so numerous and spacious, that a thousand men might be quartered therein with much ease; the whole is of red granite, except the upper story, which is entirely composed of white marble; it has no roof, but a covered gallery runs round it, the walls of which are lattice and fret work, of the most superb description. In the centre is the elegant tomb of Akbar, in such fine preservation, (as indeed is all this story,) that few visitors are willing to believe that it is nearly two hundred and fifty years old. The gateway and gardens assimilate much with those of the Taj, but want some of their beauties. This, also, is preserved by the British government.

The ride from Agra to Secundra is highly interesting, the road throughout passing by ruins in every stage of decay. In the neighbourhood of Akbar's mausoleum, some of his wives are interred; two of their tombs have latterly been applied to the
preservation of nearly three hundred children, the offspring of some of those unfortunate beings whose deaths were caused by the dreadful famine that devastated the North Western Provinces in the years 1837 and 1838. They form but a small portion of those who perished during that terrific season, and many of them were rescued from the very jaws of death, when all human aid appeared unavailing. The buildings for the boys and girls are a quarter of a mile distant from each other, and each school or society is superintended by Europeans. Both sexes are brought up in the Christian faith; they are first taught to read their own language, the most forward of them being then instructed in English: many proved themselves well versed in geography, astronomy, arithmetic, &c., and never failed in answering correctly, however they might be cross-questioned. Scarcely one exceeds ten years of age; many are not more than five. The boys, during certain hours, are taught mechanical trades, and it is an interesting and amusing sight, to witness the many knots of little artists, filling every compartment of the tomb, busy at their various handicrafts of tailors, shoemakers, weavers, ironmongers, and very many others. When of sufficient age, it is in contemplation that inter-marriages shall take place, and the location for a large village has already been decided upon. Untrammelled as they will be by caste, or the inducement to desire it, being without known relatives, it may not be considered an unin-
teresting, any more than an unimportant speculation, whether the results arising from this novel colony will in after years be beneficial to British rule or the contrary. The institution is supported by contributions from Government, and subscriptions and donations from the community.

Futtehpore Sikri, Akbar's favorite retreat from the cares of government, twenty-four miles distant from the city, contains also some superb ruins, and will be found well worthy the trouble of a journey thither. In the neighbourhood too is the celebrated fortress of Bhurtpore, so long deemed impregnable.
CHAPTER V.

AGRA TO THE FOOT OF THE HIMALAYAS.

Another cross road leads from Agra to Allyghur, a distance of fifty-six miles, and the grand military line is at the latter place again attained. The traveller is ferried across the Jumna, six or seven miles from Agra, the road to the river from cantonments being by the fort, along the paved native city, and thence through jungle and sand. The route is for the most part wild and rough, and intersected by many ravines and bridges.

Hattrass, thirty-two miles from Agra, and twenty-three from Allyghur, is the only place of note that is passed during this journey. The bombardment of its fort by the East India Company's army, in 1817, and the consequent deposition of its refractory chief, are circumstances quite familiar to many of its inhabitants. It is still a turbulent and quarrelsome place, principally inhabited by a superstitious race of Hindoos, whose feuds with the few Mussulmauns who reside there, and sometimes indeed with each other, are constant, and at times bloody. On these occasions, it is
their custom to put a stop to all business, and close
their shops, until the quarrel is at an end, or in
some way satisfactorily adjusted. Experience soon
Teaches them that, in this, they are equally punished
with their adversaries.

The civil station of Coel, and the military canton­
ments of Allyghur, are in such close proximity, as
to be generally spoken of as the same place; their
extreme distance from each other being but little
more than two miles. The native town bears the
former name. The station is open, is deemed healthy,
and, though somewhat dull, is generally liked. Its
perfect salubrity would, however, appear in some
measure doubtful, from the outskirts being studded
with stagnant pools and ditches, which receive the
waters and refuse from a neighbouring Indigo fac­
tory, emitting an offensive odour all around. The
Bungalows of the Europeans are removed far from
these nuisances, are spacious themselves, and sur­
rrounded by large compounds. The cantonments
are also convenient, but are seldom honored with
more than the depot, or a portion of a regiment.
Beyond them is the fort, esteemed with justice one
of the strongest in the country, having indeed cost
Lord Lake more trouble to reduce, during the cam­
paign of 1803, when it was held by Scindia, than
many an apparently more important and well de­
fended place. In form, it is square, small in size,
and very compact. It is built of mud, faced with
conker, and thereby much more able to withstand.
the attacks of artillery, than its massive neighbours of Agra and Delhi. The fossé around it is particularly broad and deep, and is filled with water, affording capital fishing; the entrances to it are few, and the bridge is in a sadly dilapidated condition, quite unsafe for horses, and scarcely indeed safe for pedestrians. Within the gates, all is desolation; a few huts and bomb-proof magazines being the sole remnants of its former importance. Until Lord William Bentinck assumed the reins of government, it was kept in a state of efficiency, but was shortly after his assumption of power dismantled by his Lordship's orders. Snakes abound among the jungle, which is everywhere growing; rendering it necessary to keep the pathway, and be cautious even then. Much credit is due to the liberal and enlightened collector and magistrate, Mr. Robert Neave, for the attention shown towards the improvement of the roads, and for many other excellent arrangements for the internal welfare of the station; to a brother of whom, also, the European community are mainly indebted for the erection of a small, but very neat, church. Midway between the fort and town, are the house and gardens which belonged to the Commander-in-Chief of Scindia's army, Mons. Perron; they are unoccupied, and hastening fast to destruction. In the native town there is little of mark or note, except the great mosque with three cupolas, and the commencement of a vast pillar, intended to rival the celebrated Cootub Minar, at Delhi; from the diameter of the base (twenty feet) it
certainly would have done so; it has not been raised above thirty-five feet.

From Allyghur to Delhi is eighty-four miles. This, though the main route, offers nothing of interest, being an uninterrupted sandy flat throughout, and the latter city being visible, with all its elevated buildings, at nearly twenty miles distance. When somewhat nearer, the traveller is struck by the apparent immensity of the city he is approaching, and the enormous extent of ground which it occupies; this arises from the inability to distinguish, so far off, the ruins of the ancient capital, from the comparatively modern buildings of the new. At about eighteen miles from Delhi, the river Hindon is crossed by ferry; though narrow, it is rapid and deep. Beyond it, the villages are surrounded with thick walls, and protected by massive gates. The main stream of the Jumna washes the city walls, and an entrance is obtained by means of a bridge of boats, at which a toll is leviable upon all but military men; previously to reaching this, the road runs through a former bed of the river, now filled with deep sand. Entering by the Turkoman gate (and on first finding oneself within the Imperial City, the thoughts naturally revert to the many historically interesting scenes which the ground passed over has witnessed, to the terrible downfall and to the decay of this once proud metropolis of the Great Mogul), and passing
out by that of Cashmere, a couple of miles further journey brings the traveller to cantonments. Three regiments of native infantry, and a detachment of artillery, are stationed in them; they are not so good as at many other stations, the bungalows being small, and having but little ground attached; they are situated too at the base of a rocky ridge, which in a measure excludes air, and retains the heat to such a degree, that, during the hot season, without reference to the never failing dust, the place is frequently almost unbearable. The parade is extensive; at its extremity are the fine house and gardens formerly belonging to Sir David Ochterlony. From the summit of the rocky ridge just mentioned, which answers the purpose of separating the city from cantonments, a fine view of both are obtained, with the Jumna, smoothly gliding in the distance, and an immense expanse of country beyond. In addition to an official abode in the city, the resident, Mr. Metcalfe, has a splendid mansion a short distance from it, in the midst of a superb park, which any English gentleman might be proud of. On the other hand, crowning a considerable eminence, is the house which belonged to the late Mr. William Fraser, whose melancholy death, by the hand of an assassin, must be familiar to most people. It is doubted by many, if the government could now safely adopt the course it did on that occasion, in executing, in the most degrading manner, a Mahom-
medan of the first rank, justly as Shums-ood-Deen deserved his fate, for instigating the deed in question.

As Agra is called Akbarabad, after the Emperor Akbar, so Delhi is known by the name of Shahjehanabad, after his son, he having founded the modern city, and exhibited little less taste in all his undertakings there, than in those already remarked upon in the last chapter: to him the Moguls owed the existence of the celebrated peacock throne, which was carried away many years afterwards by Nadir Shah, with the other plunder of the Imperial City. Its value has been estimated, by various authorities, at from one to six millions sterling: the palace and mosque were likewise built by Shah Jehan. Modern Delhi is on the western bank of the Jumna, and in circumference nearly seven miles, a space much less than that occupied by the ancient city, the latter being with good reason believed to have covered twenty square miles. It is surrounded by a moat and lofty wall of red granite, the latter in the finest possible order, with not a brick displaced. It has seven gates, all of superior architecture; they are named Lahore, Ajmere, Agra, Turkoman, Mohur, Delhi, and Cashmere. The Cashmere gate, as has been before remarked, is that nearest the cantonments; within it is the main guard. Beyond this, the first object that strikes the attention is the church of St. James, built at the sole cost of the gallant and celebrated Colonel Skinner; it is very neat, and above twelve thousand pounds were expended in its erection. It is a miniature resemblance
of St. Paul's Cathedral. In the enclosure in front is a small monument to the memory of Mr. Fraser. Not far from the church is a fine mosque, also erected by Colonel Skinner, and not exceeded, as regards costliness and beauty, by any modern one in the city. The colonel's own house is close to it, and for elegance and convenience, can be surpassed by few. There is a cemetery in the city, and another in cantonments. Many of the houses are ingeniously contrived with subterranean chambers, to be resorted to when the heat is excessive; but, if not constantly examined, snakes are found to congregate in them in great numbers. Delhi does not appear much more populous than Agra, and lacks much of that air of business and bustle so observable there. The streets are, however, much wider, and there is nothing in Agra to compare with the chowk, of nearly a mile in length, its pathways bordered with trees, and a canal flowing along its centre. More need not be said of this street, for, of the many travellers who have written of Delhi, perhaps there is not one who has not gone into details with reference to it: the same remark is applicable to the Jumma Musjeed, and the mosque whence Nadir Shah, not one hundred years ago, witnessed the dreadful massacre of one hundred thousand of the inhabitants; as well as the various portions of the palace, including the hall of audience, with the inscription, now so bitter a mockery, "If there is an elysium on earth, it is this—this is it;" the enormous observatory of Jey Singh; the Feroze Lat, (or walking stick) and
many others. The palace is walled round, and the style of building resembles that of the town. An order is necessary before any of its recesses can be examined, but that is easily obtainable from the commandant of the palace guard. An audience of his Imperial Majesty even is not very difficult; but it must be borne in mind by all who are anxious for that honour, that the eastern custom of presenting nuzzurs, (or presents,) when seeking the presence of superior personages, is not here dispensed with; and that the ceremony of passing before the emperor, will, in consequence, cost at the least four gold mohurs, or about six guineas sterling.

Immediately beyond the walls of the town, the ground is studded with memorials of the dead. The moderns seem to entertain very different notions from their ancestors as to the necessity of honoring the relics of the departed. The cost of a hundred of the finest tombs of the present age would not defray the expense of (comparatively speaking) an inferior one of the past; and one literally rejoices to depart from such a beggarly scene, to luxuriate among the magnificent ruins and glorious associations with which ancient Delhi abounds. But this is another subject which it will be most difficult to touch upon without finding oneself forestalled; for who has ever visited Delhi, but has equally extended his researches to the tombs of Humayoon, and of Zufder Jung; but has ascended the Cootub Minar; wandered among the splendid remains of antiquity at its base; pro-
ceeded further to Toglukabad; and driven with melancholy interest for many miles through the wreck of the ancient city, and by the still frowning fort? Hamilton thus describes the scene in question: "The ruins of old Delhi cover the plain for an extent of nearly eight miles to the south of the modern Shahjehanabad, exhibiting throughout the vast tract one of the most striking scenes of desolation to be met with throughout the whole world."

Midway between Delhi and the Cootub, is the very handsome and well preserved tomb of Zufder Jung, whose death took place in 1754. There is no reason to doubt that this individual is the same mentioned in history as Abul Mansur Khan, son-in-law of Saadut Khan, viceroy of Oude, and afterwards vizier to the Emperor Ahmed Shah. The tomb is built of red granite, and is of octagonal form, with the memorial to the dead, as usual, in the centre vaulted chamber. The gardens surrounding it are unusually fine, and the pavilions, skirting the walls within, exceedingly spacious, many of them occasionally forming the residences for many days together of the Europeans residing at Delhi. Pic-nic parties are of almost daily occurrence there. In the gardens are two wells, scarcely more than three feet apart, yet the water from one is good, and from the other equally bad; though it would seem almost impossible that two different springs could rise within so confined a space. Immediately in front of Zufder Jung's tomb, at about a mile distance, and along a road scarcely practicable for wheel-car-
riages, is that of the Emperor Humayoon, father of Akbar, who was accidentally killed by a fall in 1556. This building is of massive construction, and may be perhaps correctly deemed the most ancient of the very fine mausolea now in existence, and first of the class formed by those already alluded to here and at Agra.

The exertion of some little resolution is requisite to make the ascent of the Cootub Minar, as the effluvium at its entrance is sufficient to test the stoutest nerve. Strange, that the government, which has appointed a guardian to protect the various objects of interest from sacrilegious destruction, who is careful to thrust his instructions into the hands of every visitor, should grudge a few additional rupees per month, to expel from their present haunts, the hordes of bats and other creatures that now make the place almost intolerable. It is not in the Cootub alone, that the inhabitants of the airy regions are so plentiful and disagreeable; the same remark applies to every temple or ruin throughout India;—bats, pigeons, and parrots, being their most constant inmates. A few steps upwards, however, and the nuisance is over; the air from the various galleries is found reviving, and the summit is at last gained; the view from which is an ample compensation for the annoyance at first experienced. This is undoubtedly the loftiest column in the world, the height being above two hundred and fifty feet, and the steps within numbering more than
three hundred. The circumference at the base is above fifty feet; it is polygonal, and the material is red granite; there are five jutting balconies, none breast-high, and the walk round them is somewhat dangerous. It dates from the thirteenth century, and no one can satisfactorily trace its original object. Days might be spent with advantage in making researches into the antiquities, both Hindoo and Musulmaun, around this enormous pillar, and the state of high preservation of most of them, is not the least surprising circumstance which strikes the beholders. Even the ruthless followers of Nadir Shah were, at this spot, unusually unsuccessful in their efforts at destruction; the mark of the cannon-shot fired by them at the iron pillar, though plainly visible, did not move it from its secure foundation, or cause it so much as to lean in the least from the true perpendicular. This cannot be said of the Cootub, for it has an evident inclination; but, as the government have taken upon themselves the task of its preservation, there can be no doubt, though the appearance impresses one with the idea of its being unsafe, that in reality it is not so.

The Author has frequently read of the exploits of divers in this neighbourhood, who will jump from a great height into tanks, or large sheets of water; but he does not recollect seeing a notice of the same feat, where the locality was a well, which, from the small aperture, inspires the beholder with much
more terror than the former mode. There is one close to the Cootub, the distance from the ground to the water being scarcely less than one hundred feet, enabling one slowly to count almost twenty between the interval of the leap being taken and the immersion. To a casual observer, certain death to the leaper would appear inevitable, since no outlet is visible, and to climb up so great a height of perpendicular brick wall would of course be impossible: a further examination will show, however, that the surface of the water is otherwise reached, by an immense flight of steps, commencing some distance from the well itself, and down which the villagers go to obtain their supplies. Up them the divers run, and though dripping wet, and apparently shivering with cold, would willingly undertake a second jump, for a repetition of the reward given for the first.

The road to the Cootub is for the most part rough and bad; during the rains, indeed, much of it must be impassable, and in diverging from the main route in any direction, it is with the utmost difficulty a passage can be effected.

Delhi is noted for its jewellery and shawls. The gold used in the former is of the very purest kind, and the workmanship of the finest, but very little taste or elegance are exhibited in the designs. The favorite articles among European purchasers, are the medallions, sometimes beautifully painted, of the celebrated buildings and unrivalled ruins of Agra and Delhi; these are set in brooches, armlets, earrings,
and other ornaments, but it is preferable to bring away the medallions alone and have them set in England. The shawls and scarfs are magnificent, as to quality, and in quantity almost countless: two men will carry with them, from one bungalow to another, a collection which could not be purchased for fifty thousand rupees. Many a lady in England would delight in the privilege possessed by her friends in India, of indulging in the treat of a morning inspection of these articles. Caution is necessary to be observed with the dealers; they have the art of making old shawls look like new, and more than one instance has occurred of their carrying deception to such a pitch, as to sell an English-made article for a real Cashmere, and the discovery has not been made until attempted to be sold in London, when the party to whom it was offered stated, that it had originally gone from his own stock.

Delhi and Agra are the only two provincial cities of India which possess newspapers of their own. Both are cleverly conducted; the Delhi Gazette, by Mr. Place, and the Agra Ukhbar, by Mr. Tandy. They command a large circulation, and their sources of information being first-rate, and their correspondence and contributors extensive, they cannot but succeed. The Madrissa, or College, is well worthy of a visit; not less on account of its usefulness, than of its interest in other respects.

Delhi abounds with beggars, who are extremely persevering in their importunities. The houses are
called Estates, and is the only part of India where that word is so applied. Parties on the eve of leaving the station, make out an inventory of the property they wish to dispose of, affixing the price to each article, and send it round to the residents, who mark those things they desire to possess; this is more satisfactory than an auction sale; and the whole is frequently got rid of at a less loss than too often attends the other mode of disposing of it.

Next to the Emperor and his family, the most distinguished native resident in Delhi, is the Maharajah Hindu Rao, brother of the reigning Queen of Gwalior, formerly commander-in-chief of the armies of that state, and holding other high offices. Political causes rendering his absence from his own country necessary, he is now a pensioner of the East India Company, on ten thousand rupees per mensem. He is particularly partial to the English, and from his pleasing deportment and obliging disposition, is in return much esteemed by them.

From Delhi to Kurnaul is a distance of seventy-eight miles; the road throughout is the main trunk, ankle-deep in sand, and occasionally much cut up by the rains. Panneeput, situated forty-eight miles from the former, is the first place worthy of note. It has been the scene of two of the bloodiest encounters that even India has witnessed; the first between the Sultan Baber, and Ibrahim Lodi, the Emperor of Delhi, in 1525, when the latter was defeated; and the second, (more approaches to
our own times) in 1761, between the Mahrattas, and the army of Ahmed Shah Abdalla, the sovereign of Cabul; the former being utterly discomfited, after a long continued struggle, and at a loss of not less than half a million of lives.

Its appearance from a distance is highly pleasing, white stone houses being intermixed with native huts, on the face of a hill, and all surrounded by foliage. Much of this good effect is lost, however, upon approaching nearer. The traveller northwards merely passes by the walls of the town, but does not enter it. Twelve miles from Kurnaul, a thick jungle is arrived at, which continues for six miles, until reaching a canal; after crossing which, the road passes through fine cultivation, and continues amid such until the cantonments are attained. The native portion of Kurnaul is not entered; it is still surrounded by its ancient and most dilapidated brick wall, which, though in former days it might have sufficiently answered the purpose of keeping out horsemen, when its gates were shut, could have been serviceable for no other. The cantonments are extensive, and the bungalows ranged in wide streets; the parade ground covers an immense space, over which, in the cold season, the wind blows most keenly; it will amply allow for the exercise of twelve thousand men, and properly so, for Kurnaul is never likely to be other than a large military station. At present, there are quartered in it, the Queen's 44th foot, two regiments of cavalry, three of native in-
fantry, and horse and foot artillery. A quaint, little church, with a curious tower, is a somewhat unusual appendage to the parade-ground. In fine weather, a view of the distant Himalayas is obtainable, long before reaching Kurnaul.

The traveller here bids adieu to the British territories; and the next stage of the journey is to Umballa, distant fifty-five miles from it. Seamgurh, five miles and a half from Kurnaul, is a considerable village; within it are the ruins of a massy donjon, of which, the four towers at the angles are still in good preservation. Three miles further on is Azumabad, also a place of apparent importance; it is entirely walled round, and the traveller does not go through it. The other villages and towns are Leelakheree, Ryepore, Sumanah, Thannesir, Chunarthul, Shahabad, Kotekutchoa, Shahpoor Machounda, and Jindillee, all the territories of the protected Sikhs. The Sursuttee, Markunda, and Ombah rivers, are crossed in this route, all being fordable.

Umballa belongs to the East India Company, and is the head-quarters of the important political agency of the north-west frontier, the onerous duties of which are so ably performed by Mr. G. R. Clerk. His residence is south-west of the town; and a dawk bungalow has recently been erected; for even his munificent hospitality proved insufficient for the numerous travellers to the hills, who generally made this their last halt; and for those from the hills, who made it their first. Around, the country is highly
cultivated; but the road is ankle-deep in sand, and skirts the walled native town.

The last stage to the hills is from Umballa to Bahr, forty-two miles, throughout which the enlivening view of the Himalayas is retained. The small rivers, Guggur and Sookna, have to be crossed during this journey: both are fordable. Much of the way is hilly, but the bearers are quite accustomed to it, and move with as much rapidity as in the plains, attaching a cradle of bamboos to each pole of the palankeen, and so dividing the labour among the entire set of eight in lieu of four. There is a low range of hills at Pinjore, about ten miles from Bahr, from the summit of which, the scene is truly magnificent, and every traveller should stop for a few minutes to contemplate it. Looking northward, at his feet is a narrow valley, with several small streams winding along it; beyond, are vast mountains, heaped upon each other in the utmost apparent confusion; while to the southward, as far as the eye can reach, are the cultivated plains of India, with no elevation more considerable than a mole-hill, to break the unvaried uniformity. At Bahr is a dawk bungalow, and an extensive shed belonging to Mr. Mc' Donald, of Simla, in which palankeens are housed until again required; for here that description of travelling ceases. The scene at this place is generally picturesque and amusing, from the many small encampments of servants, bearers, muleteers and other natives, in expectation of their masters or employers, proceeding
to or from Simla; mostly surrounded by baggage, furniture, and supplies of every conceivable description waiting for transport. It has more than once been proposed to erect a small hotel at this place, and it is surprising that the intention has not been ere this carried into effect, as it is a scheme that would be sure to answer, even with the present number of visitors only, without reference to the great increase that may be annually looked for.
CHAPTER VI.

SIMLA AND THE HIMALAYAS GENERALLY.

It is customary, with residents at Simla, to send down for any friend, whom they expect from the plains, a relay of horses, enabling him to reach the station in one day; though, if a horse is sent to the second, or even first stage from Simla, the journey might still be made in that time; a jaumpaun conveying him from Bahr to Soobathoo, Hurreepore, or Syree, as the case may be. Should this not be done, the jaumpaun is the only available conveyance throughout; no wheeled carriages of any description, or palankeen, being used in the hills. With twelve bearers, it may also be effected by jaumpaun within the twelve hours; but with the usual number, eight, it will occupy portions of two days; and the traveller will then sleep either at the Hurreepore or Syree bungalow.

The distance, by Soobathoo, is very little short of forty miles; latterly, a new route has been struck out, saving two or three, and by avoiding the last-named place altogether, escaping, in addition, the
steep ascent and descent, leading to and from it. The stages may be thus divided, in each taking the starting place from Bahr: *old route*—Soobathoo, fourteen miles; Syree, fourteen; Simla, ten: *new route*—Chameeah, eleven; Hurreepore, seven and a half; Syree, seven and a half; and Simla, ten.

A jaumpaun is simply a small arm-chair, firmly fixed between two long bamboo poles, between either extremity of which is a smaller one well secured to the others by leather straps; the smaller rest upon the shoulders of two men, and the whole has a buoyancy or spring, relieving the passenger of the inconvenience which, were he borne by aid of the long poles, would result from jolting over the rough roads to be traversed. Some are provided with canopies and have curtains round them, but they are poor protections against either sun or rain. The style and manufacture of the vehicles which are let out for hire, (for some of the private ones are very neat) remind one strongly, if the analogy may be permitted, of the chairs which on the fifth of November in England bear the representatives of the renowned Guy Fawkes. The bearers are called jaumpaunies, are as sure-footed as mules, and travel in other respects remarkably well. Their pay is each four annas per diem; if by stages, then four annas each stage of twelve miles; or, for the journey from Bahr to Simla, twelve annas; and the same to the coolies, (porters), who transport the luggage. A head man among them, calling himself "mate," will generally induce the
traveller to allow his services to be made use of, as superintendent; he will be well paid by a rupee and a half, or with one only, if he does not make himself useful. A couple of rupees for the use of the jaumpaun, constitutes the only other expense.

It has already been said, that Bahr is at the very foot of the hills; the ascent commences immediately on leaving it, and in ten minutes the traveller is in the midst of stupendous mounds, clothed with verdure to their very summits; range after range is passed in rapid succession, and the eye never glances at a tree of so marked an Indian character, that it might not belong to a Swiss summer landscape, the scenery being on too vast a scale, to carry the imagination altogether to England, though the foliage and flowerets common to her, are here equally so, the Rhododendron and a small species of oak, being predominant. For the first two or three miles, glimpses of the plains, and of the low range of hills at Pinjore, may be obtained; but they are speedily altogether hidden from the view. The road is everywhere cut out of the face of the hills, and is of necessity exceedingly tortuous, being the more pleasing from the constant variety thereby induced. The scenery between Bahr and Chameeah, is perhaps more agreeable than at any other part of the route, the vicinity of Simla excepted; as it is much more extensively and variously wooded, notwithstanding it may want the grandeur met with at other portions of it. Cultivation is carried on wherever it is
practicable; but, from the nature of the locality, the kaits (fields) consist of mere patches, or strips, in terraces one above the other. The Bhatu is that which most prevails, and the rich varieties of its crimson hues, gives a pleasing tone to the surrounding scenery. Maize, too, is almost as plentiful in proportion, as in the plains. Such precipices as may be correctly called so, lose the appearance of danger, if not its reality, by being covered with shrubs and trees to the very verge; but most of the descents into the kuds (ravines) are somewhat sloping, and the most timid may survey them without fear.

Midway from Chameeah, near Kuttul, the road descends to the bed of a small river, the stream of which is sufficient to turn a water-mill,—a rarity in these hills, where water is so much needed to make the scenery approach to perfection. Even this is crossed without the aid of a bridge, large stones answering every needful purpose. A continued ascent thence leads to a thick forest of small fir trees, and from the summit of the Pass a sudden and distinct view of the distant snowy range is obtained. After a slight descent for a couple of miles, the bungalow at Chameeah is attained; it is called also the fir tree bungalow, from the forest already mentioned, which is still partially continued to this place. Its situation is extremely picturesque and well chosen, being on an elevated mound, with an extensive view in all directions. From north-east to north-west, the horizon is bounded by
the snowy range: to the north-east, Soobathoo is plainly visible, while at two points to the eastward, Simla itself can be distinguished faintly: due east is Kussowlee, the new sanatarium, which bids fair, under the patronage of Colonel Tapp, the political agent, and with the unwearied exertions of his son, to be a formidable rival to Simla. The sites of ground for building have only lately been allotted by government; some twenty of these were contested by different parties, and the just right to them had to be settled by the usual rule—sale by auction. Several brought from one hundred to four hundred rupees, which, considering that a heavy ground-rent is payable to government, and that sites generally were obtained for the asking, is evidence of the attention this place is exciting; indeed, it is generally understood that Mr. Tapp has already received directions to commence many buildings. The advantages which Kussowlee and Mussoorie possess over Simla, (Mussoorie being its great and long established rival) arises from the easy access to them from the plains, neither requiring much more than one-fourth the time that Simla does; so that, as the Author heard graphically remarked, "one can go fizzing hot from the plains, get cooled down during the first hour, and be happy to sit by a fire at the end of the second." In the valley far beneath the bungalow, the cultivation is very rich and varied, the patches, before-named, first assuming the appearance of tolerably sized fields.

From Chameeeah the descent is constant to the
Gumbeer river, which rushes along its rocky bed with considerable violence, and in the height of the rains must be no mean stream. It winds round the base of the lofty hill on which Soobathoo is situated, and a wooden bridge, required only in the wet season, conducts to the zig-zag road leading to it. The direct one, before alluded to, follows the course of the torrent for some time, crossing it at four different places, then makes a gradual ascent on the face of a bare mountain, and descends again to the Gumbeer, flowing below perpendicular banks, well wooded and several hundred feet in height, finally, meeting the Soobathoo road at the Shaksperian bridge, rather less than a mile from Hurreepore.

Soobathoo is the only place in the Himalayas garrisoned by British troops; it is now the head-quarters of the Nusserree Battalion, and has barracks, parade-ground, and every other requisite military appurtenance. Its few bungalows are prettily situated, and it is preferred by many to Simla, as being so much more quiet and retired; in the winter, it is a warmer and more pleasant place of residence, the elevation being three thousand feet lower than that of Simla. It possesses that which its neighbours, and it is believed no other part of the hills, can boast of, a level piece of ground of four or five acres in extent sufficient at all events for the parade-ground already alluded to; besides, on the Simla side, many level long fields, highly cultivated.

Descending to the Shaksperian bridge, but not cross-
ing it, lest it should break down before the passage is effected, (for, sad to say, it is in this state simply from the want of a few hundred rupees' expenditure,) the direct route is gained, and the ascent is gradual to the Hurreepore bungalow, which, in beauty of situation, is far behind that of Chameeah. The platform, on which it is placed, is highly cultivated, and surrounded on all sides by high hills. A portion of Soobathoo is visible from it, but neither Simla, nor any part of the snowy range. After leaving Chameeah, the precipices become steeper, more frequent, and less hidden, and the novice needs some nerve, at certain parts, to look over them, with the consciousness that, shut up in a box, as he virtually is while in a jaumpaun, one false step of his bearers must hurl him to destruction; for, like the mules to which they have already been likened, they invariably take the well-worn, pathway at the extreme edge of the chasm, rather than the middle, or that one nearest to the rocky wall.

From Hurreepore to Syree, the road is gradually ascending, and very good; but it is monotonous, winding along rocks, the country barren, and almost totally unwooded. Just before reaching the bungalow, another glimpse is obtained of the snowy range. From Syree there is a gradual ascent of about three miles, to the temple of Jantee Devi, an insignificant erection surrounded with trees, and a brick wall with small turrets at the four angles. Thence the road descends for a couple of miles; some level ground
succeeds, and a further descent is made to the bed of a mountain torrent, upon crossing which, an exceedingly steep ascent, of a mile and a half, leads to a delightfuly thick forest; which, after the barrenness that has for many miles held sway, is very grateful. The life and bustle of Simla, not more than three miles distant from the forest, are then presented; and a pleasant ride, over a capitally made and somewhat undulating road, terminates the journey.

In all directions, from the plains upwards, are sprinkled the dwellings of the Jemadars, or collectors of government revenue; this class seeming more numerous than any other in the hills, at least of those who can be said to have tenements at all. The road throughout is a scene of animation, being every half-mile dotted with coolies, mules, donkeys, horses, and oxen, carrying loads of all kinds up and down; the coolies mostly bearing kilters, (a long basket, shaped like an English strawberry-pottle, and slung at the back,) containing wine, and other articles of consumption, for the denizens of the hills.

Simla is divided into the Great and the Small, the bridge erected by Lord Combermere serving as the boundary; the south-east portion is the latter. Each has its bazaar, corresponding with the population; the former is large, and well-supplied, many native shop-keepers residing in it, whose stores consist of European goods alone. Most of the English fruits met with, are brought from a distance; the grapes
and apples are from Kanawur, but the apricot and walnut-trees are in profusion in the vallies around Simla. Pears, chestnuts, and other fruits grow also in abundance; but in quality, they are by no means unexceptionable.

This station is the Cheltenham of the East, and, like its prototype, its society is ever changing. "The season" is reckoned from April to October, and, during that period, the arrivals and departures are very frequent. It receives important additions during the first week of every month, in officers stationed between Bareilly eastward, and Ferozepore on the north-west, even as far as Agra on the south, who obtain leave to run up, between monthly musters, to enjoy its delicious climate, and dream they are once more in the land of their birth; always putting off until the last minute, and regretting when that arrives, the "run down" again. After October, when the cool weather permits of frequent parades, drills, and other military duties, this leave cannot easily be obtained, and the presence of this class of visitors becomes rare. The power they thus possess of transporting themselves, in the course of a few hours, to a place differing from the plains so much as Simla, is a great boon to the residents of the north-western provinces, and it is much to be regretted that those of Bengal and the neighbourhood have not the same; for the infancy of, and difficulties attending the transit, to, Cherra Poonjee and Darjeeling, render them avail-
able to very few. Casual visitors are those who are up on sick leave, varying from three months to eighteen, and occasionally more, and there are few of these who do not likewise leave the station with regret. The permanent residents are, comparatively speaking, few, but every succeeding season adds to their number, and they have received considerable reinforcements within the last two years, in the families of officers serving in the Affghanistan campaign; the latter being, from the nature of the country, and other circumstances, compelled to debar themselves from their society. Thus, though Simla is, after Kotgurh, the most northern portion of the Company’s dominions, it frequently occurs that the stirring incidents, daily taking place in Cabul and Affghanistan generally, become known to its secluded inmates earlier, in proportion, than to the news-dispensing cities of Calcutta, Agra, and Delhi. The Author can bear witness that the society is altogether a delightful one; and he will often look back with pleasant feelings on the few weeks he passed amidst it. It might seem invidious, were he to mention names; but he is strongly tempted to record the sentiments of esteem and regard with which he bears in mind the hospitalities he received from some families and individuals.

Since the establishment of Simla, it has been a favorite retirement with every successive Governor-General and Commander-in-Chief, and the present Bishop has twice honored it with his presence; on each
occasion, for many months. His lordship is generally understood to be very partial to it, and to him it owes the formation of a dispensary, the enlargement and improvement of its church, and many other benefits; while the private charities of that eminently gifted individual are so well known, that to say aught of their universality must be needless. The weekly parties, also, at his lordship's hospitable mansion, have ever afforded gratification to all who delight in intellectual and refined society.

Simla is fast becoming a place of importance in other points of view; it has been recently fixed upon as one of the Indian stations for conducting the all-important magnetical observations, which are uniformly taking place all over the civilized world. The observatory was in course of erection when the Author left the station, and it is due to the East India Company to say, that, next to the credit they deserve for their liberality in establishing it, is that which they merit for their discrimination in selecting the present able superintendent, Captain J. T. Boileau.

Again; Simla is the birth-place of the first fire-insurance company ever established on the Bengal side of India; strange as this may sound to the English reader, when he is told that daily fires take place there, and that the property annually destroyed by them is immense. It would be but a poor proof of friendship, were the Author to hesitate thus conspicuously to name Captain Hamilton Cox as the in-
dividual to whose skill and energy are owing, not only the formation of the company, but the reconciliation of sundry discordant feelings and occurrences which at one time threatened to crush it at its outset. The head-quarters of the company have since been removed to Calcutta. Good schools would appear to be the only desiderata to make Simla the receptacle for many of those children who are now sent to England at enormous expense, and with great violence to the feelings of their parents. It is believed that this want will be supplied by the immediate appearance of Dr. and Mrs. Laughton as canvassers in this respect for public favor.

There are some delightful spots about Simla, the scenes of many and oft-recurring pic-nic and pleasure parties; the principal are the water-falls, and Annadale. Of the former there are two, about half-a mile from each other, and picturesquely situated. The body of water is considerable in both, after the rains especially so, taking into consideration, its general scarcity in the hills. To the first, the descent is comparatively easy; but to the second, not so, winding three-fourths of the way in the rocky bed of the torrent produced from the first, and for the last two hundred yards, the declivities and the route altogether are so abrupt and rocky, that the adventurous visitors must trust to their feet and mutual support alone, and few ever reach the desired haven dry-shod. This is generally prepared for, and adds to the pleasure and excitement derived from
the exceedingly romantic glen in which the fall is situated, the incidents arising during the course through it, and the beauty of the view itself.

Annadale is a lovely valley, and the most level which the neighbourhood of Simla can boast of; it is not devoted to pleasure parties only, but is frequently appropriated to the furtherance of charitable ends; a recent fancy fair, held under the shade of its superb grove of pines, with an object of this kind in view, and patronized by the Bishop, realized a considerable sum. It is likewise the race-course, and though an amateur of the turf in England, could he see its somewhat strange undulations, might regard it with contempt, and its frequenters with pity, it has in its time exhibited some first-rate specimens, both of the horse and its riders. But, if the pleasure seekers desire a more distant scene of recreation, and object not to a mountain ride of some half-dozen miles, the magnificent forest of Mahassoo is "all before them where to choose." Of this, however, it will be needful to say a few words hereafter.

The grand and indeed only lounge of the station, is Barrett's; the site of the masonic lodge, the assembly-room, and the amateur theatre; also combining subscription, reading, and billiard rooms, circulating library, and an ordinary; with, at the same time, a depot of necessaries and luxuries, in variety and quality hardly exceeded by similar establishments in any provincial city in India. There are few too who will not willingly bear testimony
to the politeness and attention shown at all times by the proprietor of this extensive and flourishing concern.

The houses of Simla are built at different elevations, (some nearly a thousand feet above others) on the sloping sides of the splendidly-wooded Jacco, a mountain eight thousand feet in height, and so wooded to within a few feet of the very summit, where wild sage, nearly ten feet high, usurps the place of trees. Roads are made in every direction, and though some would, by the stranger, be termed terrific even for a foot passenger in the light of day, custom soon reconciles him to the apparent danger, and he will very shortly pursue them on horseback during the darkest night with perfect confidence. The main road, encircling Jacco, about five miles in extent, is, however, exceedingly good, and wheeled carriages might traverse it in safety. A ride round this was formerly the usual evening exercise; but fashion has lately placed its veto on the northern face, and the southern only is now graced by her votaries, and called the mall. There are still a few who abide not by her arbitrary dictates, and would deem they had "lost a day" if, at least once during its course, they had not been entirely round their favorite mount.

With reference to architecture, little can be said in favor of the houses; the sites of all, on the score of beauty and prospect, are good; but with a very few exceptions, they appear run up to serve some
temporary purpose only, and not as permanent re-
sidences; during the rains, also, most of them leak
considerably. It is hoped such complaints will not
have to be made of any of those now building, as
the excuse that the station might not answer, is no
longer tenable. Rents vary from six hundred, to
sixteen hundred rupees for the season, according
to size. The church, originally a billiard-room, pur-
chased and presented to the inhabitants by Lady
William Bentinck, claims no attention for architectural
or any other beauty; it has latterly been found too
small for the number of the inhabitants and visitors,
and a gallery has been built by the Bishop, who has
likewise erected a steeple over it.

The burial-ground is a secluded, and (even speak-
ing seriously) a most amusing little spot; it must evi-
dently have been supposed, by the party who planned
it, that Simla was too healthy for any one to die in, or
he must utterly have lost sight of the predilection En-
glishmen in India indulge for massive monuments.
This is in strict accordance with the custom among
their Mohammedan predecessors in the conquest of
Hindoostan, whose tombs, it may with justice be ob-
served, are the most magnificent specimens of their
taste they have left behind them. Even the less
wealthy European indulges in this foible (for, harm-
less and amiable though it be, it is still a foible);
witness, for instance, the last resting-places of the
dead in Calcutta, which, (putting taste out of the
question) certainly contain more large and expensive
erected than any other city in the world, of equal size; in many respects strongly reminding the traveller of the Pere-la-chaise in Paris. But, in the cemetery of Simla, about half-a-dozen monuments literally occupy three-fourths of the ground, rendering it requisite to open another, which has just been done.

The climate of Simla is delightful at all times, though the wet season, (prevailing during the months of July, August, and portions of June and September) is described as disagreeable, from frequent rains and thick mists, enveloping not only lofty mountains, but occasionally hiding from the view objects in close vicinity. Those who find this weather distressing, have always the power to transport themselves a few marches in the interior; to which the season in question does not extend. April and October are the most delightful months, the thermometer ranging between 50° and 60° within doors, and from 70° to 75° without. Throughout the year, indeed, there is no evening during which a fire would be overpowering. The cold of winter is not extreme, and the snow rarely remains on the ground two or three successive days. The sun is after all the sun of India, and burns with almost as much intensity as in the plains; but, from people commonly exposing themselves to it throughout the day, it is very evident it cannot be so prejudicial.

Many people from the plains, for some days after taking up their abode at Simla, suffer from a diffi-
culty of breathing, and from an oppression on the chest; this is scarcely matter for surprise, considering the greatly increased elevation, but it speedily wears off.

The principal mountains seen from Simla, (excluding the snowy range) and much overtopping Jacco, are Mahassoo, nine thousand feet in height; the greater Shali, in contradistinction to a smaller one, nine thousand six hundred and twenty; and the Chur, twelve thousand one hundred and fifty.

The fuel burnt at Simla is wood alone; but it is not allowed to be cut in the immediate neighbourhood; being plentiful at no great distance, no fears seem entertained of there ever being a scarcity of this necessary article.

In and about Simla alone, do any railings at the verge of the precipitous descents give the passer-by a conscious feeling of safety, and even these are only occasionally found.

More than one writer upon Himalayan subjects has remarked upon the custom prevalent among the people, of putting their children to sleep, by allowing the dripping of water on the head; many residents say that this is by no means common, and during many years they have seen nothing of the kind. The Author had an opportunity, however, of witnessing the process, on one occasion, at Annadale; every part of the child was kept covered and warm, and the water only allowed to come in contact with the back part of the head, the stream being exceed-
ingly small; the child seemed rather to derive pleasure than otherwise, but it had most assuredly no somnolent effect.

The Puharries, the general name for the hill tribes, appear, at a first and careless glance, to be a wild and ferocious race, the dirt with which their persons and habitations are encrusted, and their unshaven faces, certainly leading to the indulgence of that belief; but the close observer will the rather attribute such wildness to a settled melancholy, or what is perhaps a more fitting term, stupidity, reaching not very far from idiotcy. The scarcity of water, and the coldness of the climate, though given as reasons for the filthiness alluded to, cannot be pronounced sufficient to account for its being carried to such an extent, as is the case with some of the people in the interior; it being a well known fact, that many never wash, except on the death of a relative.

Although such is generally supposed to be so, female infanticide has by no means ceased to exist among them, since, but very lately, three or four cases were under examination, at the Assistant Magistrate’s Court at Simla. Polyandry, too, is common, the women confining themselves to brethren; generally numbering two or three, but extending it has been known to five. Those among the natives with whom the subject of these peculiarities has been discussed, account for both in but one way; viz: the impossibility, if even every inch of practicable land were cultivated, of finding food for the
population that would spring up were these customs not in force; and their limited means rendering emigration totally out of the question.

Many of the hill people are afflicted with goitres, but the disease is by no means so common as in the Alps. The great place of resort, in every mountain-hamlet, is the shop of the Bunneah, or general dealer. In it grain is purchased and sold; money changed; sales of merchandize effected, and all the news of the neighbourhood discussed. It is generally the theatre of a levee, and many an amusing scene takes place in front of it.

There are in the hills but few temples devoted to religion, it being somewhat difficult to say exactly what religion the inhabitants profess. The approach to an erection of this nature is always known at a little distance, by the appearance of strips of linen, attached to poles and waving in the wind, these being deemed votive offerings. One of the best pagodas is near the waterfall at Simla; the door is raised two feet from the ground, and so low that a party must stoop considerably to effect an entrance. Within, a large verandah surrounds a depressed centre, and at the extremity is a sanctum sanctorum, into which but little light is permitted to proceed; depending from the eaves of the entire building is a range of pieces of carved wood, shaped like bells; a strong breeze of wind will agitate all, and it is an act of devotion and penitence among the Puharries to go round and touch each separately a certain number of times.
Some temples are like Chinese pagodas, formed of a succession of pyramidal stories. It is rare that a priest or any other attendant is seen near them.

Not a hundred yards of any mountain road can be traversed without the traveller’s path being crossed by numerous lizards; they are occasionally met with of great size, and are always very timid, preferring the most barren and rocky roads to any other.

The cottages partake much of the character of those in Switzerland; they are of wood, with sloping roofs, and the stories, of which there are sometimes three, project over each other, the eaves being generally elaborately carved. Many have attached to them a circular enclosure, of a foot or two in depth, with a stone or brick flooring, and but for being so finished it might be taken for the first advance towards sinking a well. In it are placed the sheaves, and cattle are introduced to tread out the corn; these, in direct violation of the divine command to the children of Israel through Moses, are securely muzzled, notwithstanding some commentators on the Bible have remarked that the custom of leaving the ox unmuzzled is universal throughout the East.

The cattle on the hills have more of an English appearance, and much less hump, than those in the plains.

To a casual observer it would seem that the face of every eminence had been traversed by a numerous population, from the scores of pathways that appear to have been made in every direction; these are
caused by the cattle in their search for grazing ground, the stones dislodged from above filling their footsteps, and in time producing the tracks in question.

Relays of men are constantly employed in bringing grapes from the Kunawur district, a distance little short of a hundred miles from Simla; the grapes are detached from the stalks and placed on layers of cotton. A basket containing about a couple of pounds costs two rupees; they can be imported into Simla, however, at about one rupee, or one and a quarter, the conveyance being the only cost; their flavor is good, but not equal to that of the hot-house grape in England.

No visitor to the hills should on any account leave them, without seeing some portion of the interior; and this need not occupy more than four days, though seven are generally taken. The extent of the journey need only be to the Nagkanda Pass, and then ascending the Mountain Huttoo, or Whartoo, in height ten thousand six hundred feet.

This little jaunt consists of three marches, viz., to Fagoo, twelve miles; Mutteana, fifteen; and Nagkanda thirteen. Allowing for each one day, and the same returning, with one more for the ascent and descent of Huttoo, (five miles from Nagkanda,) the week is expended. To effect it in the shorter time, it is needful to send a horse on to Fagoo the previous day, and starting early in the morning, that bungalow will be reached with ease, in three
MANNER OF PERFORMING IT.

hours and a half; there partaking of luncheon, a fresh horse is mounted, and Mutteana attained in about five hours. Passing the night there, five hours more journey, on the second day, are sufficient to gain Nagkanda. It is optional with the traveller, then to ascend Huttoo the same afternoon, or early the next morning; if the weather be clear, it would be advisable to do so at once, rather than run any risk of the morrow. On the third day, an afternoon's ride brings him back to Mutteana, and Simla is reached at three or four o'clock on the fourth from leaving it, a fresh horse being sent out to Fagoo as before. In adopting the shorter mode of making the trip, it will be necessary to send on the servants and porters one day in advance of the traveller, as it is difficult to get them to make above one march per diem; they will sleep at Fagoo, leaving refreshments for the coming traveller, and be at Mutteana long before him. Cooking utensils, and supplies of every kind must be taken,—even to a bed, or charpoy, to be purchased for eight annas, and which will answer every purpose,—each bungalow containing nothing but a table and two or three chairs. Indeed, a party is scarcely safe without a small tent, as the first two bungalows have each but a single room, and if pre-occupied, and a lady be of the party, admission there is out of the question, and the weary traveller may find it difficult to obtain other quarters than a shed or stable elsewhere. In a limited society, however, like Simla, it is easy to
ascertain, "who are out," or expected to go out, and to act accordingly. When these most convenient stage houses were first erected by the liberality of Government, it was for the purpose of accommodating passing travellers, and one of the standing rules was, that no person, having partaken of their benefits for one night, should remain a second, to the exclusion of a fresh arrival. Of course, this rule is still in existence, though it is to be regretted that no means are taken to enforce it, as many parties remain at the Nagkanda bungalow for days together, and, indeed, the Author has heard of one family having taken up their quarters therein beyond a fortnight, to the utter exclusion of many other travellers. It is certain, Government never could have intended these bungalows to be turned into lodging-houses.

A few words with reference to the route seem here called for, and they will suffice, it is hoped, to show that this short time has not been wasted; the traveller having witnessed, perhaps, the most magnificent sight the world can produce, a view from an elevation of nearly eleven thousand feet, of mountains varying in height from sixteen to twenty-six thousand, all covered with perpetual snow, and extending in the form of a semicircle before him, not less than one hundred and eighty degrees, or one-half the horizon.

The first part of the journey is far from inviting, being for four or five miles along ranges of bleak hills, with much of the road very steep and bad;
beyond this, a few scattered pines denote the approach to Mahassoo's noble forest, at the outskirts of which, sad havock has been committed by the wood-cutters, the blows from whose axes are heard in all directions. Many of the slopes, from the road to the valley, present little more than bare stumps, many parts not having a sufficiency of trees left to shelter the road from the rays of the sun; the assistance of fire having been called in also to complete what human force could not achieve. Many of the trees left standing, are hacked and cut in all directions, the growth of half a century being thus frequently destroyed for no other purpose than to cook a cake for an itinerant mountaineer. Until a descent of nearly two miles is made from this scene of comparative desolation, the forest may be considered to have ceased to exist; then it is indeed superb, and the contrast between the heat and glare without, and the refreshing coolness and solitude within, is most striking. This has hitherto escaped almost entirely the destruction already alluded to; and probably, while aught of that portion remains, may still do so. Pine trees flourish in great variety, and many are of so magnificent a size, that in halting beneath, we cannot help wondering at them; more than one of these must have been in height above one hundred and fifty feet, in circumference from twenty-six to thirty, and throughout, not diverging a foot from the true perpendicular. The oak and larch also abound. The variety of creepers, twining round all the trees,
is very great, and the wild strawberry and red currant, with flowers of every hue, grow luxuriantly at every step. The soil is a deep black, and would appear to be the richest mould, though it is said to be merely an accumulation of vegetable matter, not more than three feet from the surface. Most of the potatoes consumed in Simla, and sent down to the plains at the termination of the rains, when none are to be had there, are here produced. The ascent through the forest is long and winding, but far from wearisome, and at the summit, is sufficient level ground for pitching twenty or thirty tents, it being a custom with many Simla people occasionally to spend some days there; the height by which it exceeds Simla, (fifteen hundred feet) making it much cooler.

The descent then commences, and continues to within a quarter of a mile of Fagoo, the road there being slightly on the rise, and passing by a spring of water, with a large cistern in front for its reception. The height of the mountain, on which the Fagoo bungalow stands, is computed at eight thousand eight hundred feet, and the bungalow itself at about four hundred feet less. Thence to Mutteana, nothing worthy of remark occurs, unless a castle, not quite half-way, be allowed to be so. This is the deserted residence of the Rana of Theog, (a prince, whose revenue probably does not exceed thirty pounds per annum,) who, preferring the valley to the hills, now abides at Synge, on the borders of the Girree; a
torrent flowing below the range of hills, between Fagoo and this place, becoming at some distance a river, and affording, at certain seasons, good sport to the fisherman, the Mahaseer being very plentiful in it, and highly esteemed in the hills. The fortress in question is a conspicuous object for many miles before reaching it, being perched upon the loftiest and barest hill of all the surrounding country. The high-sounding title of fortress, and castle, given to buildings of this description, is somewhat of a misnomer, composed, as they almost always are, of collections of loose stones, without any cementing matter; in only one mode could they have been places of defence, viz. by using the materials as missiles for the destruction of the besiegers, when all other ammunition failed.

The Mutteana bungalow, eight thousand feet high, is equally visible from a long distance, and is scarcely superior in point of situation to Theog, though on the north there is a hill, in height exceeding nine thousand feet. The road throughout this stage winds along the bare face of different ridges of rocky mountains, the small forests, through which it occasionally proceeds, not amounting to one-tenth part of the whole.

Mutteana to Nagkanda, though a very fatiguing march, is a much more interesting one. The descent from the bungalow is immediate, passing, at about four hundred feet below it, the village of the same name, and thence, at least two thousand more, to
the bed of a brawling torrent, called the Richah; it is not of such importance, however, as to require a bridge, except during the rainy season, but is forded by the aid of large stones. From this torrent, the ascent is by an exceedingly steep zig-zag road, principally through a pleasing forest, in which holly, growing to an unusual size, is abundant, A few miles more of undulating rocky road, and the village of Altenah is reached, whence another descent and torrent (the latter having a neat wooden bridge over it), and finally a steep ascent without almost any exception, conduct to the Nagkanda Pass and bungalow.

The view from thence is indeed magnificent, and few to whom such a gratification has been afforded can readily forget it. The height of the Pass is nine thousand feet, and there is a peak behind it measuring nine thousand five hundred. The road traversed in this march, is picturesque, among other reasons, from being intersected by many springs and rills of water, which elsewhere are seldom met with. The Author found the temperature of the bungalow at Nagkanda, before sunrise, three degrees only above the freezing point; and his servants complained of the cold being so intense that they were obliged, during the night, to sit round a fire, as sleep was impossible.

Upon commencing an early ascent of Huttoo, a white frost everywhere covered the ground. Were it not for the ascents and descents, so fatiguing to
both man and horse, there is not perhaps a prettier mountain road in the world than the five miles between Nagkanda and Huttoo; it is shaded almost throughout, while, from its many romantic glades, at one moment the snowy range is entirely hidden, and at the next, bursts into view in awful majesty. The wild strawberry, and flowrets of various colours, grow at the feet in the utmost profusion, and the golden pheasant, disturbed from the cover on the hill side close beneath the road, whirls in all directions. By a pugdundi (or rough foot-path), the summit of Huttoo is gained, some time before it can be so by the circuitous bridle-road. On each of its three mounds, there is the remnant of a Goorkah fortress, much after the same fashion, as regards architecture, as that of Theog, and, on a fine day, it is said no less than fifty of these can be descried on the various hills within the range of vision from Huttoo. The extent of view of the snowy range has already been alluded to; among others, the peaks of Jumnotree and Gungotree, the sources of the fertilizing Jumna and Ganges, are at times visible.

During the season, men termed Shikarries, or Hunters, gain a living by disposing of the pheasants they kill; the quantity in this neighbourhood may be estimated from the circumstance of one of these men asking for a very fine brace, only the trifling sum of sixpence. Their munitions of the chase are a common matchlock, powder, the grains of which are large as partridge shot, and small slugs of ironstone, three being a charge.
From the verandah of the Nagkanda bungalow the view is not greatly inferior to that from Huttoo, though wanting the additional sixteen hundred feet of elevation of the latter. A glimpse can be obtained from it of Kotghur, two thousand six hundred feet in the valley below, while, nearly three thousand feet beneath that again, runs the river Sutledge, there scarcely more than an impetuous torrent.

Three marches or thirty-one miles from Nagkanda is Rampore. It is the capital of Busahur, and is situated on the left bank of the Sutledge, the breadth of the river there being two hundred and twenty feet. It is in a valley, closely encompassed by mountains, and the days are said to be extremely warm, and the nights altogether as cold. In November of every year, a grand fair is held there, and is attended by parties from many countries and from great distances. The Tartar women and girls, who are among the strangers, are described as being very beautiful. But little money passes on these occasions, the produce of one place being exchanged for that of another; it is the grand mart too for the sure-footed ghoonts, or hill ponies, which may be obtained on very reasonable terms.

It has been said, that no one pressed for time, or careless of the honor of touching the eternal snows themselves, need proceed beyond Nagkanda; no better view can be obtained of them until after many a fatiguing march to reach their very feet, and then it is doubtful if such labor is repaid to the same extent as in the present trip.
Before concluding this chapter, it would be most unfair not to introduce the name of Captain Patrick Gerard, uppermost as that name must be in the mind of every one writing or even thinking of the Himalayas. It may safely be said, that no writer who has of late years professed to give any account of these mountains, has not been indebted for much information to the officer in question, by whom it has been ever given with readiness and politeness. The public have much to regret that Captain Gerard's diffidence alone prevents their having the most valuable account of the Himalayas that can be written; the result of an uninterrupted residence of nearly a quarter of a century, and the close observations of a mind by no means inferior to those of his late lamented brothers, to whose writings the world has already awarded the meed of its approbation. His amiable friend will allow that the Author only now records what he has often verbally expressed.
CHAPTER VII.

SIMLA TO FEROZEPORE.

The period of the Author's residence at Simla, was one of considerable public excitement. Reports of disasters were daily arriving, each more alarming than its predecessor; first that Sir Wm. Macnaghten was cooped up in Cabul, threatened on all sides, the people of the city openly talking of the approaching murder of Shah Soojah and his supporters, and saying that ten thousand additional troops could alone save them: then, that the Nepalese were within a few days' march of the British-Indian frontier, and had actually taken prisoners more than one adventurous traveller who had penetrated to the snowy range; again, that the Sikhs had commenced hostilities in support of Dost Mahommed Khan, with numerous other reports, having as little foundation in truth. The second was that which most affected the temporary sojourners at Simla, and the alarm had risen to such a height, that the political agent deemed it necessary to direct a detachment of the Nusserree battalion to leave Soo-bathoo for the interior, to watch the movements of the
reported enemy. Late accounts from India announce the return of the force, without having come in contact with any more formidable persons than a few distressed mountaineers. At this time, however, the retaking of Khelat, the unfortunate termination of Major Clibborn's expedition for the relief of Captain Brown at Kahun, the inauspicious turn political matters were taking at the court of Lahore, and the reappearance of Dost Mahommed strongly supported, all combined, compelled the government to adopt active measures, among which, was the suspension of furlough leaves, except in cases of sickness. This step, coupled with the feeling generally prevalent, that imminent danger would attend the passage of the Indus, deprived the Author of more than one anticipated companion in his route homeward. Though energetically warned of the hazard he ran in passing through the Sikh and Beloochee territories, he could not make up his mind to abandon the plan he had so long contemplated, and had therefore no alternative but proceeding alone. Accordingly, on the 24th October, he bade adieu to the hospitable station.

The details given at the commencement of the last chapter, make it quite unnecessary to trace the journey from Simla to the plains; it is almost equally needless to dwell upon the route thence to Loodianna, since, with the exception of the succeeding route to Ferozepore, it is one of the most uninteresting to be found in India.

The distance is eighty-three miles, and occupies by
dawk twenty-four hours; from Bahr to Pinjore and Munnymajra, it follows the old road; but thence, in lieu of taking the circuitous one by Umballa, another has been only a few weeks since opened by the way of Khoor, Mornda, Khoomanno, Ludna, and Gindealee, thereby saving some thirty miles. For this and many other benefits, the travelling public are indebted to the indefatigable and able agent to the Governor-General, Mr. G. R. Clerk. This route leads midway through the village of Mornda, ranking, until lately, among the protected Sikh States, but which has just lapsed to the East India Company. Mornda bids fair shortly to become a considerable town, a fine bazaar is far advanced towards completion, consisting of several streets at right angles with each other. The façades of all the shops are of brick, and correspond in style; each with its niches for lamps, after the Oriental custom. With this exception, the other stages passed during this journey are unworthy of being named, consisting principally of mud-hutted villages. It would be unfair to say aught against the road, considering it has so recently been opened; but it nevertheless must not be concealed, that not one mile out of twenty presents anything like the appearance of that advance towards civilization, the bearers having to wade through deep sand, ploughed fields, and thick jungle. Even the people scarcely excite one's curiosity, though it is evident the traveller does theirs, as they come out to stare at him from every hovel. In personal appearance, they vary
very little from those met with between Delhi and the Hills, though the women decidedly lack that modesty so perceptible in those of the neighbourhood of the imperial city, or at all events fail to show it.

The origin of Loodianna as a military outpost is thus given by Hamilton:—"In consequence of the extension of the British possessions in 1803 to the banks of the Sutledge, the line of defence against the Sikhs became much narrowed, and Lord Lake foretold that a small corps, well stationed in that quarter, would effectually protect the Doab and adjoining provinces against the incursions of that tribe. Loodianna was accordingly selected and fortified, and, in 1808, made the head station of a brigade sufficiently strong both to cover the protected Sikh chiefs, and impose respect on those situated north of the river."

Beneath the political agent's mansion, is the old bed of the Sutledge, that river now flowing at some miles' distance; an insignificant stream occupies a small space of it, hardly sufficing to float a few boats and provide the means of lavation to the host of washermen who throng its banks. In the height of the rains only is it connected with the main stream; this, it is not improbable, may in course of time return to its old channel, when it is feared the handsome structure overhanging it may be undermined and washed away. On the other side of the bed, the remains of a garden belonging to a former Resident, evince the care which it at one time met with; several specimens of the poplar, a most unusual tree
in India, rearing their heads therefrom. The soil of Loodianna is extremely sandy, causing considerable annoyance to its inhabitants during the prevalence of wind. The cantonments are said to be badly situated, and by far too confined, showing want of foresight in whoever planned them, as it might have naturally been supposed that a large force would, at a future time, be necessary for the occupation of so commanding a post. The bazaar is extensive, and much business appears to be carried on there.

This station will, perhaps, be witness to as curious and marked a political change, as even India, so fertile in changes of such a description, has ever presented. In it, as a pensioner on the bounty of the East India Company, Shah Soojah, the present King of Cabul, with his blind brother, Shah Zemaun, and their families, for many years resided, and would have ended their days there, in all probability, had not British necessities called the former to reign in Afghanistan, and supersede the then possessor of the musnud, Dost Mahommed; who, now that he has unconditionally surrendered to Sir W. Macnaghten, will, it is generally supposed, be removed from the scene of his late exploits, and occupy the very quarters of his successful opponent.

Between Loodianna and Ferozepore, the junction of the Beas or Hyphasis with the Sutledge takes place, the latter name being retained.

The journey from Loodianna to Ferozepore, a distance of seventy-nine miles, requires twenty-two hours
FEROZEPORE.

for its performance, and is quite as uninteresting as the preceding; the same remarks may, indeed, be in every respect applied to it, though this wants even the interest excited by a rising place like Mornda. Not being considered altogether safe, a mounted and well-armed escort, provided by Government, attends the dawk traveller; being relieved at the same stations as the bearers. There are seven stations, viz. Ghowspore, Mana Ka Kote, Tehara, Dhumkote, Tulwundee, Mehrsingwala, and Chingalee.

Ferozepore, as a military station, will cause to many no inconsiderable disappointment, appearing, at the first view, but a collection of mud walls surrounded by deep sand. It has latterly occupied a conspicuous place in Indian political history, not only as the final rendezvous of the various corps forming the Bengal column of the Army of the Indus, previously to their departure to win unfading laurels in Afghanistan; but as the scene of the memorable meeting, between Lord Auckland, the Governor General of India, and the late Maha Rajah Runjeet Singh. The gorgeousness of the display then made, the great political importance of the meeting, and the benefits to the British Indian Government, which resulted therefrom, have been so ably put before the world, in the highly interesting volume of the Hon. Captain Osborne, than any enlargement upon the subject here, must be quite unnecessary.
The disappointment, that cannot but be felt by military men on reaching Ferozepore, may probably be alleviated, when it is understood, that scarcely three years have passed, since not a British residence stood therein, it having within that time only, lapsed (like Mornda) to the East India Company. Under the present most active and intelligent Political Agent, Captain Lawrence, there can be no doubt of its speedily becoming a town of the magnitude and importance which befits the frontier city of such a power as the East India Company, and the nearest military station to our powerful ally of the Punjaub. Its universal and never-failing dust, worse even than at Loodianna, will, however, always make it in some degree an unpleasant residence; for, with the use of every artificial means which ingenuity can devise, it is impossible to be otherwise than constantly annoyed by it; in addition to which inconvenience must be taken into consideration its almost Egyptian plague of sand-flies. It is, moreover, some four or five miles distant from the river; but, in this respect, it is like every other large place in the neighbourhood of the Sutledge and Indus, and experience doubtless proves, that it is an unavoidable consequence of the fantastic freaks played by those rivers, in so constantly and arbitrarily changing their courses.

The climate is considered healthy and particularly dry; there are no periodical rains, some half-dozen showers only falling during the cold season. It is
exceedingly hot, and the sand-storms, which frequently occur, are terrible. Around the cantonments, so far as the eye can reach, the sight is offended by low jungle and glaring sand alone, not a tree of any size being visible. The death of the Ranee has but recently taken place, when Government, not feeling called upon to acknowledge the claims of any of those who pretended to be her heirs, took possession of her territory. She is described as having sate daily in her old fort, (still existing) administering justice in all respects like her male compatriots. The Bazaar is extensive, and well supplied. From the dryness of the atmosphere, the station has already suffered much from fire, which will cause the discontinuance henceforward of thatched roofs in the erection of all new buildings. The inhabitants sustain losses from robbers, notwithstanding the vigilance of the police. The value of water, and the lawless state of the people, under native rule, may be estimated from the fact of every well having been formerly flanked by a tower, with a garrison of armed men, to protect it from incursion: some of these towers are still standing, but the greater portion have been, under the new regime, levelled to the ground.

Ferozepore was of so little importance, but a few years ago, that Hamilton, in the edition of his Gazetteer published in 1828, thus briefly dismisses it: "Ferozepore, (the city of victory) a town in the Delhi province, fifty two miles S. S. E. from
the city of Lahore: lat., 30° 55' N. long., 74° 35' E."

Close to Ferozepore, is an island, about six miles in length by three in breadth, which is occasionally debateable ground between the Sikh and British Indian Governments. By the treaty between the latter and the court of Lahore, their separate dominions are bounded by the Sutledge, and, in cases like the present, wherever the stream runs with the greater velocity, that is deemed the main river. The current is at present strongest on the Punjaub side, in consequence of which, the island is British; in a year or two, the river may pursue the other channel, when it reverts to the Sikhs. But for this uncertain tenure, it might bring in a considerable revenue, the soil being of the finest description; even under existing circumstances it has been farmed out for some thousands of rupees per annum, and patches of cultivation, with a few hovels—the nuclei probably of future flourishing villages—here and there show themselves. The greater part is, however, covered with jungle, or reed-grass, and it will perhaps be scarcely credited that many of the blades, reach to the enormous height of twenty-five feet. Unless the Author had himself witnessed this fact, he would have hesitated to believe such a statement, but he can vouch for its truth, as he happened to be engaged tiger-shooting, and while standing in the howdah of a very tall elephant, the grass in question towered many
feet above his head. Of a party consisting of thirty elephants, four times that number of attendants, and several horses, all formed in close line, the whole were occasionally completely concealed from the view of each other by this overwhelming jungle. The black partridge, the plumage of which is very beautiful, abounds in it. Lieut. Wood thus describes this bird, specimens of which he met with on the banks of the Indus: "In addition to the common grey partridge, Sinde possesses another species of striking beauty. The head, breast, and belly of this bird are of a jetty black. A red ring encircles the neck. The back of the head is speckled white and black, while a large white spot is dotted under each eye. The wing-feathers are spotted yellow on a black ground. Those of the tail are short and downy, marked by delicate white and black bars towards their extremes. This is a heavier and altogether a nobler looking bird than the other. From the predominance of dark feathers in its plumage, it is usually called the black partridge."

Wild duck, quail, and snipe are also plentiful all over the island.

The elephant is particularly partial to the flower of the grass just alluded to, winding his trunk round the stems of a dozen or more blades at a time, and allowing them to pass through it, while he walks on, then tearing off the tops, a feat which it would need the united strength of several men to perform.

On the banks of the river there are many quick-
sands, and during this expedition a somewhat distressing scene happened. An elephant incautiously came within the vortex of one; first one foot sank, then another, and in endeavouring to extricate himself, matters became worse; no portion of either of his legs was at last visible, and the by-standers had given up the poor animal as lost: being, fortunately, unusually powerful, he three several times, with what appeared to all, supernatural strength, drew a foot from the closely-clinging earth, placing it where, by sounding with his trunk, he found most solidity; not until the third time did the ground bear his pressure, when he gradually released himself. During the whole period of his troubles, his cries were exceedingly dolorous, and might have been heard a couple of miles; his grunt, when they were at an end, was equally indicative of satisfaction. The internal application of a bottle of strong spirits soon dissipated his trembling, and restored his equanimity. Many unfortunate elephants are lost in these treacherous sands, when large quantities of grass or branches of trees are not at hand to form an available support for them. After a certain time, the poor beast becomes powerless, and the owner can then only look with sorrow at the gradual disappearance of his noble animal, and lament the pecuniary loss he thereby suffers; for all human aid is futile. They have been known to be twelve hours before entirely sinking.

While on this subject it may not be altogether out of place, to allude to the present scarcity in this part
of India, of the camel; which is in its way as useful and valuable an animal as the other. In consequence of this, the regiments moving upwards, and the commissariat generally, are put to serious inconvenience, by the limited means of conveyance available. The English reader will hardly be surprised at this scarcity, when he hears that, from the commencement of the Affghanistan campaign, in 1838, to the present time, (October 1840,) the number killed, stolen, and strayed, is somewhat beyond fifty-five thousand. The average value of each may be taken at eighty rupees, which makes this single item of war expenditure, above forty-five lacs of rupees, or four hundred and fifty thousand pounds.

All who reside in the north-western provinces of India, and purpose adopting the route by the Sutledge and Indus rivers to Bombay, will find Ferozepore decidedly the best port of embarkation; and should they not have friends at the station upon whom they can rely for procuring boats for them, they have only to address a letter to Captain Lawrence, the assistant political agent of the Governor-General, by whom their wishes will meet with the politest attention. As much notice as possible should be given, as boats are sometimes extremely scarce, from all that are available being taken up by the commissariat, for the conveyance of troops, stores, &c. to Sukkur and elsewhere. The Author was very near meeting with a disappointment of this nature, as the government functionaries were collecting all they could place
their hands on, to form a bridge of boats, for the passage across the Sutledge, of the convoy and large reinforcements of troops to Cabul; the passage being safely effected shortly after his departure. Information should at the same time be afforded Captain Lawrence of the number of the party, including servants, quantity of baggage, &c., as well as whether expedition be an object; if so, he will provide as light a craft as is consistent with the comfort of her passengers. The expected time of arrival at Ferozepore must also be notified.

Much cannot be said in favor of any of the boats at present plying on the Sutledge; the best of them are heavy, and sluggish in the extreme, and altogether ill-adapted for the purpose of expedition, however they may be so to the peculiarities of the river. The Author travelled in one, the extreme length of which was thirty feet, and breadth, outside, twelve; the measurement being four hundred maunds, equal to about twelve tons. A long rudder served also as a paddle, the steersman being considerably elevated, to watch the true course of the stream; a couple of oars, or sweeps, at the stern, each worked by two men, formed the only other artificial impetus, which certainly did not amount to three-quarters of a mile in the hour. Both stem and stern, the latter especially, are somewhat raised, and are equally bluff; in form, indeed, altogether similar to a Thames coal-barge. The space between them is devoted to the passenger,
except about four feet of the centre, kept free for baling out the water, which collects in no small quantities. By the use of bamboos, and the strong reedy grass already described, a comfortable apartment is closed in, about thirteen feet by nine, and another forward, about half that length, for servants and cooking operations. This thatching would by no means be impervious to heavy rain, nor does it prove an altogether efficient protection from the heat of the sun; the thermometer beneath it, during the month of November, ranging, towards the close of the afternoon, between 85° and 90°, while, before sun-rise, it was scarcely above 50°, and at times hoar frost was on the ground. Such are the Sutledge boats; they scarcely vary except in size. In progressing against the stream, they ship a mast, upon which, when the wind is favorable, they carry one large sail, in canvass and preservation far excelling the sails of their brethren on the Ganges; when the wind is unfavorable, their sweeps being useless against the current, they are tracked along shore. Their stems and sterns are generally elaborately carved, and at the mast-heads are frequently carried small brass bells, which tinkle as they move, a short staff, with a white flag, being hoisted over all. They never use the lead; the first intimation of their being in shoal water is their sweeps touching the ground.

They have no anchors or kedges; their mode of bringing to being by means of a short staff and rope, the latter attached to the head of the vessel, and the
former taken on shore and pointed diagonally towards the earth; the stream at the same time taking the boat down, forces in the staff until it is far enough to hold; this is termed *lugaoing*. Another pole of much greater length is also used to prevent the strain being entirely upon the smaller one.

Country boats for going down the Sutledge are certainly preferable to steamers, being far less liable, from their slight draught of water, to get on sand-banks; but they are utterly incapable of facing even a moderate adverse breeze, although with the current in their favor; when such occurs, they are obliged to bring to, and wait until the return of light airs. The care the men take of the *materiel* of their boats may be imagined, from the fact of grass growing from any interstice in their sweeps. The hire is paid in advance, and varies according to their scarcity at the time of engagement. For the one just described, the Author paid one hundred and thirty two rupees for the trip from Ferozepore to Sukkur, being, for three months, at the rate of forty-four rupees per mensem; for, though the passage occupied but fifteen days, two months and a half more are charged, being the time calculated that will be occupied in the return. This includes the wages of the six men forming the boat's crew, and indeed every expense but the thatching, which costs the traveller twenty rupees in addition.
CHAPTER VIII.

THE RIVER SUTLEDGE.

Having in the last chapter attempted a description of the boats used in the navigation of the Sutledge, a few words appear called for with reference to the supplies necessary for the voyage. The boatmen and servants will of course be mindful of their wants; the traveller has, consequently, only to provide for his own; and in doing so, he should recollect that, for nine days at the least, or until reaching Bhawulpore, he will not be able to make any addition to what he starts with, the very few villages skirting the river’s banks being unable to supply him even with an egg. He will of course take from Ferozepore as much fresh meat as will keep good, and when that is expended he must resort to his poultry, (of which any quantity can be carried in baskets) or to salted and preserved meats, if he is possessed of such. His bread will, in a few days, become unpalatable, but biscuits or chepatties will form excellent substitutes; the latter are a species of pancake, made of coarse flour, and in many parts of the East, (here and among the Simla
hills for instance) they form almost the entire sup- port of the natives. Butter he may manage to keep good, but milk, unless he encumber himself with goats, he must be content to dispense with. Tea or coffee, eggs, rice, spices, and flour, candles and oil, will naturally occur to him as being requisite. Under the head of liquids, he will have no difficulty in calculating his expenditure, and the quantity he should carry with him. At Ferozepore, European goods, which description includes wines, are perhaps dearer than at any other place in India; beer, for instance, being fourteen rupees per dozen, when at Calcutta it is but six, and eleven only at Simla, where the expense of hill carriage one would imagine should render it much more costly than at Ferozepore. A khidmutghar and cook are the only servants necessary to be taken, or, if the former be clever enough to undertake the duties of the latter in addition to his own (and few are not, and which he ought to do, considering his wages, twelve rupees, are nearly double what they would be under ordinary circumstances,) the cook may be dismissed. He should be made to understand that he will be answerable for taking care that every thing in his department not already detailed is provided; cooking utensils, plates, dishes, and other table requisites, &c., and he will then be careful to see that every thing is complete before starting. The traveller's trunks, or petarrah's, will of course contain his wardrobe, dressing and writing apparatus; besides which, a bed, bedding, musquito-curtains, table and chair,
chillumchee and stand, will be all the furniture he
requires. A pair of pistols would not be out of
place, and a gun, with plenty of ammunition, bullets,
and large slugs for the alligators and storks, with
shot for water fowl generally, will help to kill time
as well as them.

Of the river itself, it is to be regretted there is so
little to say. Putting aside the interest excited by
the recollection that its waters once bore the barks
of the great Alexander, and the very short period
since which the English traveller has been permitted
to thread its windings, there could not well be a
more uninteresting one.

The marks found on most others, such as towns,
villages, &c., are here almost altogether wanting,
and it is, therefore, impracticable to denote by them
the progress of each day. Bhawulpore being the
first place of any note, the only mode of calculation
is, that nine days were occupied in reaching it (reckon­
ing the day at twelve hours); thence to the junction
of the Jelum, the Ravee, and the Chenab, with the
Sutledge, a day and a half more; and somewhat ex­
ceeding another day, the whole were swallowed up
in the Indus. Neither Tassin's, nor any other map
of the Sutledge, will prove of much use to the
traveller; and he will have some difficulty in under­
standing where he is, from the time of leaving Feroze­
pore, until he reaches Bhawulpore; below the latter,
the junctions of the different rivers and the travel­
ers on them having been more frequent, the discovery
of his true position is rendered far less troublesome. The boatmen are, in all cases, profoundly ignorant of localities, and the people on shore, if appealed to for the designation of villages on the bank, invariably call them differently from what they are laid down in the maps; whilst, with reference to those a few miles from the river, the same circumstance occurs. There is not, perhaps, a much more tortuous river known than the Sutledge: from Ferozepore to Bhawulpore, it is but a continued succession of winding reaches, every half-hour, the head of the boat being literally, as the sailors say, all round the compass; even the steersman, putting aside, for once, the usual nonchalance of a native, when gazing from his lofty perch over the surrounding country, and seeing before him the labor of one hour lengthened into four or five, cannot refrain from uttering a suppressed "Wah! Wah!" or other exclamation of surprise.

The distance is calculated at two hundred and forty miles; but this is evidently an error, as by land it is nearly two hundred and twenty, and the windings in question must add to it eighty at least. The strength of the current nowhere exceeds three miles in the hour, frequently it is not so much as two, and it becomes particularly sluggish as the point of junction with the other rivers is approached.

It was remarked in the last chapter, that the utmost impulse that could be given to the boat itself was three quarters of a mile in the hour. The fair average speed may perhaps be, current two miles, and pulling
three quarters of a mile; at this rate, and it is difficult to conceive the progress could be less, the three hundred miles would occupy within a fraction of the nine days' voyage. Again, from Bhawulpore to Mithun Kote, taking the same average for a day and a half, with an additional three quarters of a mile per hour of current for one day, the result will show the distance actually estimated, viz. ninety miles. The course of the stream is always under a bank, rather than along a low shore, making the widest possible sweep, and thus considerably lengthening the passage.

The fall of the river cannot have exceeded six feet, (8th November); the sand-banks having in no case been more than two from the surface; while, after the junction with the Chenab, the fall has been less, the banks there having only just made their appearance above it. The average breadth of the Sutledge, when unimpeded by sand-banks, may be something more than a quarter of a mile, but it is nearly doubled immediately upon its junction with the Chenab; the strength of the stream at the same time being increased by at least three quarters of a mile. There is not half a mile of the river without sand-banks; they are of all forms and sizes, and scattered indiscriminately, on the borders, and in the centre; frequently in such numbers, and of such extent, as to render it very difficult to judge correctly of the true course, every channel being equally narrow: in such a strait as this, it is generally
advisable to take the widest sweep, and, should there be one, under a bank, that being the most likely locality for the deepest water. The bed is everywhere very shallow, and no craft of large burthen could attempt the passage of the river with safety. A boat drawing even under two feet water, constantly touches ground, where there would appear to be more than a fathom. These occurrences seldom cause much delay; if not got off immediately by the use of poles, the crew at once take to the water, and, by sheer dragging, speedily procure her release. There is not a single creek, or nullah of importance, until after the union with the Chenab takes place. Four or five hours before this, a long line of haze, at an elevation of ten degrees from the horizon, points out the direction of the latter river, and the current, on approaching it, becomes more sluggish.

But few incidents occur to relieve the monotony of the downward voyage; few people are met with and the boats are almost equally rare. There seems considerable esprit de corps among the nautical fraternity; on no occasion, does one pass another without conversation being kept up during all the time their voices can be heard, and, whether strangers or not, the general termination of their intercourse, is the expression of a desire to have their compliments conveyed to certain parties, at the places to which the one or the other may be progressing. They likewise obtain mutual information as to the course of the main stream, strength of current,
and whatever else may be of use. Occasionally, remains of brick buildings are seen, many feet above the surface of the stream, showing either that the latter must have only recently adopted the present course, or that the durability of the fabric must be great to stand against such a current for any length of time.

In bringing to for the night, the Punjaubee shore is always avoided, on account of the probability of attacks from robbers. The other, indeed, bears not a much better character, and whenever practicable, the boat is hauled up alongside a sandbank in the centre, its inmates being thus protected from any sudden incursion, by the expanse of water on each hand; to the utter disturbance, however, of immense flocks of waterfowl, who may have quietly taken up their positions there previously. The boatmen make but one regular meal in the day, and that not until the evening, when their labours are over. Their food consists solely of chepatties, and on each occasion, they have to grind the corn, and prepare and bake the cakes, never having a sufficient stock of flour for more than a day's consumption. Should any remain after this meal, it is served out to each in proportion the following morning, but they do not cease working while partaking of it. Their drink is water. They are a dirty race, and it is extremely rare to behold them in the performance of any ablutions. Their language is a corruption of Hindoostanee. The cool air of early
morning seems to benumb them, and their full faculties do not return until the rising sun once more imparts warmth to all around; they appear to delight in the heat, however extreme it may be. They are most fearful of proceeding after night-fall, and no promise of reward will induce them to do so. They have a fire always burning, easily collecting as much fuel as is needed on the river's banks.

A Punjaubee town takes rank with a Hindoostanee village, and as the latter scarcely ever equals the most inconsiderable hamlet in England, some idea of the poverty of the first may be conceived. Almost every village has a tower, appertaining to the head man in it, which is pierced with loopholes and otherwise capable of defence. On the death of the owner, should he leave many sons, it not unfrequently happens that the inheritance is disputed, and other towers are run up by each; but, as might in this part of the world too often constitutes right, the strongest or best supported ultimately becomes the successor of his father.

The natives of these parts, like their brethren of Bengal and elsewhere, have either the most utter ignorance of distances, or the most thorough contempt for the necessity of at times thinking before speaking; it is therefore perfectly useless to endeavour to obtain a knowledge of one's locality, by putting questions to them; the only purpose answered is the amusement resulting from their replies. Between Bhawulpore and Ferozepore, on asking at a particular spot the
RAVAGES OF THE RIVER.

distance to the former, the positive answer was seventy coss; in half an hour afterwards, according to another equally self-satisfied authority, it had become one hundred and fifty; and for three days in succession it was exactly one hundred with every body: these discrepancies too not always existing among ignorant labourers, but with boatmen, whose whole lives are passed between the two places named.

It may with safety be said that, from the river, let the eye glance as far inland as possible, it will not embrace a hundred yards of any species of cultivation in a dozen miles; though much of the soil seems well adapted for it, it is too probable that the treachery of the river is known by those who might otherwise cultivate it.

Not a furlong is passed but the effects of the river's ravages are apparent in broken banks, and one at last becomes so familiar with the sights and sound of immense masses giving way, as to cease paying any attention whatever to the circumstance; during the stillness of the night, these concussions are heard at a long distance, resembling distant thunder, and the momentary succession of them has an effect upon the stranger not a little curious. That all this should be so is hardly to be wondered at, when the formation of the banks is taken into consideration; they are either of sand or light earth alone, though occasionally these are conjoined in strata, the sand being as often the base as the superstructure; what dependence can be placed on its firmness may, there-
fore, be easily imagined. If the smallest particle is displaced, in any one part, it is often attended by disruptions along a whole bank of several hundred yards in length. A party might search along shore from Ferozepore to the Indus without meeting a stone so large even as a pebble.

The only apparent approach to commerce on land, was one rough store-house, containing several bundles of buffalo hides, others being strewed about the bank, preparatory to their shipment in boats.

The student of zoology would here find ample field for his observations, coupled, doubtless, with some astonishment. It is within the mark to say that he will daily see not less than five hundred alligators; these are of all sizes, from the young one of four feet and upwards in length, to the ancients of from twelve to sixteen. Every sand-bank is crowded with them, their favorite stations being at the tails of such as are isolated, enabling them to glide into the water with an almost imperceptible motion when slightly disturbed, though, when shot, the plunge with which they gain their native element is very violent. They are all of the long-nosed species, and their prey is fish alone. The river ought indeed to be swarming with the finny tribe, to provide subsistence for such a countless host of monsters. Besides the number already noticed, basking in the sun, like gigantic leeches, (to the color of which they approximate) their course is to be traced all around, though the protuberances
on the head and extreme end of the snout, are alone actually perceptible; while, from sun-rise until night, the agitations on the surface of the water in all directions give abundant evidence of the bloody conflicts going on beneath. Kingfishers also everywhere abound. Porpoises are not uncommon, though by no means numerous; the other fish are altogether invisible. Water-fowl, in all their varieties, are not less abundant than the alligator; from the largest to the smallest species, they are to be seen by hundreds. The variety of storks is also great, and some are very beautiful. The white storks, indeed, occasionally congregate in such vast quantities, that they give any distant low bank, near which they may have alighted, the appearance of a mass of chalk. Since the Author's return to England, on paying a visit to the museum at the East India House, he was surprised to find that it contained scarcely one specimen of the birds, so plentiful in this river and the Indus.

From one end of the river to the other, not a single fishing-boat or fisherman is to be met with, so that the alligators and water-fowl have full scope for their predatory pursuits, and hold undisputed possession of the watery region. On shore, a solitary eagle may at times be seen, perched upon the stump of a blasted tree; but, except upon rare occasions, the scenes through which one passes are far too solitary for the hawk and crow—generally such conspicuous objects in every Indian scene where aught of life and
animation exists. Of quadrupeds, this last remark is applicable to the dog, an animal with which every Indian village swarms; the jackal is heard nightly, and the tiger and hog abound in all the jungles. Wasps are plentiful, not making their appearance, however, much before noon, and taking their leave every afternoon at sun-set. Herds of buffaloes may frequently be seen crossing the river, much after the same method as in the Ganges; though here with much greater vociferation from the drivers.

The jungle consists principally of high grass and tamarisk shrubs; the latter occasionally evincing by its size a strong inclination to expand into a moderate-sized tree. At times, though very seldom, the eye is relieved by the sight of a small forest, the tar and the palm trees being conspicuous therein; but far oftener is the scenery barren and desolate in the extreme, not exceeded in these respects even by that presented to the traveller on the Grand Canal, from Ballyshannon to Dublin, amidst the far-famed bogs of the Emerald Isle. European travellers on these rivers are so rare, that every native on shore, or boatman afloat, is anxious in his enquiries as to who and what the stranger is, whence, and whither going, with every other particular that can be obtained.

At sun-set of the eleventh day, eight hours' journey from the Indus, portions of the Soliman range of mountains were distinctly perceptible, extending from west to nearly northwest, or through forty
degrees of the horizon; the latter portion being the more lofty, and distant at least eighty-five miles; that in the western direction, not less than seventy-five.

From every portion of the river but little distant from the banks, the echo on shore is loud and distinct.

Ferry-boats are stationed every few miles, their approaching departure being announced by beat of tom-tom. There are three other modes of crossing the river in vogue among those who cannot wait until the allotted time for doing so, or who are unwilling to disburse the minute trifle levied upon the passengers; viz., by swimming, and those who are ignorant of this accomplishment, may take as a companion an inflated mussuck (sheep skin) and by its support paddle over; the last, and certainly most curious mode, is by means of a bundle of reeds or straw, about four feet in length, firmly tied together, and made use of like the mussuck. These novel life-buoys are then left on the bank for the next person needing them, and several may be seen every few hundred yards. The proverb "A drowning man will catch at a straw," may occur to the reader; henceforth, it should not be used altogether in derision.

The expedient in use among the natives to procure water, deserves perhaps a word of notice. A deep well is sunk in the bank close to the river, and a small canal is cut to communicate therewith, whereby the one is always as high as the other; over this well is a strong roughly-made upright wheel, round which
is a double strap, with from forty to fifty earthen vessels (called kedgerees) firmly fixed thereto; a horizontal wheel alongside, turned by two oxen or one strong buffalo blindfolded, acts upon the spokes of a small upright wheel, which sets the large one in motion; the earthen vessels descend into the well with their mouths downwards, return reversed and full, and at the point of again descending, a trough receives their contents, which small channels in the ground convey to whatever distance is requisite. The quantity of water thus raised may perhaps be fifty gallons per minute; many of them are worked throughout the night, and, as the owner would deem it a profligate expenditure of grease to apply any to the axles, their noise may always be heard at a considerable distance. After the junction with the Chenab, these wheels, so frequent previously, were no more to be seen; the inland creeks then becoming numerous and important will doubtless account for this.

A heavy fall of dew commenced every night at sunset and continued until morning. The prevailing winds were south and south-west, always very light. The temperature of the water never varied more than two degrees, ranging between 67° and 69° at all hours. This was not affected by either of the junctions. The thermometer, early in the morning, ranged between 54° and 57°, after sunrise, 62° and 64°, at noon, 82° and 87°, and at 9 p.m. from 70° to 74°. The water is scarcely less muddy than that of the Ganges.
There have been only two objects possessing anything approaching to architectural interest during the entire route of twelve days (unless, indeed, it is allowable to find interest in all else, whether single dwellings or collections of them, being mud,—unadulterated mud—alone); these are, first, Umrote, about fifteen miles from Ferozepore on the left bank; it is slightly inland, and entirely surrounded by a stone or brick wall, in capital condition, and having the appearance, consequently, of a strong square fort. A sowar, who, mounted on a remarkably fast small elephant, came down to reconnoitre the passing boat, stated that it belonged to a Patan chief, named Jumal Deen, a tributary of the Sikh government, and that it contained between four and five hundred inhabitants. The other object was a tomb on the Punjaub shore, about ten miles from the Indus, consisting of the common-shaped Mahommedan cupola, rising from a quadrangular tower with two terraces; at the corners of each of which, were very small minarets; the gateway, one or two hundred yards distant, being formed of two turrets, one somewhat larger than the other, with a narrow wall or curtain connecting them; the whole of a brownish stone. The foregoing must be received, however, as a very imperfect description; their distance inland, and the foliage nearly concealing all but the cupolas, rendering it impossible to give a better.

Of Bhawulpore, which is not seen from the river, a few words may suffice. Lieutenant Wood describes
BHALWULPORE.

it "as a town with which he felt more pleased than any the mission had hitherto visited. Its streets are cleaner and wider than those of Hyderabad, the metropolis of Lower Sinde, while its bazaar, though not so large as that of Shikarpore, offers a greater variety and has a more prosperous look. Within the place are some fine gardens laid out in the Persian fashion. Though the largest town belonging to the Daoud-putras, it is seldom honored by the presence of the Khán. Bhalwulpore enjoys a well merited reputation for the various silk articles (called Loongees) which are here fabricated. The texture is generally formed of silk and cotton, and the cloth is justly admired for the beauty of its patterns, the lustre of its colors, and its enduring qualities. The trade in this staple article of their commerce was, at the time of our visit, remarkably brisk. We examined three establishments, having in all thirty looms, not one of which was without its web. Each weaver is restricted to a single pattern, to which, from early youth, he has been habituated. These men are comfortably housed in clean well-aired apartments, and, to judge of their condition by the appearance of their workshops, I should say, that the Bhalwulpore weaver is, comparatively speaking, in possession of superior comforts to this class of hand operatives in Great Britain. They work in large sheds, open in front, with chunamed sides and flooring. The looms are ranged in line, close to the back wall, in which is a large square aperture to give a free circulation. The open
area in front is usually ornamented with one or more shade-yielding trees."

There are no Europeans at Bhawulpore, but an intelligent Mussulmaun, named Peer Ibrahim Khan, acts as agent to the political authorities at Ferozepore, and can be applied to in case of need, not hesitating to come from the town to the river, a distance of four or five miles, if required. There is a branch of the post office here, the only one between Ferozepore and Sukkur.
CHAPTER IX.

THE RIVER INDUS.

Since the Author’s return to England, he has perused with much gratification the valuable works of Sir Alexander Burnes, and Lieut. Wood. The result has been his expunging very much of the matter he had collected for this chapter, and which he at one time thought would have been found novel, interesting and instructive. He scarcely dares even retain the few paragraphs now placed before the reader, as such full particulars of this far famed river have already been given by the individuals just named, who have thereby rendered to science and commerce the greatest possible benefit.

At noon of the twelfth day from leaving Ferozepore, and the third from Bhawulpore, the broad bosom of the noble river, swelled by the united contributions of her four younger sisters, received his boat. His first impressions of the busy scene into which he was launched were anything but unfavorable. Before him rose the small but important town of Mithun Kote, conspicuous by its substantial, square and flat-
roofed houses, and towering above them, at either ex-
tremity, two elegant cupolas, which at the distance
whence they were viewed bore the appearance of
being made of the finest marble. Sir Alexander
Burnes imagines that Mithun Kote "occupies the
site of one of the Grecian cities, since the advantage
of its position for commerce attracted the attention
of Alexander." In face of it is the large, thickly-
populated, but mud-built village, of Chachur, be-
tween them employing several ferry-boats filled with
people, merchandize and cattle; while more of all were
waiting for transport on the bank. Rafts loaded with
fuel were being towed up the stream, and all was bust-
ling animation. The Author had hardly entered the
Indus when he was loudly hailed from the shore, (be-
tween which and himself was a bank with three feet
water only, and at least a quarter of a mile in breadth)
and commanded to land and show that he possessed a
purwannah (passport) from the political authorities at
Ferozepore; but, being pressed for time, he disregard-
ed so unwelcome an invitation, preferring very natu-
 rally the increased velocity which he had attained, and
conceiving (it is hoped not unjustly) that, if such a form
were requisite, the Government should have provided
their functionaries with a boat to meet strangers, of
whose approach they can very long before have cogni-
zance, and so subject them to no unnecessary delay.
The voice and threats of the indignant official soon
died away in the distance, and a turn in the river pre-
vented a longer gaze at the gesticulations he so abun-
dantly displayed. A few rising sand-banks, with their usual occupants, then presented themselves, and thence, as far as the eye could reach, was one unimpeded expanse of stream nearly two miles in breadth. But in the direction of either shore, the scenery of the Sutledge once more returned, and all was utter vacancy; on one hand, a bank of six feet high, supporting a jungle of the same elevation; on the other, a sandy desert flat, with no tree or hovel to relieve its monotony, and nought but a few withered branches here and there interspersed, left by the retiring waters of some former flood.

Towards the close of day, a small encampment, appertaining to a commissariat officer collecting grain, with its tents, boats, people, camels and horses, contrasted strongly with the desolation both before and subsequently. At sunset, the mountains of Soliman were again in view, extending full ninety degrees from west to north.

Such is the scenery, almost without any variation, between Mithun Kote and a few miles from Sukkur; though there are three or four petty mud villages within sight of the river, each having a few cultivated fields in its neighbourhood. The owners of the latter have had evidently some reason to repent their boldness in so far infringing upon the river’s dominion, since many yards of their crops are growing from the water, where it has been too shallow to swallow up the whole, a fate which their tenements themselves will most assuredly ere long experience. About the same
number of temporary hamlets, each of a dozen hovels, are located on the very borders, for the convenience of the fishermen and their families, whose boats are beneath, and who thus obtain a scanty livelihood; as, although the fish is good and plentiful, few can afford to buy but at the lowest rates.

The current of the Indus varies greatly in strength; at times it does not exceed three miles in the hour, at others four, four and a half, and sometimes five; while, when the bed is confined by sand-banks within a small space, it rushes round every jutting point at six or seven, and forms a backwater (indeed, almost a whirlpool) at every indentation of the bank. Through the carelessness of the steersman, the boat will sometimes get involved in one of these, when from ten to twenty minutes will be lost in getting her free. Between Mithun Kote and Sukkur, a distance of one hundred and seventy miles, the current may, on the average, be reckoned at three miles and a half per hour, the transit occupying three days and a half.

The course to Sukkur varies very little from the points between west-south-west and south; though, about eight miles from the latter place, there is one long reach running east-north-east, exactly parallel with that succeeding it, which is west-south-west. Along the whole course of the former, the bank was falling, immense masses, tons in weight, giving way momentarily, carrying with them tamarisk and other shrubs at least twenty feet in height,
each concussion sounding at a distance like the roar of artillery, and causing more commotion on the water than would the paddle-wheels of the largest steamer. Half a mile on the other side of this bank, a broad nullah flowed on its course to the main river, and there cannot be a doubt that the inroads of both, before the lapse of many weeks, would utterly submerge the whole of this, comparatively speaking, vast tract of land, the loosened portions of which will be gradually borne along and form a sand-bank at some portion of the river now altogether free. It is the shifting nature of these sands that has been, and will continue to be, the great bar to the navigation of the Indus. It may confidently be asserted that, during every hour of the day and night, some material change of this kind is taking place; and it would be folly in any one to calculate upon the main stream pursuing the same course in two successive years, since nothing can be more uncertain. Vessels of large burthen must, therefore, still be debarred from a share in the commerce of the Indus, which will be confined to the flat-bottomed boats and steamers, the utmost extent of whose draught of water must be below four feet, in order to render them safe for all seasons of the year.

The boats of Lower Sinde vary but little from those of the Sutledge. The stem and stern are not so broad, and at each there is a much larger space decked off from the centre, somewhat confining the latter, though, from being deeper, not greatly diminishing
the capacity for cargo. This arrangement is necessary, as the boatmen frequently have their wives and children living with them on board, reserving the after-part to themselves, and all the rest being appropriated to the passenger, in case the vessel carries one. On these occasions, the women work at the tracking-rope, and assist in the other duties, with all the energy of the other sex, and sometimes more than the men exhibit. Very few alligators are seen after the first day's journey on the Indus, and, some time before reaching Sukkur, they entirely disappear. In lieu of them, the porpoise is abundant, and may be seen floundering about in all directions throughout the day, while the noise made by their blowing breaks momentarily upon the silence of every night. The storks, geese, and other water fowl are not less plentiful than in the Sutledge. Bandicotes of immense size are very frequent on the banks. Puffs of wind, of considerable violence during the hour or two they continue, and at this season invariably from the north-east, are of constant occurrence; against them the river boats are utterly helpless, and must be brought-to until they moderate. Ferry-boats are more numerous, and fishing-boats much more common, than on the Sutledge, especially near villages; of the latter, two, named Chuck and Rode, a few hours' journey from Sukkur, are apparently of some consequence, and thickly populated; the tenements are, however, all of mud. The reaches are much longer than in the Sutledge,
and seldom vary in their direction more than five or six points of the compass.

On approaching Sukkur the soil assumes a somewhat more fertile appearance; and from the firmer texture of the bank, the huts are built within a few feet of it, while corn is growing and cattle safely grazing on its very verge, in defiance, as it were, of the still imperious flood beneath. Lofty minarets, gaudy-looking mosques, and castellated buildings of every variety of form, all mixed up in apparently inextricable confusion, and interspersed among which are thousands of luxuriant date trees, next fix the attention; and a few minute’s further progress on the rapid river enables the passer-by to see each separately and distinctly. On the left bank is Roree, on the right Sukkur; while between them is the spacious fort of Bukkur, occupying the entire island on which it stands. A very few words may probably be deemed sufficient for each of these places.

The following account of the fort of Bukkur, the Author has abridged from a clever paper by Dr. I. Don, recently published in the Transactions of the Bombay Medical and Physical Society. This may be new to many English readers, whereas the descriptions by Sir Alexander Burnes and Lieut. Wood must be already familiar to them.

"The fortress of Bukkur is situated in latitude $27^\circ 42'\ north, and in longitude $69^\circ 36'\ east. The fort and cantonment of Sukkur are nearly on a level, and the highest building is about one hundred and
thirty feet above the river, and about six hundred feet above the level of the sea. The fort, of an irregular oval figure, is about eight hundred yards in length, and four hundred in breadth; its walls are washed on three sides by the river during the inundation, but to the north-eastward, a small tongue of alluvial deposit on the rock projects out, is inclosed by an outwork, and sprinkled with date palm, ceriss, and peepul trees; some of the last of which are seen on the walls and outworks in other parts of the fort. The surface of the interior of the fortress is very irregular, and is covered in all directions with the rubbish and debris of houses, mosques, and probably military buildings. There is one large mosque which, in its day, must have been a place of no small pretension to grandeur, but it is now mostly in ruins, and no part of it fit for the sacred uses of the Mussulmaun. There are several venerable shady trees in various parts of the fort, chiefly tamarind, peepul, and ceriss (*mimoso cerissa*).

There are few habitable houses in the bazaar, and these not in the best repair; when it was taken possession of by the troops, only one good public building of any size (the late residence of the Killadar) was found on the eastern wall. The walls of the fort are in as bad repair as the houses they contain; many parts are tumbling into decay, and little pains seem to have been taken to maintain their preservation. It bears the appearance of great antiquity, and is supposed to be the 'Munsoora' of the ancients. But the
town of Alore, about four miles to the eastward, is a place of still greater name and age; it was at one time the metropolis of a mighty empire, which extended from Cashmere to the ocean, and from Candahar to Kanoge, but is now a humble hamlet, with some ruined tombs."

The fort has been by many erroneously supposed to have been the first conquest of the army of the Indus, in the Afghanistan campaign; this is not the case; it does not, in fact, although still in their possession, belong to the British Indian Government at all, being only lent to them by its owner, Meer Roostum Khan, the Ameer of Khyrpore; the consideration paid for its occupation, so long as they should need it, being one hundred and fifty thousand rupees. The owner's small triangular crimson flag still waves on the lofty keep, below the glorious flag of England. Meer Roostum Khan has ever been noted for his partiality to the English; and has honorable mention made of him by Sir Alexander Burnes, for the noble manner in which he came forward to receive him on his first mission to Lahore, when the Ameer's relations at Hyderabad had done all in their power to thwart the views of the Indian government, through their accredited organ. By a late mail, a report was received that this prince had conspired the death of Mr. Ross Bell, and other parties, after inviting them to Khyrpore. It seems improbable he would act thus, when the British were firm in power, and behave in so different a manner to Mr.
Burnes’ party, when almost unarmed and unprotected; and it is hoped it will turn out to be greatly exaggerated.

As a place of strength, Bukkur is utterly insignificant; and the state of its battlements may be imagined, when it is related that the firing of the mid-day gun did so much injury to them, that the practice was obliged to be discontinued, and the signal is now given from a small battery crowning an eminence above Sukkur. Its composition is principally brick, faced with mud, though some of the lower walls have lime-stone rock intermixed therewith. From Roree or Sukkur, on either of the main shores, it could be battered down in a very short space of time.

To the north and south are two smaller islands, the former containing the remains of a handsome mosque; much of the mosaic work (formed of a species of Dutch tiles, of every variety of colour,) about the entrance, being still perfect; and the latter, some ruined tombs.

It will ever be an interesting spot to all connected with India, as the connecting link from Roree to Sukkur of the bridge of boats, over which the Army of the Indus passed, after its land march from Ferozepore.

Dr. Don thus writes of Sukkur: “The cantonment for a brigade of two regiments, on the Sukkur side, is on an inclined plane, a sort of table land, to the north-west of the fort, and about three quarters of a mile distant. The sepoys’ lines front to the north,
and the officers are located on the eminences to the southward and westward. Though the space is rather small, no other in the neighbourhood, combining the advantages of elevation and proximity to water, could have been found for the same number of troops.

"The hospitals are to be built on an eminence to the north-westward of the lines, and one has been erected there for the Europeans, on a very airy spot, well elevated above the surrounding country."

That Sukkur was at one time a place of much importance, is evident from the vast quantities of ruined tombs in all directions round it; every one of the many hillocks near the place is crowded with them. They are, however, in course of removal, to make way for the residences of the living, though such as are in good order can in most cases, with slight alterations, be made into capital out-offices, and to such purposes are they daily turned: the ornamental parts, which for cook-rooms, wine-cellars, &c. would throw a ludicrous appearance on the plainly-built structure near them, being covered with a coating of that Sindian sine quâ non, mud.

Though not deemed an unhealthy place, Sukkur is much complained of for its excessive heat; the thermometer in the house, from April to August, frequently ranging between 120° and 130°. When it is considered that the southerly breezes, to which it is exposed during those months, reach it after traversing some hundreds of miles of sandy desert, this can
hardly be matter of surprise. Most of the houses have closed verandahs entirely round the inhabited portion of them, and the window-blinds, &c. are closed early every day, thus doubly protecting the inmates from heat and glare; yet, with the use of tatties, and every other artificial mode of lowering the temperature, few are successful in reducing it much below 90°. About midnight, this excessive heat in a measure ceases, but at nine the next morning, it returns with equal intensity.

It has happened, though not frequently, that during the hot season, a sudden rain has set in and continued for some days, when the fall of the thermometer has in a few hours been from the mark already quoted, to between 60° and 70°.

The strength of the current during the inundations, or from June to August, is stated to be nearly nine miles per hour, rushing past in nearly one sheet of foam; the steamers then travel at the rate of more than sixteen miles, reaching Hyderabad from Sukkur in a day and a half.

A glance at the map will show the important and commanding situation of the latter place, whether as regards the navigation of the Indus, or the hitherto hostile countries to which it is contiguous; and recent events fully show the necessity of having a strong force there concentrated.

Inconsistent as it may appear, chests of treasure in these parts are, for their greater security, kept night and day in the open air, large sums being generally
guarded by a single Sepoy. It is argued, and perhaps with justice, that there can be no possibility of underhand abstraction while thus situated; whereas, within the walls of a house, in which a guard could not at all times be stationed, such an occurrence may easily take place.

The date trees are everywhere very numerous, but the fruit they produce is of inferior quality.

Roree is only a native town, and stands on a flinty precipice, of near fifty feet in height, some of the houses in it overhanging the river, and others sloping inland; various lofty turrets peep from the midst of mud hovels; a small harbour gives shelter to a large fleet of boats, beyond which, is a thick grove of date trees. Lieut. Wood thus writes of the three places: "At Roree, a low bleak ridge, of limestone and flint formation, crosses the bed of the Indus. On the east bank, the rock, crowned by the town of Roree, rises abruptly from the river, which flows by it at four miles an hour at one season of the year, and with double that velocity at another. On the west bank, where the town of Sukkur stands, the ridge is depressed, and is swept by a narrower and more tranquil stream. In the mid channel are several islets; the tile-stained turrets on one, near the east shore, giving it more the appearance of a Chinese pagoda than a Mussulmaun's tomb. Two of these islands are famous in Indian story; Bukkur, for its strength, and Khadja Khizr, for sanctity. The banks of the river, for some distance below Bukkur, are
fringed with the date palm, and its appearance, always pleasing, is here heightened by the character of the neighbouring country. On the west bank stand the ruins of Sukkur, with its tall minar, towering gracefully above the dark date groves. Red flinty hillocks form the back-ground on both banks, while between them rolls a broad stream, adding beauty to the whole."

For the frontispiece to this work, which gives a faithful representation of Sukkur, Bukkur, and Roree, the Author is indebted to Captain Carless, who kindly presented him with an original drawing of it, taken by himself.

In the event of the traveller's boat being only engaged to Sukkur, and no steamer there available, a further boat-engagement must be entered into, at the same rate as before; the journey being estimated at two months and a half instead of three. Thus the total amount of boat-hire from Ferozepore to the sea is two hundred and forty-two rupees, or the hire of near six months for little more than a three weeks' voyage. It should be borne in mind, however, that in returning, especially from the sea, the average rate is seldom more than seven or eight miles per diem. In all that regards these boats, the traveller will meet with the utmost attention from Captain Carless, the superintendent of the navigation of the Indus. At Sukkur, fresh supplies of all kinds can be laid in if requisite, either for the seven days that will be occupied in reaching the mouth of the river, or for a fortnight that may be spent in reaching Bombay,
and so avoiding all delay on that account at the river's mouth. At Sukkur, it is far from unlikely, considering the constant communication between it and Bombay, that servants may be procured desirous of going to the latter place; the Ferozepore men might then be parted with, and no trouble would ensue to the traveller, on his arrival at the Western Presidency, in providing a passage back for them to Ferozepore. In matters of this kind, however, every thing depends upon the agreements originally entered into.

Around Sukkur, the Persian water-wheels are very numerous, in every respect similar to those of the Sutledge, though since leaving that river scarcely one had been seen. The reed life-buoy seems quite unknown, though the sheep-skin mussuck is still used; in addition to which, the feet are clasped round the neck of an empty earthen jar, with the mouth upwards, thus enabling the paddler to lie at full length on the water. The hunting-grounds in the neighbourhood are stocked with wild boar and deer, but tigers are not met with.

Beyond Sukkur, date trees are plentiful for a few miles, when the former description of scenery returns with little variation. At about fifty miles distance, a branch from the Indus flows south-west and empties itself into a lake named Munchar, the branch itself being dignified by the style of River, and, being exceedingly serpentine, the name of Nara, or snake, has been that affixed to it.

At about sixty miles, the Brahooick or Hala mountains come in view; and either they, or the spur from
them, called the Jungar or Lukkee Hills, continue so until reaching the vicinity of Hyderabad, when no more of them is seen. In the Halas is the celebrated Bolan pass, crossed by the Army of the Indus on its recent march into Afghanistan. At one hundred and twenty miles distance on the right bank, is a rather handsome tomb and gateway, the first specimen of architecture met with since leaving Sukkur.

On approaching Sehwun, one hundred and sixty miles from Sukkur, the Lukkee Hills gradually open to the view, the four mounds, terminating the range, bearing the precise appearance from a distance of pitched tents. Sehwun is at some distance inland, on the right bank, situated on the Arrul river, which, emerging from the lake before-mentioned, here joins the main stream. The village, though mud-built, seems very considerable; on mounds in its vicinity are various ruined tombs, and the remains of an old castle, which Burnes attributes to the Greek era, and it was conceived that the coins found therein would have borne out this supposition. While at Sukkur, the Author saw a variety,—gold, silver and copper,—that had been found among the ruins, but none were more ancient than three hundred years. The copper coins were exceedingly numerous, most of them a mass of verdigris. The tomb of a famous Khorasan saint, named Lal Shah Baz, is still in existence, though six hundred years have passed since its erection. The Indus here takes some considerable turns, at length washing the very base of the Lukkee hills, for
some miles continuing to do so, then gradually receding to the south-eastward, when the hills, which have rarely exceeded one or two hundred feet in height, become more lofty, ultimately reaching an elevation of between one and two thousand. In any country in the world, it would be impossible to find more barren and desolate hills than these. Throughout the entire range of some fifty miles, not a tree or blade of grass can be perceived on them, the only approach to vegetation being an occasional jungly bush, not six feet in height, and these but very rare. Utterly useless thus to man and beast, the eye can nowhere discover the traces of either. The extremity of this range was the first mountain-pass traversed by the Bombay division of the Army of the Indus on its way to Shikarpore.

About twenty miles from Hyderabad, on the left bank, is another tomb amidst a jungle; it is in the usual style of erections of this nature, but not so large or ancient as those previously alluded to; it has indeed, apparently, been only just built. Hyderabad is distant one hundred and five miles from Sehwun, or two hundred and sixty-five from Sukkur.

It would be unfortunate, if any English travellers (so rare on these rivers) were, from want of time or other causes, unable to halt for an hour or two at Hyderabad, and pay that meed of respect due to gallantry and bravery in their country's cause, of both which they will find so noble a specimen in the lion-hearted Major Outram, the Resident at that court,
and who adds to those qualities, that of hospitality, in the widest sense of the term. From his house, a gallop of three or four miles over a rough sandy plain, and partly through cultivated fields, leads to Hyderabad, the capital of Sinde, a visit to which also will be well repaid.

It is an extensive place, consisting of numerous streets, seldom more than six feet in width, and so winding, that the eye can never obtain a view of more than a few feet a-head. Mud hovels are closely packed on each side. The bazaar is comparatively straight, nearly double the width of the street, and, above a mile in length; it is a scene of lively bustle, and is so thronged with men, women and children, camels, horses, and oxen, the latter loaded with forage, fuel and water, that very slow progress can be made through it; shops extend on either hand, from one extremity to the other, all entirely open in front, with bamboo poles supporting mud roofs over them. In the rear of each is an enclosed chamber, in which at night the wares are deposited, the owners living and sleeping in front of the fastened door, and thus protecting their property from plunder. It is almost impossible to name anything not obtainable in this bazaar among the necessaries of life, and very few of its luxuries cannot be procured. The better sort of shopkeepers are a handsome race of Hindoos, and their snow-white turbans, with the upper folds large and projecting, tend greatly to set off their pleasing features, contrasting forcibly in their favor.
with the unbecoming worsted, peakless, military foraging cap, which is worn by all the lower orders, and even by the fighting Belooches. The latter are a wild, savage-looking race, most of them armed to the teeth; and although nearly two years have elapsed since peace was formally established between their government and that of the English, they still detest the sight of a white face, and, on the rare occasion of their seeing one in the heart of their city, their hands involuntarily grasp the deadly knives at their girdles, which they might probably be inclined to use, but for the presence of the armed and mounted escort, which the Resident is careful should accompany the curious traveller.

The female part of the population have generally some pretensions to be called good-looking, and the children are invariably pretty. Among the inhabitants are many negro slaves of both sexes; their slavery is, however, very light, and, after a time, they become in a measure incorporated with the families of their owners, though their intermarriage with the Sindians never occurs.

The only architectural objects worthy of inspection in and around the city, are the fort, the mosques, and the tombs. The first frowns above the mud hovels that on one side closely hem it in, and the cannon on its battlements are in position to sweep the bazaar and other places likely to swarm with hostile foes, on account of the shelter they afford. Dr. Burnes describes the fort as "a paltry erec-
tion of ill-burnt bricks, crumbling gradually to decay, and perfectly incapable of withstanding for an hour the attack of regular troops.” Major Outram adds: “its walls are built of brick, on a scarp generally from twenty to thirty feet in height, but at two places, where the ascent would be attained by means of the demolished wall, they are not above ten or fifteen feet high. Artillery would soon breach it.” Dry moats only partially surround it, while at every elevation, and scarcely a yard apart, the walls are pierced with loop-holes, the latter being mostly blocked up with stones. Hyderabad, during the inundations, is all but surrounded by a branch of the Indus, called the Fulailee; at other seasons it is nearly dry.

In the Fort, reside the jointly ruling cousins and their families, who look upon the entrance of Europeans therein with an exceedingly jealous eye, and the practice has consequently been prohibited by the political authorities. The treasure within the Fort is said to be immense, generally estimated, in coin and jewels, at the value of twenty millions sterling. With such vast means, the Ameers might well afford to make their country the prosperous and happy one it is evidently designed by nature to be; in lieu of which, their government is despotic in the extreme, and should any of their subjects, by energy and perseverance, amass a fortune exceeding what their state of life renders necessary for their support, they are immediately sent for to the capital, and their hard-earned gains are made
to swell the ill-gotten hoards lying unemployed in the strong rooms of their fort. Thus, spirit and enterprize are utterly discouraged, and it is not at all surprising that the inhabitants are the wretched beings, every one who has visited the country pronounces them to be.

Of mosques, there are several, but none deserving of particular remark, the Sindians not appearing to be much given to devotion. One of their religious customs is somewhat conspicuous: a tall flag-staff is erected on any vacant space in the town, with various ropes from near the summit attached to the ground; along these ropes are tied small sprigs of trees and leaves, as votive offerings; reminding one of the Simla hills, and Roman Catholic countries.

The tombs are in all directions outside the inhabited portions of the city, and indeed closely approximating to them; some are plain, and others ornamented in the way peculiar to the Sindians; layers of paint, of various colors, being in the first instance laid on, and then such ornaments as are required, carved out. Very neat small globular and cylindrical boxes, painted in this manner, are obtainable here, at Sukkur, and elsewhere in the country. Few of these mausolea have any pretensions to be admired, excepting always those of the reigning family, the Talpoors, and their predecessors in the government of Sinde—the Kaloras, which are separated from the common herd, and are lofty and imposing: Lieutenant Wood thus describes them.
"Before quitting the city, we visited the tombs in its neighbourhood, and well were we repaid for the trouble. The hill on which the town stands is a mile and a half in length, and seven hundred yards broad. Its direction is about north by east, and south by west, whilst its height may be eighty feet. On the north end of this plateau, are the tombs, and at its opposite extreme, is the fort and town. The tombs of the deceased members of the reigning family are grouped a little apart from those of the preceding dynasty. Of the Talpoors, that of the reigning family, Mir Kurm Ali, is the only fine structure. Display characterised this chief in life, and a love of pomp seems to have gone down with him to the grave. It is a quadrangular building, with a turret rising from each corner, and a handsome central tomb. But the mausoleum of Gholam Shah of the Kalora dynasty, displaced by the Talpoors, is far superior to all the others. Its figure resembles that of Kurm Ali, but without the corner turrets. The purest Parian marble lines the inside of the building, which is highly ornamented with mosaic work, and decorated with sentences from the Koran. The tombs of the Kaloras are neglected, but those of the reigning family are kept in tolerable repair."

The princes are exceedingly fond of the chase,—if it be not wrong to apply that name to such unsportsmanlike proceedings, as their’s generally are. On the banks of the river, are many thick forests,
composed of trees of various sizes and high jungle; some of these are miles in extent, and strictly preserved for the Ameers’ exclusive use; the slightest infraction of their game-laws being punished with severity, even unto death. The principal and most prized of the game abounding in these forests, is deer; and it is a point of competition among the cousins, which of them shall in a given time possess himself of the greatest number, with the largest antlers, the result of his own skill; each having his own peculiar hunting-grounds. These forests are for the most part surrounded by mud walls, five or six feet in height.

Within every Shikargah, as they are called, all the reservoirs of water are fenced round, and when the Ameers propose to shoot, the gates leading to these are not opened until their Highnesses are ready to commence their murderous work, being securely hidden in their adjoining hunting-boxes, which have apertures in all directions from whence to pour the deadly charge upon the doomed animals, who rush to the element from which they have been so long debarred, and thus fall an easy and inglorious prey. Night time is the favorite season for the sport. This foible might be termed harmless did not their people suffer from it as they do; the sites of the forests being the finest soil in the country, and villages being at times depopulated and destroyed, if they happen to be too near the sacred grounds. No sacrifice of revenue, however considerable, is allowed to interfere with
these propensities, which in some respects will remind
the reader of those of the Norman conqueror in early
English history.

Occasionally, the Government Steamers are lent to
the princes to convey them from one hunting-ground
to another. An officer of one, who had thus seen
much of them, describes them as very affable and
generous, but extremely ignorant; they daily furnishe­
d the commander's table with exquisite dishes, pre­
pared by their own cooks, and on leaving the vessel
presented the crew with five hundred rupees. Noor
Mohammed and Nusseer Khan, sons of the late
Mourad Ali, are not on good terms with their cousin
and coadjutor in the sovereignty of Sinde, Sobdar
Khan; and they consequently do not make ex­
cursions in company. Shahdad, the eldest son of
Noor Mohammed, is said to be perfectly English in
his tastes, admiring all the customs of this country,
and, though scarcely daring to give utterance to it,
has the most ardent wish to visit Great Britain.
Probably, the long looked-for death of his father, the
news of which has lately reached England, may now
enable this young prince to accomplish his desire.

Throughout Sinde, the mode of washing is different
from that of India; in the latter, the clothes are
beaten on large stones, whereas in the former, they are
thumped with short thick sticks. It does not often
happen, however, that these operations are witnessed
here, the Sindians generally evincing a thorough
contempt for cleanliness.
The Sikh and Sindian magnates do not appear partial to aquatic sports; the Author met but one pleasure-boat between Ferozepore and the sea; this was near Sehwun, and it was certainly very handsome, though in form very similar to those of Lower Sinde already described: towards the stern, a number of elegant pillars supported a canopy, forming a covered apartment of large dimensions open on all sides; while the stern was occupied by a dome-shaped tent, of crimson cloth; every portion of the wood work admitting of it, being beautifully and elaborately carved.

Beyond Hyderabad, for many miles, the left bank of the river is covered with detached table rocks, in length about a quarter of a mile, and forty or fifty feet in height, of the same description as that on which the fort is built, and with the ends so gradually sloping, that they impress the beholder with the idea that they must be the result of art; they are utterly bare of verdure.

The only place of consequence between Hyderabad and Tatta, is the town of Jurrük, about midway between the two. Nearer to Tatta, on the right bank, are other rocks similar in size and form to those just alluded to, but composed of a red loose stone; and scattered over them are small stunted bushes; these, varied by the hunting-grounds already named, jungle, occasional hamlets, and small spots of cultivation, compose the scenery between Hyderabad and Tatta, a distance of seventy miles. Previous to gaining the
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latter, a former bed of the Indus is passed on the right, presenting a much more extensive body of water than the correct course, and rendering a previous knowledge of the river necessary to prevent boatmen taking the wrong one, as the strength of the stream appears equal.

No view of Tatta is obtainable from the river, though the presence of a steamer at anchor, generally marks the spot at which parties desiring to visit the remains of its former greatness should disembark. No description of it can be necessary here, after those given respectively by Sir Alexander Burnes and Lieutenant Wood.

There are three ports of departure open to the choice of the traveller to Bombay.

First.—Kurachee. Although named first, and being indeed the principal, it is by no means the most convenient one. In adopting it, the river boat must be left at the Ghaut off Tatta, the town itself being four or five miles inland; a journey of sixty miles has thence to be undertaken, nearly equally divided between land and water, before the port is reached. All the steamers from Bombay go there, and should none of them be returning, native boats in abundance may always be had, the transport from Tatta to it being the main difficulty and annoyance.

Second.—Unnee. This is an insignificant place, little more in fact than the last fuel-station of the steamboats, yet being in the main stream, leading to the present grand mouth of the Indus, the Kedywarree,
two or three boats may generally be met with taking in cargo for Bombay. If a satisfactory choice can be made there, well; if not, there is,

Third.—Gorabarree, or Vikkur, three miles inland from Unnee, and twenty from the sea, but on the bank of the Hujaumree branch of the river, which in the year 1838, and previously, was the main channel. Much greater traffic is carried on there than at Unnee, and a greater choice is therefore possible.

It is a misapprehension to suppose that the best plan of getting a boat is at once to proceed to the steam vessel stationed at the river's mouth, since no boats are ever procurable there, and messengers must be sent to procure such from one or other of the three places just named; Kurachee being distant forty miles, Gorabarree twenty and Unnee sixteen. A day or two will thus inevitably be lost, especially if the boat be hired at Gorabarree, as she will thence have to go out to sea by the Hujaumree mouth, the passenger being compelled to proceed in a small boat six or eight miles to meet her, beyond the bar, and giving unnecessary trouble to the commander and officers of the station steam vessel, who will, however, be found extremely polite and attentive in every point of view.

The Buggalow people also are an imposing race; and no opportunity for competition or selection can be obtained when pursuing the latter mode; but, on the contrary, exorbitant sums, four times beyond that which is correct, will be demanded and insisted upon. The fair average cost of passage for an individual in a
boat fully laden with cargo is from sixty to eighty rupees; or for a small boat which he occupies to the exclusion of every thing else, from one hundred to one hundred and twenty. Regarding the boats themselves, their accommodations, &c., a few words will be said in the next chapter.

Steam navigation on the Indus, through the liberality of the Government, and under the control of the active and intelligent superintendent, Captain Carless, of the Indian navy, bids fair shortly to rival, if not outstrip, that of the Ganges; indeed it has already effected what may without exaggeration be termed an extraordinary undertaking, in the voyage of the Comet, a vessel one hundred and thirty feet in length, beyond Loodianna on the Sutledge, (literally to a spot where a river should cease to bear that name, but be more aptly designated, a mountain torrent flowing over a rocky bed), a distance from the sea of more than one thousand miles. Considering our very recent acquaintance with the river, it is not unfair to calculate that great advantages in every point of view are likely to arise from the more general use of steamers.

Had it not been, indeed, for the disturbances in Sinde and the neighbouring states, a frequent and regular communication would ere this have been thoroughly established between Bombay and Sukkur, and subsequently to Ferozepore; a benefit so great to the entire of the north-west of India, that it would be waste of time to point it out. A system has long been or-
organised, and peaceful times are alone wanting to see it in full play. At present, there are five river-steamers, and more are building; these run from Sukkur to Tatta, and, when necessity requires it, even to the very Kedywarree mouth of the main river, one being always stationed there; but, as they are not regular in their dates of departure, their advantages can only be made available by chance. No stronger evidence of their utility could be given, than the fact of one having lately taken up to Sukkur from the station just named, in little more than a week, two hundred European troops, with the whole of their baggage, arms, and ammunition, whereas other boats would have occupied a couple of months; this too at a time when a reinforcement to the garrison, at Sukkur was most urgently required. The arrangements as to freight and passage scarcely vary from those of the Calcutta steamers, detailed in the first chapter.

There being no flat with an abundance of cabins, the latter are scarce, and the fixed rate of charge for them is six annas per mile, or three hundred and thirty-eight rupees from the sea to Ferozepore. The charge for cuddy berths, assimilating to the saloon of an English steamer, is five annas, or two hundred and eighty-two rupees; for deck passengers, three annas, or one hundred and sixty-nine rupees for the entire distance; for children, extra-servants, soldiers, &c., one anna, or fifty-six rupees. Table-money, four rupees per diem, exclusive of wines.

The freight of treasure varies from two annas to
one rupee per cent., according to the distance of its destination; and on measurement goods, from eight annas to two rupees per cubic foot, each package not exceeding twenty-five pounds in weight, with the same deductions throughout as in Calcutta for the downward voyage, on account of its rapidity.

The draught of water of these steamers does not exceed that of the Bengal boats. An expensive and efficient pilot establishment is kept up; the stations between Ferozepore and Bhawulpore being thirty miles from each other, and thence to the sea only twenty; two men are attached to each, and when not actually employed, or in the immediate expectation of being so, are occupied in sounding and marking the constant changes taking place. These stations are likewise the depôts for wood, that being the only fuel made use of. The boats are built of iron, each with two engines of thirty-five horse power; but their accommodations are very ill-adapted for the hot regions they have to traverse, since they have no ports or skuttles in their sides, and the only air admitted to the cabins being from the skylight. The engineers are better paid than the commanders; those even of the second class receiving a monthly allowance of between thirty and forty pounds.

The Author cannot conclude this chapter without again availing himself of Dr. Don's clever paper upon the Indus and Sinde generally, considering that the additional information given therein beyond what Sir
Alexander Burnes and Lieutenant Wood have already furnished, may not be unacceptable.

"Roree, Sukkur and Bukkur, occupy the crown of a range of limestone hills, narrow at this part, but widening as it extends on either side.

"This range stretches in a south-westerly direction to the right of Jeysulmere for upwards of a hundred miles, but only for about two miles to the north-west, where the rock sinks under the low alluvial plain which extends towards Shikarpore, and beyond that place to the Hala range of mountains. The flat plain, through which the river Indus winds its way to the ocean, extends in a northerly and southerly direction.

"The river, about a mile above the town of Sukkur, and two from camp, suddenly turns to the south-eastward, then, sweeping round, it passes the fort and Roree, gradually turns to the westward, and forms a sort of peninsula, including the town of Sukkur, the cantonment, and the neighbouring heights. To the westward of camp there is a strip of alluvium, covered with date palms, gradually widening as the river descends, and becoming a considerable grove, interspersed with gardens and cultivation, irrigated from the river.

"The neck or isthmus of the peninsula may be about three or four miles broad; and it is somewhat singular, that the river has never made a breach across, instead of continuing its almost horse-shoe
course through the rocky channel between Sukkur and Roree. One small canal, or more properly speaking, water channel, has been cut across for about a mile and a half above the town of Sukkur, for the purpose of irrigation; but it is shallow, only filled during the inundation, and is dried up early in September.

"Towards Shikarpore, and about four miles from camp, the country begins to be intersected by watercourses, and continues so as far as that town. To the northward of Sukkur, along the banks of the river, these canals and channels are also very numerous. To the southward the country is less broken, the banks are higher, and there is more pasturage and jungle, but less cultivation, except on the very verge of the river.

"The Sinde canal, which opens from the Indus about twenty miles north-east of camp, passes within a mile and a half from Shikarpore, and extends navigation for several miles, in boats of considerable size, for three or four months in the year; it carries the means of irrigation for the surrounding country during the inundation, and finally joins the Nara branch of the river beyond Larkhana. About forty miles beyond Shikarpore, commences what is called in the maps, the 'marshy desert,' which extends in breadth about thirty or forty miles, and in length about a hundred and fifty from the Hala range of hills to the bank of the Indus."
"I have already mentioned, that the range of hills, on which the fortress and camp are placed, is of limestone. It lies in regular strata and in distinct boulders, in some parts has an appearance of having been artificially arranged, and is plentifully interspersed with irregular pieces of flint. Unlike that of Lukkee, which abounds in several species of testacea in beautiful preservation, I have found in it no fossil remains.

"The soil in the plain of the Indus, in Upper Sinde, is a mixture of clay, micaceous sand, and carbonate of lime; the latter predominates so much at times, as to assume a marly appearance. It contains less vegetable matter than the alluvia of the Delta, for obvious reasons; but it is, nevertheless, rich; cultivation is extensive and productive, and might by a thicker and more industrious population be rendered infinitely more so.

"Opium, indigo, and tobacco are cultivated, but not so extensively as towards Sehwun, and an inferior kind of cotton is grown on the banks of the river, of course by irrigation. Sugar-cane is also common, but it appears, at least in the neighbourhood of Sukkur, to be of an inferior kind to that of Guzerat and Bassein.

"The grains in common cultivation are jowarree, wheat, barley, and badjiree; these, as to quantity, in the succession mentioned. They are all good of their kind, more especially the former two. The
different kinds of vetches are also grown, but less extensively than farther down the river, where large fields of them are very common. The oil plants, too, are grown as in all eastern countries.

"The gardens along both banks of the river, produce pomegranates, peaches, apricots, and a small species of apple; the three last, and indeed all, of very indifferent quality. Grapes are also grown in season, but of a very indifferent description, and the limes, which are common and small, are dry, and wanting in flavor. All this inferiority in horticultural produce, is as much owing to want of skill in cultivation, as to climate; and many of the fruits I have mentioned will no doubt assume a different appearance under the guidance of amateur gardeners, if this long remain a British cantonment.

"The country is also miserably deficient in esculent vegetables, and this ought not to be the case, where soil and easy irrigation afford the means of growing almost every thing common in India; instead of which, the whole catalogue consists of cucumbers in season, turnips, tolerably good onions, carrots of a very inferior tasteless kind, brinjals, the toorie and doodie of India, and one or two bad kinds of badjee. The introduction of potatoes would be a great blessing to the country, and I think there is little doubt of their being readily grown.

"The productions of the jungle, or uncultivated part of the country, in the neighbourhood of camp, are chiefly tamarisk, which extends far and wide,
especially to the north and westward; the different species of mimosa (babul most abundant), and the jowassee, or camel-thorn, are every where met with. In the immediate neighbourhood of Sukkur, and on the opposite bank of the river, the date palm is the predominant tree, forming groves on either side, interspersed with the gardens before-mentioned, and with patches of cultivation. A few bher and mango trees are here and there interspersed, as well as neem, tamarind, and the mimosa cerissa, which here, as elsewhere, is a beautiful, shady tree, though of more stunted growth than in India. Peepuls, I have mentioned, are met with chiefly about the fort and the towns of Sukkur and Roree. The talee tree, of which the boats of the country are built, is a common tree in the jungles of Upper Sinde.

"The inundation, on which so much depends both in a beneficial and a noxious point of view, becomes an important feature in the medical topography of this country. It commences about the vernal and begins to subside a little before the autumnal equinox. For the last two years, it has commenced in force exactly on the former day; and this year, rising in one night to a considerable height, it carried away the remains of a bridge of boats thrown over the river for the passage of the Army of the Indus. After a few days, it again subsided considerably, and continued to rise and fall till it attained its greatest height in July and August;
in the first week of September, it began to fall, and to lay bare the flat country previously flooded during the highest inundation. It was very irregular in its risings and falls, often varying several feet in one day and at different periods of the same day.

“A very considerable rising was observed in the river, corresponding to the full and new moon, during the first three months of the inundation; depending on some lunar influence, which caused greater heat and greater melting of snow at these periods, at the sources of the river.

“In the immediate neighbourhood of the cantonment, there is little of the country overflowed at any period of the inundation; but a few miles to the northward, it is completely flooded after the first high rise of the river, and the roads continue for months impracticable, except for foot passengers. To the south east and thence to the south-west, ranges the hill I have described, and from Sukkur down-wards, the banks of the river are higher, and the country is not so overflowed.

“The low country between this and Shikarpore, and all around that town is described as a perfect swamp; while the Sinde canal, formerly mentioned, running near it, pours out its water of irrigation, and adds to the causes that must render it always an unhealthy place during these months of the year.

“The extent of rise of the river during the last inundation, or the difference between the highest flood, as marked on the walls of the fort and the
lowest fall, was fifteen feet eight inches; and this was reckoned an average inundation.

"The water of the Indus is densely muddy throughout the year, but of course more so during the inundation. The silt when deposited is found to contain silex, alumen, carbonate of lime, and a little vegetable matter, in fact corresponding to the soil on its banks. These vary in proportion at different parts of its course, the silex and carbonate of lime being in greater quantity here than towards the Delta. The vegetable matter in the monsoon is considerable, and the water soon putrifies if left unchanged, emitting a disagreeable odour, and tasting of decomposition. When purified in the usual way, by setting it aside for a day, and then throwing in a few grains of alum to the gallon of water, it becomes as clear as possible, and is delicious; reminding one of what is said of the sweetness of the waters of the Nile. The natives dislike all purification with alum, and think it unwholesome; but the quantity used is so small, and the greater part of that being decomposed, and thrown down in sediment, it cannot be prejudicial to health, while it certainly improves greatly the quality of the water.

"The quantity of silt I ascertained early in September, near the highest rise and most muddy period, in a quart of water, to be fifty-one grains, and in October, at nearly the lowest fall of the river, twenty-one and a half grains in the same quantity.

"The seasons are divided here into hot and cold,
each lasting half the year, and rapidly merging into one another, without any intermediate spring or autumn. March is reckoned the first of the hot months, and October the first of the cold; but in the end of February, the temperature rises very high in the middle of the day, as it does throughout the month of October. The nights of both months are, however, cool. The greatest maximum is in June, and in that month the nights are excessively hot from the prevalent winds blowing over the sandy desert towards Jeysulmere; the thermometer frequently remains throughout the night as high as 96° and only falls a little towards morning.

"Periodical rains, it is well known, never visit Sinde, and the occasional falls with which it is sometimes blessed are few and far between. More rain has fallen this, than in five previous years, yet the whole did not amount to five inches; having no pluviometer I state this by guess; it was, however, certainly not more. Cultivation is solely dependent on the inundation of the river, and if a good fall of rain opportunely happens, it is proverbially said 'to rain gold' to the cultivator.

"The average heat throughout the season is, I believe higher than in any part of India; and there being no periodical rains to reduce the temperature, the continued heat for half the year must be a powerful agent in the production of disease, not only immediately, but also mediately, by producing debility and rendering the body more susceptible of the influence of malaria
at the end of the hot season. This will of course act more on the unacclimated: the natives, accustomed to the heat from their infancy, bear it in a most incredible manner.

"Upper Sinde is at times visited by severe squalls, or more properly speaking whirlwinds, during the early part of the hot season, which are truly terrific in their first appearance, though comparatively harmless. They are extremely partial, and extend only for a mile or two in breadth, but apparently sweep for a long distance in a curvilinear direction.

"This station was visited by one on the 20th April, about four in the afternoon. Our attention was first attracted by a loud rushing noise, like that of an immense cataract, which was immediately followed by darkness, and the appearance of a dense cloud approaching us from the south-eastward, rolling in large volumes, and involving the town of Roree, as it were, in utter annihilation. It swept across the river with giant strength, and in one moment, almost every tent in our camp was levelled with the ground, and many date trees torn up by the roots. The placid river was lashed into a mimic sea, and the spray was driven to an incredible distance. The dense cloud of dust, carried along with the whirlwind, left us in darkness, and objects could scarcely be distinguished by the lurid unearthly light, caused by the sun's rays passing through the dense cloud of sandy dust. It gradually subsided after the first burst; the wind veered from south-east all round the compass; it was all over in about fifteen minutes, and everything was left covered
with dust. It was so partial; that a native in a boat, three miles above Sukkur, saw the cloud pass over Roree, but felt none of it.

"This storm appears to have been of that kind experienced by the army of the Emperor Julian, near the Euphrates, and like that which sunk the Tigris steamer in the same river in 1837, with such melancholy loss of life.

"The population of Upper Sinde, generally speaking, is composed of three distinct classes, viz., the Sindees, or original Mussulmaun inhabitants of the country; the Beloochees, at different times settled here; and two or three castes of Hindoos, chiefly Banians, who have been in the country from time immemorial, and are probably the aborigines.

"It is not my purpose to describe these different classes further than as regards their health, and the agents that affect it; I shall only, therefore, briefly mention their different occupations, and general modes of life.

"The first class comprises the cultivators of the soil, the boatmen on the river, the artisans, and, generally speaking, all those employed in the more laborious occupations of life. They live on animal and vegetable food, the former in proportion to their ability to procure it; but as it is expensive, fish is more commonly used; this, in certain seasons, is plentiful, and though not high-priced, is yet beyond the means of many. Jowarree bread forms the chief article of food among the lower classes, sometimes
simply pounded and baked into cakes, and sometimes with a little ghee and condiment; but the former is by much the more common mode, even amongst the most laborious class, the boatmen.

"The practice of drinking Bang, an infusion of Ganja leaves (the Cannabis sativa), is very general after a meal of Jowarree bread, and is, indeed, universal amongst the boatmen, who seldom show after its use the slightest appearance of intoxication. It seems to have the same exciting effect as the tobacco hooka, which generally follows a draught of this nauseous-looking beverage. Notwithstanding this poor food, they are a fine-looking, well-developed race of men, particularly some of the boatmen, whose means and manner of life afford them a little better diet. This class of men labour under the primitive curse, of earning their bread, &c. by unusual severity: for days they are exposed in tracking their boats, frequently up to the middle in water, with the burning sun over their heads, while the utmost muscular exertion is required to gain way against the current, and often against the wind. Exposure in the cold weather is not more easily borne, for their occupation in the water, at a very reduced temperature, and the cold northerly wind, must be a vicissitude not very conducive to health, nor very comfortable to their feelings. Their clothing is little calculated to defend them from the heat or cold, which are always in extremes. A light Sinde cap for the head, an angreka of cotton cloth, and trousers of the same material, sometimes a
cummerbund, to which is added a cumblie, for the winter months, complete their dress.

"The Beloochees settled in Sinde are either employed in the military or police of the country, or cultivate land, which has been obtained for such services. They are in general well clothed, are physically a fine race of men, often live beyond the extreme period allotted to man, 'threescore and ten,' and are frequently, in such cases, fine specimens of patriarchal old men. On the contrary, those who indulge in the immoralities but too frequent in the country, and are addicted to opium, soon give way to the effects of both, and become prematurely old and broken down.

"The Hindoos are chiefly employed in trade, in shopping or hawking articles of food or clothing, and the poorer classes are muzoories, or day labourers. The richer class, who can afford good food and clothing, and who are well housed, are a good-looking race; but the poorer classes are miserable in appearance, pale, sickly, and often showing signs of the full operation of malaria on an ill-fed, ill-clothed people. They are not so particular about the nature of their food as their brethren of India; but poverty confines them to the cheapest and the worst."
CHAPTER X.

MOUTH OF THE INDUS TO BOMBAY.

The Author reached the mouth of the Indus on the 22d November; and in consequence of the delay caused by sending for a boat to Unnee, alluded to in the last chapter, was detained there until the 24th.

The station vessel, the Indus, was the first of the present class of steamers that navigated these waters. She is anchored at the extremity of the land, three or four miles within the bar. Her duties are, to receive Government stores brought by the sea steamers from Bombay, for the use of the garrisons up the river, and to tow craft over the bar to sea, the charge for the latter being twenty-five rupees; otherwise making herself generally useful. This life is a most inactive one for commander, officers, and the European part of the crew; as, on an average, the steam is not got up once a month.

The bar is a formidable obstacle to the navigation of the river; it extends entirely across the mouth, and it has hitherto been believed, at the highest spring tides, to have no more than ten feet water on it, and
two and a half only during the neaps. There is some error in this supposition, however, for on the day the Author crossed it, though soundings were unceasingly taken, there was never less than eighteen feet. Captain Dawson and Mr. Morrison, the two officers in command of the steamer, are employing their leisure time in surveying this bar; and it is to be hoped, that the results may be more favorable than those shown by former surveys. Over some parts, a heavy surf breaks when there is any wind.

The Hujaumree mouth has a similar bank. This embouchure is not a couple of miles from that of the Kedywarree, and was that at which the Bombay division of the Army of the Indus entered two years ago: it is not now navigable much beyond Gobarree or Vikkur, the stream having since then adopted its present course—at that time scarcely more than a rivulet—while in all probability, a change will again take place next year.

In the space between the two streams, are three or four wretched villages, surrounded by almost impassable swamps, in which, however, cattle and sheep are grazing (the latter rarely weighing more than from twelve to eighteen pounds), whilst flamingoes, curlews, cullum (a splendid bird), geese and ducks, swarm there in such countless quantities, that the air is literally darkened when they take to flight.

In the offing, the wreck of the ship Hannah, dry at low water, answers the purpose of a beacon, in ad-
dition to less melancholy ones on shore, to guide mariners to the correct channel of either branch of the Indus. The vessel in question was lost, eight or nine months ago, while conveying a portion of Her Majesty's 17th Regiment from Kurachee to Bombay, but fortunately without the destruction of human life. Though filled with water and sand, it may be a long time yet before she goes to pieces. The Khelat jewels were on board her; the sum realised for which, at the recent sale in Bombay, has so far fallen short of the expectations of the sanguine captors, as to cause no little disappointment.

The sandy beach is level as a bowling-green; is extremely firm, and forms a superb promenade, of many miles in extent; carriages might readily be driven over it. The tide has but little influence beyond Unnee, sixteen miles from the mouth, the flood continuing but four hours, whilst the ebb lasts eight. The Author will not readily forget the astonishment expressed by his boatmen, who had never before been near the sea, upon their awaking a few hours after having brought—to near an extensive creek, and discovering the bed of it entirely dry, and again becoming refilled, before it was time to start in the morning.

There does not appear much fishing in this vicinity. A small species, termed cat-fish, from the noise they make when caught being similar to the cry of the animal, takes a bait whenever offered: they vary in length from six to fifteen inches, and their back and
side fins are sharp as knives; the natives alone eat them. Mosquitos are extremely troublesome. No regular post reaches this inhospitable region; letters and newspapers being only procurable by mere chance.

The boats trafficking between the Indus and Bombay are termed Buggalows, or Pattimars; they are all much of the same description, varying only in size. A short (though unnautical) account of that in which the Author made the voyage, may not be deemed irrelevant. In length she was seventy feet, with a beam of eighteen, in both cases taking the extremes, burden 150 candies (equal to fifty tons), and drawing twelve feet water. She had but one mast, on which but one huge sail was carried, in form almost triangular. This cannot be reefed and in bad weather is exchanged for one of far less dimensions. Both stem and stern diminish to a point; of the latter about twelve feet are covered in with matting and bamboos, beneath the roof formed by which is the passenger's accommodation; it would be next to impracticable for more than one person to find shelter in it, and that one must not be a lady, as without reference to other inconveniences, a steersman occupies a portion of it day and night. A folding-door opens at the stern, through which the tiller is introduced, rendering it necessary that it should be always open; in front all is open but a portion enclosed by a railing of about three feet in depth, through which, and numerous holes in the sides, the wind, whatever may be its direction, has
free ingress. Privacy is altogether out of the ques-
tion, as is a standing posture beneath the beams. Below this elegant poop-cabin, is another, somewhat less, but quite dark, an entrance to which is only obtainable by crawling. Of the forepart of the vessel, eighteen feet are covered in as a shelter for the crew, beneath which they cook and sleep; all the rest of the vessel is devoted to cargo, and open, like a common river boat. Cross beams prevent the two sides from coming into too loving contact, along both which are two narrow planks, forming a pleasant quarter-deck walk in fine weather. The pedestrian should, however, have a steady head and foot, for, on one hand, there is not the slightest elevation to prevent him from tumbling into the sea, nor on the other to save him from the hold. There is a gradual slope towards the head, causing a considerable pitching when there is not sufficient wind to keep the vessel's monstrous sail from flapping. Grotesque paintings, principally of peacocks and roses, in the gaudiest colours, are meant to adorn the towering stern and front of the poop; while all else is black with dirt and filth, and it is doubtful if, from the time she left the builder's yard, a drop of water has been applied, to cleanse her deck or bulwarks.

The crew, about twelve, are an industrious contented race; they have much leisure time; which, in lieu of being passed in sleep, as is the case with most other Mussulmauns, is employed by them in making fishing-nets. The effect of a number of men sitting
down and knitting precisely after the fashion of ladies, is somewhat curious. They are exceedingly devout and never turn their faces to Macca less than five times a day.

In answer to questions put to them, of the probable time of reaching different places, they never reply otherwise than that “all depends upon God;” apparently deeming it impious to speak with any approach to certainty on such subjects. Their food is rice, salt-fish, and chepatties. They navigate purely by guess, their only assistance being a compass of a very incomplete kind; of other instruments and charts they have none, and though occasionally out of sight of land for three or four days together, they seldom commit any great error in their calculations. It is true, they only venture to sea during the N. E. monsoon, when bad weather is extremely rare, the sea generally smooth, and the wind fair. When they hug the coast, they are subject to the land and sea breezes, the period of the daily change of which about noon being accompanied by a calm of an hour, and sometimes more.

With regard to distances, the crew were as much at fault as all other natives shew themselves to be. The Serang, though from his own account he had made fifty voyages between Kurachee and Bombay, occasionally erred in his statements by twenty or thirty miles: they reckon by the coss, which may be estimated at about a mile and a half English.

Successively passing the various embouchures of
the Indus, plainly defined by a ripple as well as discolouration of the water, though no land was visible, a slight breeze brought us, in somewhat less than forty-eight hours, abreast of Cape Juggut, at the entrance of the Gulf of Cutch.

Of this place, Lieut. Wood says: "Juggut is a temple of great reputed sanctity, to which pilgrims resort from farthest India. As vouchers for having been here, it is customary for the impression of a rupee or other coin to be branded on both arms, a little below the shoulders; for imprinting which, the Brahmins receive a fee. The principal temple is dedicated to Krishna, and the smaller ones are sacred to Runchoorjee and Goomtee, gods of the Hindoo Pantheon." It is called also Dwaraca by Hamilton, and in 1809, he says, it was possessed by Mooloo Manick, a powerful Okamundel Chief, when twenty-one villages, with a population of 10,000 souls belonged to it. On condition of his abstaining from piracy, the British Government afforded him protection against a party of Arabs, Sindees, and others, who had seized his territory, sending a detachment in 1819, under Col. Lincoln Stanhope, when the entire garrison, of five hundred and fifty was destroyed, the classes in question never giving or receiving quarter. "The sanctity of the fane attaches a rich population and presents an asylum from danger;" the average number of pilgrims annually resorting to it being 15,000, yielding a revenue of a lac of rupees. The fabulous accounts of the place reach to a very remote era.
The spire of the Pagoda can be distinguished at sea long before the land is perceptible, thus forming an excellent mark for the entrance to the Gulf.

A few miles to the northward of the cluster of temples, is a considerable village, walled round where not fronted by the sea. Beyond, the country is barren, the beach low and sandy, and in the rear, is a range of slightly-elevated hills, covered with stunted bushes, but without trees of any magnitude.

About twenty miles south of Juggut, the Kattywar hills, in the vicinity of Rajcote, come in view. A further run of thirty-six hours and Poor Bunder was attained.

It is near sixty miles to the S. E. of Cape Juggut, and has been tributary to the Indian government since 1809. In 1812, according to Hamilton, it contained eighty inhabited villages, two fortresses, eleven Ghurries or places with four towers, the total population 75,000, and the number of ploughs 3000. It is an emporium for Guzerat and Malwa with Persia and Arabia. Its commerce with Bombay, Muscat, &c. is considerable; and its geographical position and commercial advantages as a shipping port are of the first order.

Five hours more brought us to a port, called by the natives Mahadoo, the defences of which are apparently strong and well-preserved. A few miles beyond is Maungrole, which extends some distance inland, most of it embosomed in a thick wood; outside are many tombs. A considerable surf beats upon much
of this shore, and between the main villages are occasional small detached towers, a few of which had colours flying. All these places present in their apparent importance, and decidedly superior architectural ornaments, a strong contrast with the wretched hamlets along the Sutledge and Indus rivers. At sunset of the 27th, came abreast of Puttun.

Abul Fazul thus writes of Puttun Somnauth, in 1582: "It is a large town on the sea-shore, with a stone fort in a plain. The city is a place of great religious resort." Notwithstanding the sacred character among the Hindoos of its celebrated shrine, the Mussulmaun possessors were in the habit of offering every possible insult to its worshippers, until, in 1816, the Guicowar, anxious to secure a free pilgrimage to it, induced the Bombay government to intercede with the Nabob of Junaghur, and the interposition was successful.

The place is of some consequence and is divided into two portions, nearly two miles distant from each other. Between them three rivers discharge themselves into the sea, forming a natural Bay, at the head of which is a handsome Pagoda, many small vessels at anchor giving interest to the scene.

At daylight of the 28th, passed Diu. "This name," says Lieut. Wood, "is associated with the gallant daring of the Portuguese in the early ages of maritime discovery, when the spirit of enterprise, kindled by Prince Henry from his quiet retreat at Sagres, girt Africa
and the east with a chain of forts extending from the Straits of Gibraltar to Canton."

It is an island about thirty miles S. E. of Puttun, having a fort and harbour; for the latter reason, coupled with its commanding situation at the entrance of the Gulf of Cambay, in the vicinity of which are Surat, Baroda, Ahmedabad and other important places, it is surprising that it is not a place of more consequence. A detachment of the King’s 47th regiment, was quartered there for a short time in 1809. In 1515, the Portuguese obtained possession of it, and retained it until 1670, when it was surprised and plundered by the Muscat Arabs. Hamilton adds: "the remains of Convents and Monasteries are still to be seen, and cannon are mounted on the walls, but without soldiers to look after them." It is still a dependency of the Portuguese Crown.

Upon leaving Diu, we sighted no other land.

Early in the morning of the 30th, the light near the Prong Rocks, first gave intimation of the vicinity of Bombay, and served to call to recollection the melancholy shipwrecks which had but so recently occurred there. A light wind and adverse tide prevented a landing being effected before noon, and so allowed ample opportunity for the contemplation of the far famed harbour and surrounding scenery of the western presidency.
A sojourner in Bombay for so short a space of time as thirty hours could hardly be expected to say much about it, even were it necessary to do so; still, by the aid of kind and judicious friends, (fortunately possessed by the Author) there are few objects which may not be cursorily glanced at, though none of course minutely examined.

Among these may be named the dock-yard; every arrangement in which seems admirable. It is further gratifying to notice that, although of late years, ships for the Royal Navy have ceased being built here, increase of building for other services has rendered necessary the extension of the yard. An hour was well spent in going over the new war steamer "Auckland," shortly expected to be launched. The Sesostris, afloat in the harbour, is another vessel of this class, and equally worthy of inspection. Parell, the residence of the governor, should likewise be visited, interesting not only on that account, but as the former dwelling of the Duke of Wellington, Sir
John Malcolm, Sir James Mackintosh, and other eminent men. The Esplanade, with its numerous tents and the statue of Lord Cornwallis; the Elphinstone college; the town hall, with its library and museum; the bazaars and shops, and other objects that need not be detailed, will also be found worthy of a passing view.

The reader, anxious for a vivid description of the Presidency in all its aspects, cannot do better than consult the interesting posthumous work of the lamented Miss Roberts; her powers, as a writer on subjects such as these, are generally known and appreciated, and they have seldom been called forth more successfully than during her last visit to India.

On the score of hotels, Bombay is as much behind Calcutta as Madras. One only need be named, the Victoria; and that should only be resorted to in cases of extremity. It is surprising such a state of things can have existed thus long in Bombay, the principal resting-place on the high road to England and every other part of India; the advantages it derives from being the port of departure and arrival of all the steamers to and from the Red Sea, are surely sufficient to prove that there could be but little risk in supplying the desideratum of a first-rate hotel.

In another respect a change is urgently called for; viz., in providing quarters for cadets, on their arrival from England, as is the case at Calcutta and Madras, and so preventing those young officers, who are without introductions to residents, from resorting to
the aforesaid tavern until they are posted to do duty with a regiment; at present, they have no alternative.

Elephanta above all should not escape the traveller's notice. The caves are within a short sail from Bombay, and their examination, including going and returning, will only occupy a day.

The principal bunder, or landing-place, is at the fort, where the new-comer at once finds himself in the midst of bales of cotton and merchandise of all descriptions, surrounded by all the life and bustle of an important commercial emporium, such as Bombay at present is, with the prospect before it of considerable and constant increase. Until the gates of the fort are passed, few objects but such as have reference to these will attract the attention, but then the dwellings of the citizens at Colabah and Mazagon, (according to the gate from which exit is made,) will change the current of his thoughts, and many a retreat by which he passes, in the midst of its luxuriant garden, will remind him not of India, but of a favorite suburb in England, though the latter wants the view of the sea, and the vicinity of lofty hills, which render this so much more picturesque and interesting.

The language spoken by the native population of Bombay is Hindoostanee, differing only slightly from that of Bengal; but the shopkeepers, who are for the most part Parsees, and the principal personal servants, are generally acquainted with sufficient of the English language to converse in it.
It may probably be more satisfactory to present the reader with a copy of the rules now existing for engaging passages in the government steamers, notwithstanding their prolixity, than to give a simple analysis; and the Author has great pleasure in doing so.

RULES

ESTABLISHED FOR THE ENGAGEMENT OF PASSAGES IN THE HONORABLE COMPANY'S ARMED STEAMERS, WITH INSTRUCTIONS TO PASSENGERS, &c.

I. All persons on taking a passage, either themselves or through their agents, must bind themselves to comply with these regulations, a copy of which will be supplied on application at the Superintendent's office. Should any decline to enter into these engagements, they cannot be permitted to take a passage.

II. Any applicant for a passage may be refused without a cause being assigned, either by the Superintendent of the Indian Navy at Bombay, or the commander of the vessel when away from Bombay, but a report of the rejection is to be communicated confidentially to Government.

III. A list shall be kept in the office of the Superintendent of the Indian Navy, in which the names of all persons applying for a passage shall be registered.

Any person desirous of engaging a passage, is required to deposit in the hands of the Paymaster at the Presidency one-third of the amount of the regulated passage-money, and on the production at the office of the Superintendent of the Indian Navy of a certificate of his having done so, his name will be registered in the list.

The applicants will stand in the list according to the order in which they pay their deposits, and those who stand first will be allowed priority of choice of accommodation.

IV. When a vessel is away from Bombay, application for passage is to be made to the commander. Persons so applying will be furnished with a copy of these Regulations, and called upon for an acknowledgment (as per printed form) of consent to comply therewith, before they can be entered on the list of passengers.

V. Three cabins shall be set apart for ladies, the price
240 STEAMER REGULATIONS.

Rupees 1,600, for each cabin, which may be appropriated by the subscriber according to either of the three following Rules. If, however, there are no passengers under these denominations, then the lady shall only pay 1,200 Rupees.

1st. Either for a lady alone or with an attendant.
2nd. For a lady and her husband.
3rd. For a lady and two children.
4th. For two ladies, the original subscriber having the option of nominating her companion from the cabin or saloon passengers.

VI. The remaining cabins for passengers will be appropriated as follows.

The person who first engages a cabin, whether gentleman or lady, will be entitled to an entire cabin on the payment of Rupees 1,600, and so on for the whole of the cabins allotted for passengers; but should any one having a right to a cabin prefer to pay Rupees 800 only, by admitting a second into his berth, he shall be allowed to make his selection from any of the other passengers, except the deck passengers.

VII. The payments made on account of ladies or children, will be refunded, should no cabin accommodation be available for them.

VIII. No transfer of accommodation in the Steamers, by an individual who has taken his passage, to one who has not taken his passage, will be permitted; but after the list has been filled up, any person wishing to stand the chance of coming in, in case of a vacancy by a lapse, may do so by registering his name and paying the usual deposit-money, which will be refunded to him should no vacancy occur.

IX. It is to be understood, that the deck passengers have no right to sleep in the saloon, and as there is in some of the vessels only room at the table for the passengers who pay the cabin price, the deck passengers who may be in excess of the number that the table can accommodate, will have their meals either on deck or in the cabin, according as the majority of them may desire.

X. The following are the rates of passage-money to the Red Sea.

COSSIER OR SUEZ.

A cabin passage................ Rupees 800
A deck ditto ..................... 600
European servants .................. 100
Native ditto ...................... 50

A passage from Mocha to Suez, one-half the fixed rate.
A passage from Judda to Suez, one-third the fixed rate.
A passage from Judda to Bombay, two-thirds.
A passage from Mocha to Bombay, one-half.
For a shorter trip, in proportion to the distance.
For a child who does not sit at the saloon table, a moiety of the above.
Whenever cabins are engaged for children from one to four in number, the full rate for four, Rupees 1,600, shall be paid, for each such cabin, whatever may be the age of the children; any number above four, to be paid for according to the following paragraph.
Children under five years of age, who may be extra to the complement of a cabin, will be charged for at the rate of 200 Rupees each; from five to ten, at Rupees 300; above that age, at Rupees 400.
Female servants can only be accommodated in the cabins engaged for the family they belong to.
The rates of passage money to the Persian Gulf are a moiety of those to the Red Sea.
All calculations are in Company's Rupees.
XI. Short passages are to be paid for on the person being received on board. It will be necessary for individuals not belonging to the Honorable Company's service, to make the requisite arrangements with the commanders, for the payment of the passage money, either upon embarkation, or at Bombay on their arrival.
XII. In the event of an individual not proceeding in the Steamer after his name is entered as a passenger, he shall forfeit the third of the passage money paid into the Treasury.
XIII. Ten days previous to the period on which the Steamer is advertised to depart, each passenger is to pay the remaining two-thirds of his passage money into the Treasury, in default of which his passage will be considered forfeited, together with the amount paid into the Treasury. Every passenger's berth will then be allotted forthwith, according to their respective claims, and the allotment will be reported to Government. This arrangement will not come into operation until the 1st of March next.
XIV. The baggage of each passenger must not exceed three boxes of the following dimensions:—

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with two, three-dozen cases: and as there will not be stowage on board the vessel for small tents, those articles will be supplied by Government, at Suez and Cairo, at the rate of a small Bechoova for two persons.
XV. In the event of the Hugh Lindsay, or other Steamer of small capacity stowage, being sent to the Red Sea, the
baggage of each passenger must be limited to four boxes of the size above-mentioned.

XVI. All passengers, who are not unwell, are expected to take their meals at the public table. The breakfast hour will be half-past Eight, dinner at Three, and tea at Sunset, with a sandwich at Nine p.m.

XVII. Independent of the table, passengers will have the attendance of a servant.

XVIII. Passengers will be allowed twenty-four hours after the arrival of the vessel to make their arrangements, but should they remain any time after that on board, it must be at their own expense, paying at the rate of eight Rupees per diem, and the same on embarkation: should they wish to live on board before the day appointed for sailing, the commander may receive them upon their paying the same sum.

XIX. Deck passengers are only to be taken after the cabins and saloon berths are filled.

XX. Every passenger will pledge his word (in the letter, stating his intention of complying with the Regulations), that he will carry no letters with him whatever, on board the Steamer, without having paid the usual postage at the Post Office.

XXI. Passengers having occasion to complain of the neglect of servants, or of improper conduct on the part of any individual on board, will make the same known to the commander, who will adopt such measures as he may deem necessary on the occasion: all complaints to the commander, by passengers, must be made either upon the quarter-deck, or by writing to the commander, who will exert the general control he has over all on board.

XXII. The vessel being commanded and officered by commissioned officers of the Indian Navy, and navigated under Martial Law, it is expected that all passengers will conduct themselves with the same circumspection as passengers on board Her Majesty's or the Honorable Company's Vessels of War; at the same time, every indulgence and consideration will be given to their comfort and accommodation, so long as it does not infringe on discipline.

XXIII. It is to be understood, that Government reserves to itself the right of appropriating a cabin or cabins for the use of public functionaries proceeding on duty as passengers in any of the Honorable Company's Steamers.

E. M. WOOD, Lieut. Col.
Secretary to Government.
INSUFFICIENCY OF CABINS.

NOTIFICATION.

STEAM DEPARTMENT.

The Right Honorable the Governor in Council has been pleased to resolve, that whenever an individual, who may have taken his passage in one of the Honorable Company's Steamers, shall withdraw his name, after having paid the full amount of his passage money, a moiety of the amount so paid shall be refunded to him, should his place be supplied by another applicant; but if his place be not supplied by another, the whole amount will be forfeited.

By order of the Right Honorable the Governor in Council,
E. M. WOOD, Lieut. Col., Secty. to Govt.

Bombay Castle, 7th March, 1838.

By the foregoing, it will be seen that early applications for passages are very advisable, as those whose names are first inscribed have the first choice of cabins. The further importance of this is manifest when it is known that, on an average, the present Bombay steamers have only cabin accommodations for from twelve to fifteen persons; while the saloon berths (literally the bare couches) may afford room for only half-a-dozen more; leaving the remainder of the thirty passengers (for few vessels will take less, now that the communication is well established) to sleep and dress on deck, or wherever they can find it possible to do so. The rule, that whilst accommodation remains in the saloon, or in the cabins, such must be taken at the cost of eight hundred rupees, is stringently enforced, and many, who by choice lie on deck rather than below, are still compelled to pay M 2.
the full sum should all such berths not be occupied. A portable bed is thus sometimes a necessary adjunct to an overland traveller's baggage, and if not requisite here, the chances are that it will be so in crossing the desert, and in going up and down the Nile and canal between Cairo and Alexandria. In the Appendix, among other hints to parties travelling overland, will be found a description of the bedding most recommended.

Steam packets in India have not always the same punctuality of despatch as those of the mother country, and the passengers of the good ship Cleopatra considered themselves lucky in the letter-boxes arriving within two or three hours of the fixed time, and enabling her to leave the harbour between seven and eight o'clock in the evening of the 1st of December.

The muster-roll of parties bidding adieu to the "land of the sun," was on this occasion but meagre, in consequence of the disturbed state of Egypt, and the probability of a rupture with France being generally entertained. This feeling had but recently been considerably increased by the arrival of the Berenice without the mail, which had been needlessly detained by the authorities at Malta. From these circumstances, not more than half the number of passengers that would otherwise have proceeded to England by this opportunity, were found venturesome enough to run the risk, and these did so against the advice of most of the people in Bombay, who predicted the impracticability of the passage
through Egypt, and the certain return of those so daringly attempting it. It must not be concealed, that the government were well known secretly to share in this belief, and that the propriety or the contrary of charging the passengers for the return voyage, in case it should have to be undertaken, had been canvassed, besides provision having been made for sending another vessel to the Persian Gulf with duplicate despatches, immediately after the departure of the regular monthly steamer.

It is but right to pay due honour to the courage of the fair sex by saying, that of the “desperate dozen,” who thus resolved to brave the threatened danger, two were ladies; owing to whose society and the attention and kindness of the clever commander of the vessel, Capt. Webb, the time passed pleasantly and unharassed by those evils, the anticipation of which the friends of all parties had so freely indulged in.

In less than two hours, the light-house bore E. N. E. distance fifteen miles, and no land was made until daylight of the 8th, when Kisseen point, on the coast of Arabia, was visible at fifteen miles distance, bearing N. ¾ W. Steering direct for Aden, the Cape was made at two in the morning of the 10th. Announcing our arrival by the thunder of artillery, and the lightning of rockets and signal-lanterns, duly replied to from the shore, we shortly afterwards anchored in Back Bay, having accomplished the distance of one thousand six hundred and eighty-three miles in less than eight days and a half, with fine
weather, smooth sea, and light winds, varying from North to West, throughout.

The appearance of the shore from the bay of Aden, is by no means prepossessing; presenting nothing but barren rocks, a sandy beach, and a few buildings interspersed along the former, temporarily occupied by those whose calling renders their constant vicinity to the harbour necessary, and who can immediately join their vessels in the event of hostile attacks from the Arabs, the whole of this region being without the pale of security. The shipping, with the exception of the native merchant craft, comprised the company's sloop of war Clive, brig Euphrates, schooner Constance, and several gun-boats; these are kept in constant readiness, as the Arabs do not often give much notice previous to making an attack. Besides these, there is the Semiramis Steamer, condemned for active service, since she unfortunately went ashore; and, her engines having been taken out, she is now used as the receptacle for coals for the Bombay steamers, which go alongside of her, and have their wants supplied much more quickly than could be done by means of shore-boats. The arrangements, however, are very costly, and those who profess to be competent judges state, that they are seven times more so than is needful, the coal-hulk being regularly commanded and officered as if she were a sailing vessel in commission.

A class of men called Seedies, chiefly from the coast of Zanzibar, are employed to tranship the coal,
the labor of which is exceedingly trying, and the loss of life resulting from it is never less, on an average, than one man for every hundred tons of coals delivered; the fated individuals after their work is over, lying down and never rising again. The *tout ensemble* of a party of these men is almost fearfully grotesque; the vociferations they utter, and the horrid dancing they practise while at work, suggesting the idea of demons engaged in unearthly revels.

The Bombay papers had recently a ludicrous story of the accommodations of the Semiramis having been turned by Captain Haines into a drawing-room, to the detriment of the public interest. No charge could be more unfounded or absurd; a view of the exterior alone, without proceeding further, would be sufficient to refute it in the eyes of any reasonable person.

A glimpse of the town of Aden, faced by a lofty fortified island, is obtainable on first nearing the land. The water is, however, so shoal between them, that none but the smallest boats can venture there, and shipping must proceed from this, the *front*, to the *back* bay already named; to do so, various headlands and detached rocks are passed so closely, as to be within stone's throw. The only other mode of reaching the town, is by a well-made road of two or three miles long, principally along the beach, until the pass is approached, when it retires from the sea, and runs beneath frowning cliffs, which have the similitude of massive walls pierced every where with
ports and embrasures for cannon; a gradual ascent of half a mile takes to the gate of the pass, and there are military preparations first beheld, in the shape of bristling cannon and pacing sentinels; the Turkish wall in the distance below, from the scenes it has already witnessed, being looked upon with no slight degree of interest. The pass is cut through the solid rock, and has been widened since the place fell into British possession. At the extremity, the eye embraces the valley or dell in which Aden is situated, not more than two or three miles either in length or breadth, and surrounded on every side, but that of the sea, by rocks, mostly precipitous, varying from five hundred to one thousand five hundred feet in height; small batteries frowning from every point liable to assault, or capable of defence.

Protected as this naturally strong place is by three hundred and seventy-nine cannon, and two thousand bayonets, the garrison may well laugh at any force the enemy may bring against them; and this fact was fully borne out by the scorn with which a well-founded report of an approaching attack of 35,000 men, led on by a fanatic, assuming the dignity of Saint, was received by the gallant band. The amazing increase of the place may be imagined from one other statement, that the inhabitants now number 12,000, whereas but a year or two since, they were only 600. No Arab is permitted to come armed within the gate. Aden is not now so unhealthy as at first it was supposed to be, and there is not that
lack of supplies which was formerly so much complained of. Depending, however, as it does, upon foreign aid for every article of its consumption, it is questionable how far a determined or passive resistance, on the part of the neighbouring hostile tribes, might not effectually annihilate a force which armed incursions would not damage; this, probably, may be the cause of nothing having yet been decided on by government with regard to cantonments,—a circumstance so strange, considering that years have now elapsed since so large a body of troops has been located there. The habitations are all of the most wretched description, and it is surprising how parties, ever accustomed to comfortable quarters, can reconcile themselves to so total a change. The best place in the town is that belonging to the political agent, who is in possession of the palace, (a sad misnomer by the bye) formerly occupied by the Sultan. The bazaar is extensive and well-supplied, the proprietors of the principal shops therein being Jews. A stranger is first struck here by the number of people he sees with red hair; this is among certain of the Arabs of the coast esteemed highly becoming, and great pains are taken by many to dye it such a colour, by the application of lime, and other means. A stranger, upon arriving at Aden, was formerly prized and feted in no common way; but since the enlargement of the society, and the addition to it of many of the fair sex, this is no longer the case; and ladies and others, who have been led to believe
that the extreme of hospitality still prevailed, have been sadly disappointed in their expectations of receiving invitations, and having conveyances sent for them to go into the town. To hire any vehicle, or even donkeys, is quite out of the question; while a walk for miles along a sandy beach, in the heat of the day, is almost insupportable.

Depending as Aden does for its supplies from a distance, it naturally follows that, at times, some articles must be scarce: during the Author's visit, those which were most rare were boots and shoes; gold could not purchase either, and many of the residents were compelled to move about with apologies for them, such as many English beggars would be ashamed to be seen in. Miss Roberts, in her "Notes of an Overland Journey to Bombay," writes much of Aden; and a reference to that work is recommended to all anxious to obtain other details of this interesting settlement.

Leaving Aden the same evening, the narrow straits of Babelmandeb were passed after a run of twelve hours. The passage of the Straits in bad weather, on a dark night, is somewhat perilous; and few navigators will venture to undertake it, until under more favorable auspices. The channel between Perim Island, off the Peak of Babelmandeb, and the cluster of small volcanic rocks called the Brothers, being but a few miles in width.

Four hours more brought us abreast of Mocha, conspicuous from its tall minaret in the midst of the
white houses of the town; date trees flourishing to
the southward, and a white tomb and fort in view to
the northward, with, in the rear of all, ranges of hills
of different elevations. It cannot be long before Aden,
as a commercial sea-port, will be of far more import-
ance than the once-celebrated Mocha. The exposed
situation of the latter, and the sand-banks off the roads,
being the grand bars to its success, when placed in
comparison with such a fine bay and harbour as that of
Aden.

In less than three hours from Mocha, the Habnish
islands were in sight a-head, and shortly afterwards,
Jibbel Zoogur; the good ship soon leaving them
astern.

During the following day, much land was also
visible, consisting of the Zebayer islands, Jibbel Teer,
&c. &c., glimpses being only occasionally obtained on
either hand of the distant coasts of Arabia and Abyssinia. Jiddah was not seen.

Until the 13th, the weather had been very favor-
able, fair southerly winds prevailing, as usual, at the
lower part of the Red Sea; but on the morning of
that day, as the Gulf of Suez was approached, the
wind shifted to the N.N. W., and so continued until
the termination of the voyage; whilst immediately
upon entering the gulf, it increased to a gale, render-
ing it necessary to strike the topmasts and yards.
None but those accustomed to these regions would
have anticipated such weather, but it is that which
almost invariably happens, and against which steamers
alone are capable of contending; even they at times finding it difficult to do so. Sailing vessels are constantly three weeks, and even longer, performing the last five hundred miles of the run to Suez, making it most advisable for all who can do so, to disembark at Cosseir, as they may thereby have an opportunity of visiting the ruins of Thebes, and being at Cairo long before their vessel reaches Suez.

Early on the morning of the 15th, passed St. John’s Island, previously sighting the Elba Mountains, on the coast of Nubia, the peaks of which vary in height from five thousand to seven thousand feet. Abreast of St. John’s are the mountains of Berenice, the highest peak of which is about four thousand five hundred feet, and beyond them the Emerald Mountains, one portion of which, known by the name of Jibbel Waddy, is so lofty as to be visible one hundred and twenty miles. At midnight of the same day, passed two other small dangerous coral isles, also called the Brothers, and whose elevation from the surface of the water cannot exceed fifty feet. Abreast of these is the town of Cosseir, the hills in the rear of it being alone visible.

Beyond these, on the coast of Egypt, more mountains are seen, of which the principal, the Cap and Sugar Loaf, are of great magnitude. On the 16th, soon after daylight, Ras Mahommed, the extreme promontory, separating the gulfs of Suez and Akabah, came in sight, and at noon, the islands of Shadwan and Jubal were passed, at the entrance of the former.
This is an interesting neighbourhood; on the one hand, Mount Agrib towers most loftily; and on the other, Mounts Sinai and Horeb. Tafarana Point, where we anchored for the night, is said to be the spot whence the children of Israel crossed, on their flight from Egypt; and few could look upon the valley of their encampment, the rocks in which assume at a distance the appearance of tents, without reflecting upon the wonderful works of the Almighty, as evinced in the miraculous deliverance, and throughout the interesting pilgrimage, of his chosen people.

The water was here so clear, that though anchored in seven fathoms, the rocks at the bottom were distinctly visible. On the following day, at noon, the Cleopatra anchored at Suez, having been eight days and a half accomplishing the distance of one thousand three hundred and twenty-four miles from Aden.

Before bidding adieu to the vessel, a few words on the subject of steamers of her class appear not uncalled for. It will be evident at a glance, that on the score of expedition, they are unfitted for carrying the mails between Egypt and India; and that, much as they are superior to the Hugh Lindsay, and the first batch sent to Bombay, they are still far behind the Great Liverpool and Oriental, whose voyages from England to Alexandria, and vice versa, are made with such admirable regularity, and occupy several days less than the Cleopatra, in running the same distance. No reasonable doubt can be entertained of vessels of their size and power being fully able to contend
successfully against the south-west monsoon, at its height. With regard to comfort and accommodations, no comparison can be instituted; and, unless these are greatly improved on the Indian side, the overland route must suffer a very considerable drawback, for many would prefer being two months longer on their voyage out or home, and be surrounded by every convenience, than be subject to the privations which are entailed upon the traveller during a three weeks' journey, especially when the very exorbitant charge for so comfortless a passage is taken into consideration. The Author would wish it to be expressly understood, that it is of the system he complains, and not of individuals; as from all the officers of steamers with whom he is acquainted, the most kind and gentlemanly conduct may safely be looked for by every passenger. Of the eight hundred rupees charged for the trip, the Government take to themselves five hundred, and the balance, it will be allowed by every judge, cannot more than remunerate the commander for his outlay in the shape of provisions, stores, liquids, furniture, &c. &c.

The Cleopatra's engines are two hundred and twenty horse power; the average expenditure during the twenty-four hours being, of coal fifteen tons, tallow twenty-five pounds, oil two and a half gallons, and oakum three pounds. The coal taken at Aden was extremely bad, and the expenditure was increased in consequence more than twenty per cent. This arose from the ships' discharging their cargoes
on the beach, and much sand being thereby mixed up with the coal. The Government are perfectly aware of the inconveniences of the Cleopatra's accommodations, and upon her return to Bombay, Captain Webb's suggestions were to be acted upon, and she will be made much more commodious. The crew musters nearly one hundred, of whom thirty are Europeans, the remainder Africans and Lascars, including a detachment of twelve of the Marine Battalion, who are regularly drilled by their naig (or corporal in command), morning and evening. The vessel was especially well armed for this occasion, such precaution being needful in case of war in Egypt. The European portion of the crew were constantly exercised, and became very expert both with the great and small arms. This discipline was not relaxed even after learning at Aden that all was quiet at Suez, as, some hours before reaching that place, every gun was double-shotted, and the muskets and pistols were all loaded, and served out, with sixty rounds of ball-cartridge.

The passengers were given to understand they would find a good collection of books on board the steamer; but in this they were disappointed, as, with the exception of the Bibles and Prayers, they were informed all had been taken on shore by the authorities at Bombay. The saloon of the Cleopatra is very elegant, and her few cabins are fitted up with standing bed-places, washing-stands, and looking-glasses. It is impossible to give an idea of the
nuisance of the coal-dust, which literally pervades everything; and to find oneself free from it for a single hour, whether below or above, is totally out of the question.

The appearance of Suez from the sea is anything but inviting, not a blade of vegetation being visible; indifferent-looking houses and buildings alone protruding, as it were, from a vast expanse of sand; the only pleasing variation being the lofty hills, which extend along the margin of the sea, almost to the town itself. The warlike preparations that had been made were soon found to have been needless, the only vessels in the roads being some peaceful buggalows, and the Pasha’s steamer. The plague of flies is still prevalent in Egypt: on approaching the coast from the sea, they congregated on board the steamer in vast quantities. The anchoring-place at Suez is shallow, and extensive banks run out from the shore, requiring a circuit of at least three miles to reach the town, unless for very small boats at the height of the tide.