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## 'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901'

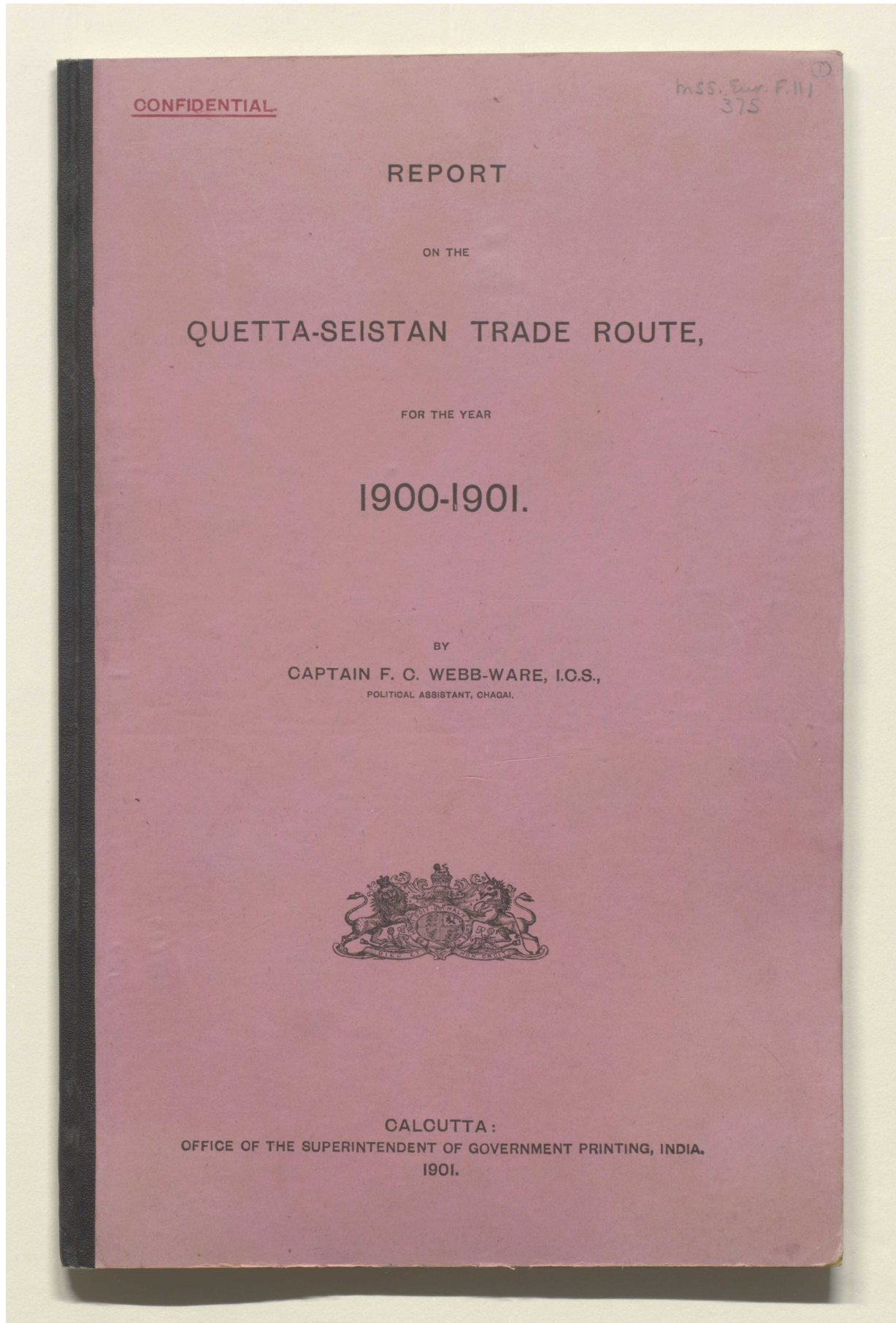
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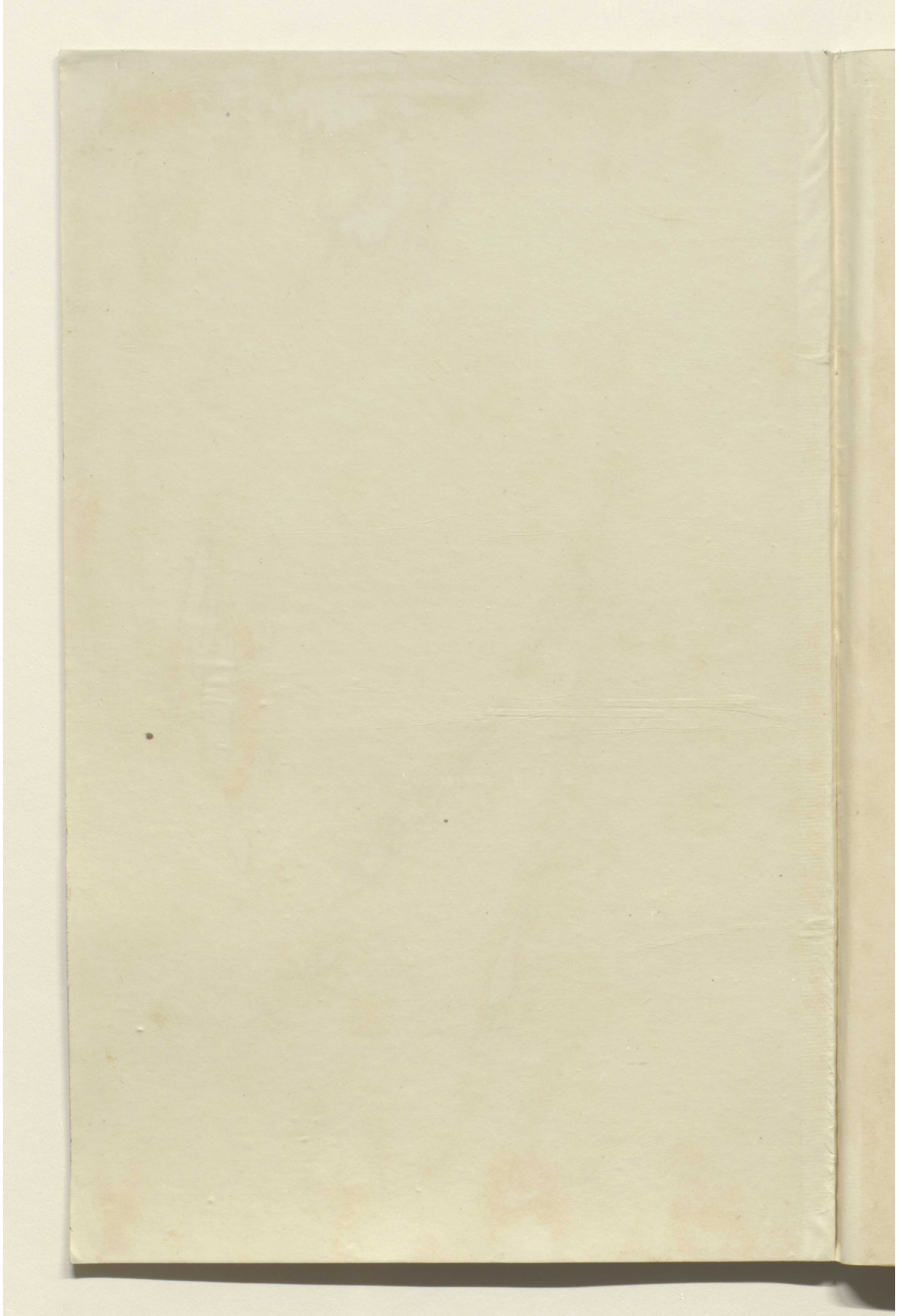
Report by Captain Frank Cooke Webb Ware, Political Assistant, Chagai. Printed in Calcutta at the Office of the Superintendent of Government Printing, India, 1901. The annual report concerns the conditions and development of the Quetta-Seistan trade route and follows on from Ware's similar reports of 1897 (Mss Eur F111/362), 1898 (Mss Eur F111/364), and 1899-1900 (Mss Eur F111/374). The report opens with a letter from Ware to Captain A McConaghey, First Assistant to the Agent to the Governor-General in Baluchistan, dated 17 August 1901, in which the main points of the report are summarised and a brief account of the year is given.

'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901'  
[front] (1/32)

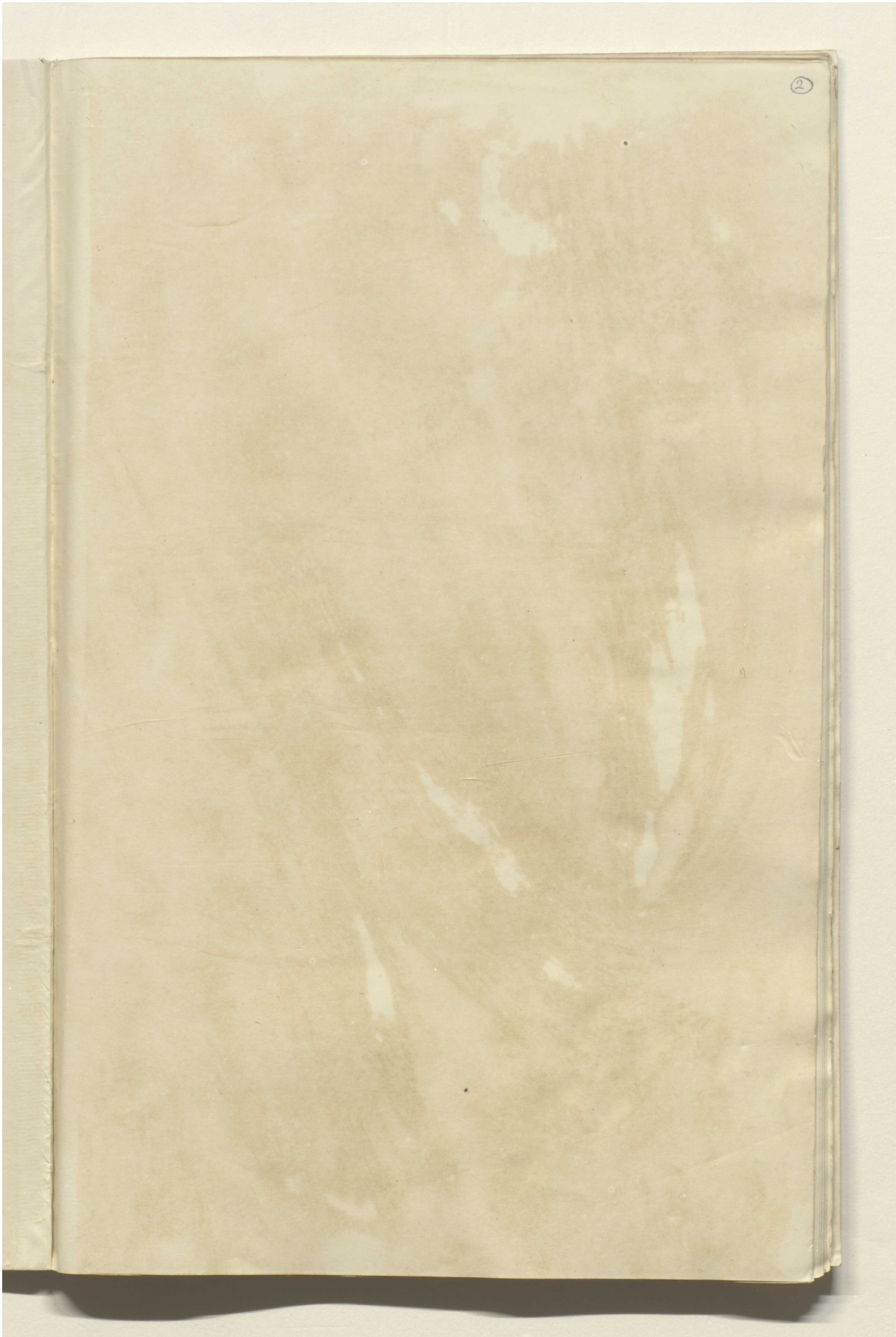




'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901'  
[front-i] (2/32)



'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901' [2r]  
(3/32)





'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901' [2v]  
(4/32)





'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901' [3r]  
(5/32)

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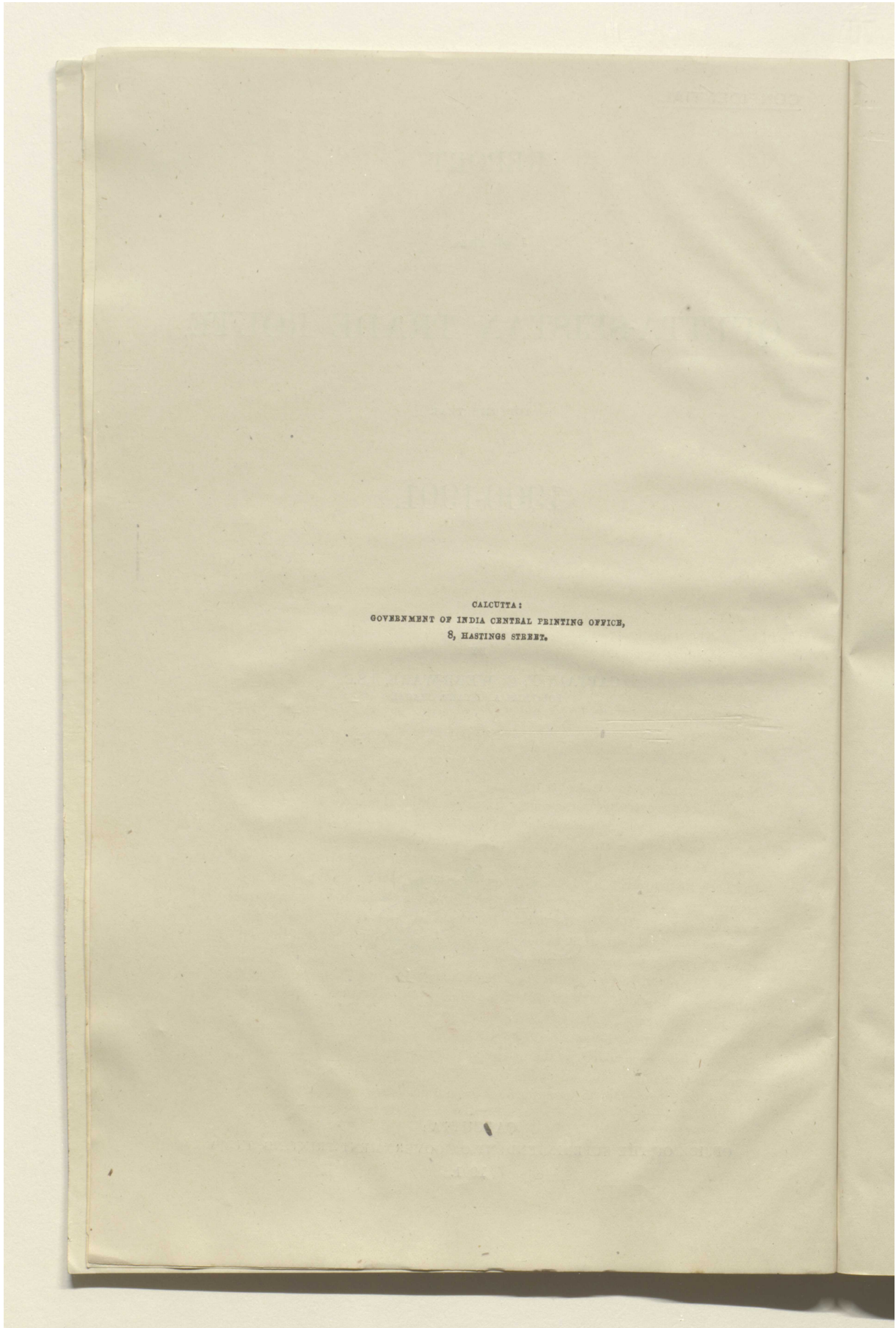
REPORT  
ON THE  
QUETTA-SEISTAN TRADE ROUTE,  
FOR THE YEAR  
1900-1901.

BY  
CAPTAIN F. C. WEBB-WARE, I.S.C.,  
POLITICAL ASSISTANT, CHAGAL.



CALCUTTA :  
OFFICE OF THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.  
1901.

'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901' [3v]  
(6/32)



CALCUTTA:  
GOVERNMENT OF INDIA CENTRAL PRINTING OFFICE,  
8, HASTINGS STREET.



'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901' [4r]  
(7/32)

No. 973 of 1901.

FROM

CAPTAIN F. C. WEBB-WARE, I.S.C.,  
*Political Assistant, Chagai,*

TO

CAPTAIN A. McCONAGHEY, I.S.C.,  
*First Assistant to the Honourable the Agent to the  
Governor-General in Baluchistan.*

QUETTA, the 17th August 1901.

SIR,

I HAVE the honour to submit, for favourable consideration and orders, my annual report on the development of trade by the Nushki-Seistan trade route.

2. The trade returns for the year 1900-01,\* which amount to Rs. 15,34,452, show an improvement, in value, of three lakhs of rupees over the returns for the preceding twelve months. The total reached by trade during the year 1898-99 was Rs. 7,28,082; thus trade through Nushki has doubled in value in the space of two years, a result which cannot fail, I think, to be considered satisfactory.

3. The instructions conveyed me on the subject of entering in the monthly trade returns the destination of goods exported from Baluchistan through Nushki reached me in November last, and thus too late in the year to enable me to make the necessary corrections. The Honourable the Agent to the Governor-General's orders on this subject have been, however, carefully noted and the new year's returns are being prepared in accordance with them.

4. The diminution in crime of a serious nature noted in my previous reports has been maintained. Raids have almost ceased, and robberies are now of rare occurrence. I would venture to draw special attention to the recommendations I make in paragraphs 40 and 62 of the appendix attached on the subject of guarding the trade route from attack from Sarhad, and of granting the Damani Chief a monthly service allowance.

5. My report this year differs in several particulars from the reports I have submitted in previous years, for firstly, the administration portion of the report has been eliminated, in accordance with the instructions conveyed me in Foreign Department letter No. 53-F., dated 8th January 1901, and secondly, a few notes have been added, by the desire of the Honourable the Agent to the Governor-General, to the appendix which deals with the year's trade returns. I regret that these notes do not cover more ground than they do, but the distance

\* The trade returns which are referred to in this letter and in the Report which accompanies it, have been published in the *Gazette of India*, dated the 9th November 1901.



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I am stationed from the nearest Persian market will supply the reason why this is the case.

6. The bi-weekly dāk connecting Quetta with Nasratabad, Seistan, was reorganized during the year, and the speed at which the dāk travels between Nushki and the Persian frontier was accelerated from 132 hours to 100 hours. Negotiations have been entered into with the postal authorities, and it is hoped that a special parcel post will shortly be inaugurated. The accelerated dāk and parcel post should operate to the benefit of trade.

7. The number of remounts brought to Quetta last year amounted to 408, representing a value of over a lakh of rupees. The fact that no single casualty occurred among this large number of horses should silence those critics who maintain that the merchants who use the Nushki-Seistan trade route expose themselves to grave risks. All the remounts which were brought to Quetta realized remunerative prices.

8. The news that a Consular treasury has been established in Seistan, and that the North-Western Railway and allied railways have granted a rebate of a third on the freight of goods received either from, or for despatch to, Seistan, has spread to the bazars of Mashad and Herat. I venture to predict that the full significance of these important concessions will only become apparent when next year's trade returns come to be made up.

9. I would respectfully draw special attention to the remarks I have to offer on that most important subject, the improvement of facilities for the carriage of goods between Quetta and Nushki as well as on the extension of the telegraph line to the frontier.

The recommendations I make on these two subjects will be found embodied in paragraphs 11 and 61 of the appendix attached.

10. I much regret that indisposition has delayed the submission of this report.

11. I trust that the steps which I recommend be taken for the further protection and development of the trade route as well as the measures I have adopted during the year to develop trade and improve the trade route will, as in previous years, receive the Honourable the Agent to the Governor-General in Baluchistan's approval.

I have the honour to be,

SIR,

Your most obedient Servant,

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



## APPENDIX.

### REPORT

ON THE

## QUETTA-SEISTAN TRADE ROUTE,

FOR THE YEAR

1900-1901.

THE trade returns \* for the past year record a satisfactory advance on those for the preceding year. In 1899-1900 the export and import trade through Nushki amounted, in value, to Rs. 12,35,411, an advance of Rs. 5,07,229 on the total of Rs. 7,28,082 reached in the year 1898-99. The value of the trade which passed through Nushki during the year under review was Rs. 15,34,452, giving an advance for the year of Rs. 3,99,041. The figures quoted show that trade through Nushki has doubled in volume in two years, a result which cannot fail to be considered satisfactory.

2. I take this opportunity of explaining, as I have done in previous reports, that the figures noted include all trade which passed through Nushki, in the course of the year, irrespective of its destination. While the more important trade through Nushki passes to Southern Khorasan, that is to say, to Persia, yet some goods are absorbed, on their arrival in Nushki, by local traders, who either dispose of them in the country around, or despatch them across the frontier into Shorawak, Garmsel, Registan or Persian Baluchistan. The local † trade between Nushki and the three trans-frontier Afghan districts named is not thriving: indeed, I regret to say that many of the traders, who were interested in this trade, have recently closed their shops and have left Nushki.

3. Two years ago I reported that the Kandahar authorities had picketed the wells in the Registan in order to prevent caravans evading payment of the heavy duties which have been imposed by His Highness the Amir. This measure did not prove wholly effective, and last year saw it supplemented by a complete system of preventive posts, which have been stationed at carefully selected points along the Nushki-Shorawak and Nushki-Registan frontiers. It is understood that it is His Highness the Amir's intention to extend this chain of posts in the near future to Koh-i-Malik Siah. While the Afghans will always find it difficult to check smuggling along so open a frontier as that which forms the northern boundary of the Chagai and Nushki districts, among Baluch, too, who are in close sympathy with one another, yet the vicissitudes to which the local Afghan trade through Nushki is exposed are so many and so great that I fear that every successive year will show a decline in the returns of this trade.

4. The instructions‡ transmitted me on the subject of showing the destination of exports reached me too late in the year to permit me to make the necessary alterations in my trade returns. The instructions have, however, been carefully noted, and the coming year's returns will be prepared in accordance with them.

5. In connection with the preparation of these trade returns I desire to point out how necessary it has now become to employ and pay a special official in Nushki for the sole duty of registering trade. Under present arrangements the

\* Published in *Gazette of India*, dated the 9th November 1901.

† I call it local trade to differentiate between it and trade with Herat which passes through Seistan.—F. W.

‡ Vide the Honourable the Agent to the Governor-General's letter No. 403, dated the 21st September 1900, to the Foreign Department.—F. W.



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REPORT ON THE QUETTA-SEISTAN TRADE ROUTE FOR THE YEAR 1900-1901.

duty of preparing the trade returns falls to the lot of the Nushki Tahsil establishment. The Tahsil establishment is so weak that it cannot devote either the time, attention or care which is necessary for the careful preparation of such important returns as these, and the result is that inaccuracies frequently occur. More than one case has come under my notice where the Moharir, whose duty it is to register trade, has failed to enter caravans which happened to pass a few miles from Nushki owing to his having been engaged on some other duty at the time.

6. I desire to refer here to the difficulty I experience in writing anything regarding trade which will prove of any commercial value to merchants. For several months in the year I am stationed at Quetta, that is to say, at a distance of nearly six hundred miles from the nearest Persian market; it is consequently difficult for me to obtain reliable information how or where goods sell, what class of goods are in demand or, in short, to keep myself acquainted with the ever varying requirements of the Persian Market.\*

I would venture to suggest that the duty of writing an annual report on the trade of Southern Khorasan, to embrace the points I note, be entrusted to our Vice-Consul in Seistan, and that his report be printed and be published in Calcutta as is done in the case of the Mashad annual Consular report. A report, of the nature I advocate, would supply a much-felt want and would be greatly appreciated by Indian traders, whose common complaint now is that they have not access to a Consular report dealing with the trade of Southern Khorasan.

7. Plague in Sind and Karachi continued throughout the year to exercise an influence adverse to trade. The prices for goods current in the Quetta Bazar range so high that they offer the traders who come to Quetta little inducement to purchase. In spite of this, however, many traders were compelled to make their purchases in Quetta, as they would not face the delay, expense and personal discomfort entailed by a visit to Karachi and detentions in quarantine camps.

8. The establishment of a Consular treasury in Seistan is proving a great convenience to traders, who find in it a simple means of remitting money to India. The treasury has had the further effect of adding to our prestige in the country, for the Amir Hashmat-ul-Mulk makes use of it to transmit revenue to Mashad. The Seistanis are aware that the Amir pays part of the revenues of Seistan into our Consulate treasury, and they argue that this is a sign of the friendly understanding which exists between the two countries.

9. A visitor to Seistan cannot fail to notice the large amount of Russian gold which is in circulation in the Nasratabad Bazar. M. Miller, the Russian Consular Agent in Seistan, makes a point of discharging many of his liabilities in gold, with the intention, no doubt, of familiarising the Seistanis with its look and of bringing home to them the wealth and might of the Russian Empire. M. Miller is remarkably astute and possesses a thorough insight into the Persian character. I would suggest that we take a leaf out of his book, and forward our Consul in Seistan a sum of a few hundred pounds in sovereigns for gradual distribution by him in meeting his engagements.

10. The trading communities of Seistan and Birjand were wont to complain that they experienced a difficulty in keeping themselves in touch with the fluctuations in prices in the Karachi and Bombay markets. The difficulty, which was a real one, has been overcome by Colonel Trench arranging for the Bombay market prices being translated into Persian and being despatched monthly to Khorasan for circulation among merchants there. On my side I have arranged through Messrs. McIver Mackenzie & Co., of Karachi, for the Karachi "price current" to be forwarded weekly to Birjand, and I have also arranged that a copy of the weekly Quetta Bazar Nerrick is to be supplied to our Consul in Seistan. Mohamed Ali's Agent† in Birjand recently wrote to inform me that the Karachi "price current" is much appreciated.

11. I would again venture to draw especial attention to the representations I have yearly‡ made, in my reports on the subject of improving the facilities for the carriage of goods between Quetta and Nushki. I do not think that it is necessary for me to repeat what I have said in these reports, but I trust that I

\* It will no doubt have been noted that in none of my previous annual reports have I ever attempted to analyse the trade returns.—F. W.

† Umar Din.—F. W.

‡ *Vide* my report for year 1899-1900, paragraphs 12 and 13, Appendix II, and my report for the year 1898-99, paragraphs 8-10, Appendix II.—F. W.



'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901' [6r]  
(11/32)

REPORT ON THE QUETTA-SEISTAN TRADE ROUTE FOR THE YEAR 1900-1901.

may be permitted to say here that the opinion I have expressed and the arguments I have used have received added strength owing to the representations which were made me by the traders I met in the course of my winter tour. Although the concessions recently made the trade route have been many and important, yet I am confident, and my opinion is shared by every merchant with whom I have discussed the question, that the future of the Nushki-Seistan trade route can never become assured until wheeled traffic is introduced, that is to say, until either a road or railway is made to Nushki. Trade being entirely dependent on charges for freight, there would therefore appear to me to be something wrong in the present system which compels camels, enfeebled by a long and trying journey, to cross the Quetta plateau, in winter, and which results in their being sent on to Katchi, a hundred miles beyond Quetta, to recuperate, causing the return of caravans to be delayed two and even three months.

12. I understand that Messrs. Parveez and McCausland have approached Government with a proposal to build a tramway, on the mono-rail system, from Quetta to Nushki, at a cost of six lakhs. The promoters of this scheme say that the cost of a mono-rail tramway would amount to half that of a cart-road, and that a mono-rail tramway is the cheapest known form of wheeled carriage. I know nothing of the relative merits of the mono-rail system, but it would appear to me that if the promoters are correct in what they allege, their scheme is one which might well be considered by Government.

13. I will now pass on to the caravan road and to the additions and improvements which have been made to it in the course of the year.

14. To begin at Killa Murad Khan,\* the third stage out of Quetta. Here a small rectangular post, containing officers' quarters and accommodation for levy sowars, merchants, and a bunnia and his shop, has been built. Within easy reach of the post a caravansarai, similar in pattern to that built at Nushki, has also been erected. This sarai is surrounded by a high wall and contains accommodation for both travellers and caravans. The new Murad Khan Killa post is built on the direct road between Kanak and Kishingi. This is an advantage, as Kirdagap, where the dāk sowars used to be stationed, lies about two miles away from the road. The dāk sowars, who have been transferred to Murad Khan Killa, report that caravans have now almost quite abandoned the old route.

15. Kishingi, the next stage west, while hot in summer, is intensely cold in winter. The levies stationed here were wont to complain of the hardships to which they were exposed in winter. This has been remedied by the erection of a post, similar in design to that built at Killa Murad Khan. The new post at Kishingi contains officers' quarters, levy quarters, accommodation for merchants, as well as for a shop-keeper and his shop. The levies who man this post obtain their drinking-water from a new well which has been sunk within the walls of the post.

16. A want, which was much felt in Nushki, has been met by the erection of a District Officer's bungalow† on a suitable site overlooking the Nushki Bazar. This bungalow contains six large rooms, to each of which is annexed a bath-room. This building is at present being used both as a district officer's bungalow and as a dāk bungalow, and it is my intention to permit this, pending the erection of a proper travellers' dāk bungalow.

17. I have had occasion, more than once, to allude to the length of the march to Mall, the first stage out of Nushki. To divide this distance a new stage is needed opposite Dedar. There is an abundant supply of good water at Dedar itself, but the springs lie unfortunately some two miles off the road, and caravans do not care to lengthen their journey by going so far as this out of their way. Last winter I despatched a party of Quetta Syeds to Nushki with instructions to inspect Dedar, promising to give them land to cultivate if they would open a karez there. The Syeds returned to Quetta much pleased with their inspection, and are now making arrangements to carry a karez from Dedar, across the caravan road, to some lands which are situated close by. Should this karez prove the success anticipated, it will enable me to carry

\* I begin with this stage as the buildings at Girdi Talab and Kanak, the first and second stages from Quetta, do not fall under my jurisdiction.—F. W.

† In addition to this District Officer's bungalow, a handsome Tahsil, complete with Tahsildar's quarters, Post and Telegraph Offices, Court and record-rooms, and quarters for the Tahsil staff has also been built with funds provided by the Military Works Department.—F. W.



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out my intention of dividing the distance between Nushki and Mall into two stages of equal lengths, much to the convenience of travellers and caravans.

18. At Mall, Padag and Yadgar Chah chapparkhanas have been built. The plan of each of these buildings is the same. Each contains two large rooms with bath-rooms annexed, a cook-house, stabling and sufficient servants' accommodation. The chapparkhanas are finished with the exception of the servants' quarters which still need some attention. Work on these buildings has proceeded slowly, consequent on the difficulty which has been experienced in procuring labour. The Nomads, who inhabit Chagai, are indolent, and so opposed are they to manual labour of any sort that they will only work when driven to do so by actual starvation. Spring brought with it immense swarms of locusts. The Nomads found in these pests sufficient food to supply their wants, and declined all the overtures which were made them to work.

19. The accommodation provided by the Yadgar Chah chowki, although sufficient for the needs of the levy establishment stationed at these wells, was however found to be somewhat cramped. To remedy this a sarai was added to the chowki and the chowki itself was strengthened by the addition of two defensive towers. The three Persian water-wheels which have been introduced here have much increased the facilities for watering large number of camels. The water-supply at this stage also received attention, and a new well, eight feet in diameter, was sunk.

20. Nothing in the form of a chapparkhana has been built at Karodak, the stage which divides the distance between Yadgar and Dalbandin. The reasons for this are as follows:—In the first place, the only available site near the wells is occupied by the Karodak chowki, and in the second place, Karodak is encircled by low sand-drifts, which, although insufficient in themselves to inconvenience caravans, are nevertheless a source of constant annoyance, as the finely-divided sand of which they are composed is in constant movement to and fro, with the result that, despite all the precautions which are taken, the Karodak wells need frequent attention to guard against their becoming choked. A mile south of the chowki there exists an excellent alignment for a road, which is free from sand, but the objection to this alignment is that a road following it would necessarily have to cross five miles of flat alluvial plain, which is liable to become inundated in years of heavy rainfall. The distance from Yadgar to Dalbandin is only 31 miles, thus it appeared to me to be futile to spend any large sum of money on building operations at Karodak, pending the final settlement of the question of the alignment \* of the trade route. Although no chapparkhana was built at this stage, yet certain additions were made to the chowki, which have resulted in doubling its accommodation. A freshet which came down the bed of the nallah in winter destroyed every trace of the fifteen wells at Karodak. To replace the old wells, which were situated in the bed of the nallah itself, three new wells have been sunk. These wells, while within easy reach of the chowki, are however placed at such a distance from the nallah bed as to minimize the likelihood of their being destroyed by floods.

21. The improvements which were introduced last year † at Dalbandin were found sufficient for the requirements of caravans. I am anxious to establish a village here, and with this end in view, I have offered, and am still offering, bunnias inducements to open shops and settle down at Dalbandin. Since I passed through Dalbandin last April two bunnias, both of whom appear to be doing well, have built shops. The head-quarters of the Chagai Naib Tahsil ‡ will be at Dalbandin. This should act as an incentive to traders to settle down and start trading. Dalbandin is so exceptionally well fitted to form an advanced base for forwarding goods to Persia, that I feel sure that a village there will act as an important factor in assisting trade and in developing the trade route.

22. Careful search § failed to reveal the presence of good drinking water on the caravan road midway between Dalbandin and Sotag. It is true that in one place water of fair quality was found not far off the road, but unfortunately the

\* The shortest and at the same time the best alignment for a road or railway is undoubtedly that which follows the daman of the Ras Koh, Kamaran range from Padag to a point opposite Dalbandin. This alignment offers no serious difficulty, avoids all sand drifts, and is provided with wells at suitable intervals apart. It is only the sparseness of the camel-grazing along this route which has hitherto prevented me adopting it.—F. W.

† Vide paragraph 59 of my Administration Report for the year 1899-1900.—F. W.

‡ The new Naib Tahsil will have an important effect in extending our influence up to the Persian frontier.—F. W.

§ Vide paragraph 60 of my Administration Report for last year.—F. W.



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REPORT ON THE QUETTA-SEISTAN TRADE ROUTE FOR THE YEAR 1900-1901.

soil, in the vicinity, proved to be sour and so impregnated with saltpetre that it was quite unfit for building purposes. I have been compelled after all to fall back on the old halting-place at Chakal, in spite of its being situated at a distance of 800 yards from the caravan road. A chapparkhana is in course of construction at Chakal, and when it is finished I propose connecting the building with the main caravan road by a small 10-foot track. The branch track is a necessary precautionary measure as travellers and caravans are liable, at present, to pass the stage without seeing it. The water-supply at Chakal is, as its name signifies,\* a surface one, and both in abundance and quality leaves nothing to be desired.

23. The first stage west of Chakal is Sotag. Here a chapparkhana has been constructed similar in design to the buildings which will be found described in paragraph 18 above. As in the case of the chapparkhanas to the east, the accommodation here consists of two large rooms, a cook-house, servants' quarters and stabling. The soil at Sotag is bad and gave the workmen much trouble.

24. Nothing has been done at Merui beyond fitting the large well, whose construction will be found recorded in my last year's report, with a Persian water-wheel.

25. A chapparkhana similar in design to those built elsewhere on the road has been erected at Chah Sandan. Complaints were received that the water-supply at this stage ran low in the summer. To guard as much as possible against the recurrence of this, the two old wells were thoroughly cleared out and deepened and a new well was sunk.

26. From what I have stated, it will be perceived that the journey from Quetta to Chah Sandan, 273 miles, offers travellers and caravans no difficulty of any sort and little or no personal discomfort. The shops, which are stationed along the road, at suitable distances apart, provide supplies in abundance, and as regards the quality of the water no one can justly take exception to it, for it is as good as it is plentiful. In the chapparkhanas and sarais merchants and travellers find the shelter they require, and as for raids along this section of the road, they have become matters of past history.

27. In my recent report † I noted that I was endeavouring to divide the distance which separates Chah Sandan from Tratoh by sinking a well in the bed of a shallow nallah, midway between these two stages. I regret to say that this attempt did not meet with success. The sub-soil proved intractable, and the Baluch well-sinkers, whom I employed on the work, were so discouraged at meeting sheet rock at a depth of between 30 and 40 feet that they declined to continue working, and returned to their homes. A second attempt, which was made in the same place, also proved unsuccessful. I am confident that water is to be found between Tratoh and Chah Sandan—the size and breadth of the nallahs which one crosses promise this—and I, therefore, intend to make yet a further effort next cold weather. The ideal caravan road should have plenty of good water at intervals of every 12 miles apart.‡

28. At Tratoh, the next stage, some useful work has been done. The water at this halting-place was so bad that a year ago I experienced considerable difficulty in inducing the local Baluch levies to remain here. In order to improve the water-supply, an open karez has now been run from a point opposite the levy chowki to a tank, which has been excavated some 150 feet to the south. The advantage derived from opening this karez is two-fold, for not only has the opening of the karez much improved the quality of the water itself, but the tank I refer to offers a simple and easy means for watering large numbers of camels. Some 500 yards from the chowki there is a line of mounds, which marks the site of an ancient karez. Two or three of the shafts at the head of this old karez have been opened, and water of a fair quality has been found.§ The practice now in vogue is for caravans to obtain their drinking water from the new wells and to water their animals at the karez tank I have described.

\* The word Chakal in Baluchi signifies waterfall or spring.—F. W.

† *Vide* paragraph 65 of my Administration Report for the year 1899-1900.—F. W.

‡ This is already the case from Quetta to Chah Sandan, a distance of 273 miles.—F. W.

§ In reporting the discovery of this water, the Duffadar in charge of the chowki reported that the water he had found was perfectly fresh and sweet. While I cannot quite go so far as to endorse this, yet the water the new wells yield is quite potable. I make no doubt that, were funds available, still better water could be obtained. I may add that since the new wells have been opened I have received no further complaints from the levies who are stationed here as to illness resulting from drinking the water.—F. W.



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29. The Tratoh chowki building has been improved by additions, which have resulted in doubling its accommodation. Guarded by the four new defensive towers, which have been built, the chowki may now be considered proof against attack by Baluch marauders.

30. In my last year's report I described, in detail, my reasons for wishing to realign the caravan road, so as to make it run from Tratoh direct to Mashki Chah, and I gave it as my opinion that if this was done a saving of from 10 to 12 miles would result. No one who has passed over this section of the road can fail to be struck by two things—firstly, the distance which Kundi lies south of the alignment which a direct road should follow, and secondly, how unsuited Kundi itself is to form a halting-place on the caravan road.\* Entertaining as I do the hope that we will find it practicable to replace Kundi by a halting-place more favourably situated to the north,† I have purposely refrained from spending money on any improvements here.

31. The improvements at Mashki Chah, the next stage west, take the form of a sarai which has been added to the old chowki and a wind-mill‡ for grinding flour. The wells, if such a term can rightly be applied to the broad, hollow depression which holds water, received attention and were freed from sand. Traces of three old wells were found some 400 yards north-east of the levy post. These wells, which were re-opened, thoroughly cleaned out and repaired, now supply the best water at Mashki Chah.

32. We next come to what is undoubtedly the worst section of the caravan road between Quetta and Seistan—the section of 49 miles lying between Mashki Chah and Makak Karez. The first march from Mashki Chah is Sahib Chah, a distance of 26 miles. To divide this distance into two marches of equal lengths, a well was sunk exactly midway between these two stages at a place where the configuration of the country promised water at a moderate depth. The subsoil proved to be rocky, and the labour involved in sinking this well was excessive. Eventually, water was reached at a depth of close on 50 feet; but unfortunately it proved to be saline and unfit for any purpose. Much disappointed that their labour had been thrown away, the Baluch well-sinkers returned to their homes, and it was only with much difficulty that they were induced to test their fortune once more nearer Sahib Chah. I regret to say that their labour here proved equally in vain. Water, in any quantity, was found, but so saturated was it with saline matter that it was quite undrinkable. The attempts to divide the distance between Sahib Chah and Makak Karez met with a similar fate. Wells were sunk at two different places on this section of the road, but the water obtained, in both cases, proved nauseous and quite useless.

33. On my return from Seistan, an opportunity, which I had long looked for, offered of examining the country north of the alignment which the caravan route now follows. Despatching my camp to Mashki Chah with instructions to wait my arrival there, I spent several days going over and examining this country. If a line be drawn on the map from Mashki Chah to Saindak, it will be seen that Sahib Chah lies well to the south of this line. The result of my reconnaissance can best be summarized as follows:—

I found that water existed at two places in a more or less direct line between Mashki Chah and Saindak, viz., at the foot of the Koh-i-Dalil, 15 miles west of Mashki Chah, and at Amalaf, six miles east of Saindak. I further selected a place called Bor Koh Nawar, which is roughly situated midway between Koh-i-Dalil and Amalaf, and when the weather becomes sufficiently cool to admit of well-sinking operations being started, I intend to drive a shaft at this place. If water is found at Bor Koh, I then propose to realign the caravan road so that it may pass through the three places whose names I have given. I trust that I may be permitted to say here that if good water is found at Bor Koh Nawar, the last of the many difficulties which we have had to face in making the caravan road will have been overcome.

34. What I have just said will explain the reason why nothing has been done to improve the Sahib Chah halting-place beyond cleaning out and deepening the wells. It also supplies the reason why all that has been done at Makak

\* The Kundi water is impregnated with salts, which give it an unpleasant taste, and if this water is drunk in large quantities it is apt to cause diarrhoea.—F. W.

† The Baluchis with whom I have discussed the matter are sceptical on the subject of obtaining water further north, but this is a matter which a properly organized search only can reveal.—F. W.

‡ I am unable to supply any details regarding this flour-mill as it has been built since my return to Quetta.—F. W.



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Karez has been to strengthen the chowki by heightening the walls and erecting defensive towers. Makak is 38 miles from Gazo, the head-quarters of the Damani tribe, thus it will always be necessary to keep a strong levy guard stationed here. A freshet which came down the bed of the Makak nallah in winter partially filled in the karez and did some other damage, all which has since been made good.

35. The thana, which I noted in my last year's report as being under construction at Saindak, was finished, all except the defensive towers, during the course of the year. I have elsewhere alluded to the difficulty which was experienced in obtaining labour. At Saindak the difficulty was so great that the most of the work on the thana was carried out by the levies themselves. The levies stationed at Saindak suffer much from fever during the summer months, which they say is aggravated by the salts \* contained in the Saindak water. While it is doubtful whether this latter is the case, yet I have supplied the thana, experimentally, with a medium-sized distilling apparatus, and should the apparatus prove a success, I propose providing every chapparkhana, where the water is not absolutely pure, with a similar convenience. A chapparkhana, similar in design to those built to the east, is under construction here.

36. The accommodation which the Kirtaka chowki provides, was much improved during the year, and a new well was sunk which supplies the best water yet found at Kirtaka.

37. Beyond cleaning out the wells at Chah Mohammed Raza, the next stage to the west, and building a small dak shelter at Lashkar-i-ab, the stretch of road between Kirtaka and Killa Robat remains in very much the same condition it was left in last year. Excluding Kirtaka and Chah Mohammed Raza, there are four places between Saindak and Killa Robat where water exists and two other places where water can be obtained without any great difficulty. I have already noted that caravans prefer moving slowly. To provide them with water at intervals of 10 or 12 miles along this section of the caravan road is a matter which presents no difficulty.

38. The chapparkhana, which was under construction at Killa Robat when I wrote my last report, has been finished,† and four defensive towers and a covered-in gateway have been added to the thana.‡

39. At the close of the year 1901 only a few stages between Quetta and Killa Robat will remain unprovided with chapparkhana accommodation. To complete the chapparkhanas which have been built, and are being built, I would suggest that each be provided with a few necessary articles of furniture, such as beds, durries, chicks, chairs, tables, shelves, baths, etc. Travellers would regard this as a great boon, as it would enable them to dispense with camp furniture and travel light. I would furthermore suggest that a small distilling apparatus be provided at each of the four or five stages where the water possesses a saline taste.§ Native merchants appear indifferent whether the water they drink is slightly saline or otherwise; but this is far from being the case with Europeans, who consider it a great hardship to drink any water which is not faultless. I would remark that to fit up the cook-houses, which are attached to chapparkhanas, with distilling apparatus is a matter which offers no difficulty, provided the necessary funds are forthcoming.

40. In the preceding paragraphs I have briefly described the improvements which were introduced, during the year, at every individual stage along the caravan route. Before proceeding further, I trust that I may be permitted to offer a few suggestions on the subject of strengthening the levy establishment, to which falls the responsible duty of guarding the caravan road throughout its length. The distance which separates Merui from Saindak is 149 miles. The average distance between the other thanas is 74 miles. A stretch of 149 miles of road, unguarded by a thana, is in my opinion far too great, and I would accordingly venture to advocate that this be rectified by transferring the Mashki

\* Potash and soda.—F. W.

† The beams which support the roof came from the Piran River, and are so weak that I fear they will need to be replaced by beams sent from Quetta. One of the chief difficulties with which I have had to contend in building these chapparkhanas has been the difficulty, not to say impossibility, of obtaining any suitable timber.—F. W.

‡ In February 1901 I received a warning from the Political Agent, Kalat, that Mohammed Umar Nausherawani contemplated attacking the Robat Killa thana; however, nothing came of this.—F. W.

§ Due to the presence of salts of soda and potash.—F. W.



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Chah chowki to Amir Chah and by replacing the chowki by a full regulation thana.\*

In paragraph 58 of my Administration Report for the year 1898-99 will be found recorded my views on the subject of holding the Amir Chah wells. In this report I pointed out that a levy post stationed at Amir Chah not only commands the Kharan-Garmsel and Manzil-Zirreh roads, but that it furthermore dominates the entire Koh-i-Sultan range. Although I continue to hold this view, yet in November last the exigencies of the dak service compelled me to transfer the Amir Chah levy post to Tratoh † and to withdraw a Khassddar from each of the four thanas for the same place. I respectfully venture to express a hope that the question of stationing a thana at Mushki Chah will receive the early consideration which its importance undoubtedly merits. Should my suggestions be favourably received, I will then be enabled to give effect to a measure I have long had under consideration, and to station a few levies at Duzghi, a favourite haunt of trans-frontier badmashes, which, in my opinion, should never be left unguarded.

41. As I predicted last year, the kacha road which runs from Mushki to the Persian frontier is much appreciated by all. Members of almost every caravan I passed, in the course of my winter tour, spoke to me on the subject of the road with gratitude. The old complaint that travellers unprovided with guides ran a serious risk of losing their way is one which is never heard any longer. The past winter was marked by heavy rains which washed away the road in several places; but all the damage done has been made good since.‡

42. There would appear to be a considerable divergence of opinion regarding the mileage between some of the stages. To set the matter at rest once and for all, I would suggest that a cyclometer be placed at my disposal next cold weather.

43. Caravans proceeding either to Birjand, Mashad or Herat used to complain that they were put to much unnecessary inconvenience and delay by entering Seistan, and they pointed out that if arrangements could be made to enable them to branch off at Girdi Talab, the third stage beyond Killa Robat, to Neh, it would save them going several marches off their road. Major Benn, who replaced Colonel Trench in February 1901 as Vice-Consul in Seistan, turned his attention to this matter shortly after taking up his appointment, and has opened a road running from Hurmak to Ledhi Chah, and from thence *via* Safidawa to Neh and Birjand. This route has the advantage that, while it avoids Seistan § and its inundations, it reduces the distance to Birjand by no less than 20—30 miles. || The new direct route to Birjand appears destined to become quickly popular.

\* The evidence which has been collected regarding the recent raid which occurred near Sahib Chah has satisfied me that, had a thana been posted at Mashki Chah, the raid could never have taken place.—F. W.

† The cost of a thana at Tratoh would amount to about Rs. 165 monthly, made up as follows:—

|                                         |            |
|-----------------------------------------|------------|
| Munshi . . . . .                        | Rs. 30     |
| Duffadar . . . . .                      | 35         |
| Four Sowars at Rs. 20 each . . . . .    | 80         |
| Four Khassdars at Rs. 10 each . . . . . | 40         |
| <b>TOTAL</b> . . . . .                  | <b>185</b> |
| Deduct present pay of Munshi . . . . .  | 20         |
| <b>Balance</b> . . . . .                | <b>165</b> |

F. W.

‡ This road has been repaired as far as Killa Robat only. A grant of Rs. 5,000 is much needed to level and improve this road. I trust that such a small sum as this will be forthcoming.—F. W.

§ It is commonly supposed that for many months in the year Seistan is completely cut off from Birjand by inundations. This is very far from being the case, for, by making a detour south of the Haman Seistan, the area liable to inundations can be easily circumvented. Although the route south of the Haman Seistan crosses the Shilag river, yet it can be remembered that it is open all the year round and offers direct access to the Helmand and a somewhat circuitous route to Seistan.—F. W.

|| *Vide* Major Benn's report, dated 30th April 1901. The following are the stages which Major Benn gives by this route:—

| BIRJAND TO KILLA ROBAT <i>via</i> PALANG KOH. |  | Miles.     |
|-----------------------------------------------|--|------------|
| To Neh . . . . .                              |  | 116        |
| " Madeh . . . . .                             |  | 34         |
| " Safidawa . . . . .                          |  | 15         |
| " Changi Shor . . . . .                       |  | 28         |
| " Gali Chah . . . . .                         |  | 26         |
| " Ledhi Chah . . . . .                        |  | 18         |
| " Hurmak . . . . .                            |  | 20         |
| " Killa Robat . . . . .                       |  | 18         |
| <b>TOTAL</b> . . . . .                        |  | <b>275</b> |

F. W.



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44. There is little to record regarding my recent winter tour. I left Quetta on the 14th December, and, after a short halt in Nushki which was necessitated by district work, I started on the 28th December for Seistan. Marching by easy stages and making prolonged halts at the more important posts on the road, I arrived at Mashki Chah on the 24th January to find a letter from Colonel Trench awaiting me. Colonel Trench wrote to inform me that a Russian gentleman, named Monsieur Zarudni,\* had started from Seistan with the intention of visiting Sarhad and Persian Baluchistan, and he requested me to keep a watch on his movements.

Monsieur Zarudni posed as being a naturalist who was touring the country in the interests of science, but there is little doubt that this was a mere subterfuge to cover the political intrigue in which he was engaged, for he was well equipped with arms and presents which he distributed freely to the Baluch Motibirs he met on his march down the frontier to Chahbar. Monsieur Zarudni's actions having been made the subject of a separate report,† it will suffice to say here that his conduct in giving away rifles in a disturbed country, like that through which the Baluch-Persian frontier passes, is open to severe censure.‡

45. I reached Saindak on the 28th January to learn that Monsieur Zarudni had taken fright at my arrival and had left Mir Koh a day or so before. From Saindak I marched to Mirjawa, where I halted six days to collect information regarding Monsieur Zarudni's actions while he was in this neighbourhood, and to give the trained Surveyor, who is in my office, an opportunity of making a survey of Mirjawa and of the country lying immediately around.

46. In former reports § I have alluded to the difficulty I have experienced in locating the alignment which the Baluch-Persian frontier follows from the Haman Mashkel north-west to its junction with the Baluch-Afghan frontier line at Pillar 186 on Koh-i-Malik Siah, and in my reports I have stated that the existing boundary between these points is merely a paper one.|| Baluch are constantly questioning me on the subject of the alignment which the frontier follows in the neighbourhood of Mirjawa, and it was to throw some light on this subject that I undertook the present survey. The joint agreement arrived at by the British and Persian Commissioners, which was signed at Jalk on the 24th March 1896, lays down that "from Pillar No. 11 northward the Talab river becomes the boundary to its junction with the Mirjawa river," and that from "the point of junction it (*viz.*, the boundary) is carried by a straight line to the nearest point on the watershed of the Mirjawa range which limits the drainage into the Mirjawa river on the north." If the map annexed to this report, and the map on which the boundary was based, are placed together, two things will become patent. The first is that the Dar-i-Giaban is quite a distinct river from the Mirjawa river, and not as the old map has it the same river—I would beg to draw special attention to this;—and the second is that no one can say with certainty where the true Mirjawa river ends and the Talab river begins. To enter more into detail. The Mirjawa river takes its rise north of Ladis at a place named Kunrod close to Barziar. For the first mile or so of its course the river is known as the Bangan river. From thence to the low hills which bound Ladis on the east the river is called the Ladis river, and beyond the point it emerges from these hills it is called the Mirjawa river. To lay down the exact place where the Mirjawa river terminates is more difficult for the following reason. From the place the Mirjawa river emerges from the hills to point A on the map the river runs between precipitous cliffs ranging in height from 30 feet to zero. At point A the river¶ leaves the well-defined channel which it has hitherto followed, and, diffusing itself over a wide area of country in the manner shown in the map, part of its flood water finds its way north and

\* This is the same Russian who visited Sarhad in the winter of 1898.—F. W.

† *Vide* my diaries for the weeks ending 31st January, 16th February, 8th April, and 16th May 1901, and my confidential letter No. 375, dated 23rd April 1901.—F. W.

‡ I have since been informed that Monsieur Zarudni was, what he made himself out to be, a naturalist pure and simple, and that the intrigues referred to were the work of a Russian Secret Service Agent who accompanied his party.—F. W.

§ *Vide* my report for the year 1898-99, paragraphs 54-58, Appendix I.—F. W.

|| I am not alone in this opinion, for Colonel Wahab, R.E., C.I.E., who was placed in charge of the Survey operations in connection with the Perso-Baluch Demarcation Commission, explicitly states the same, *vide* letter No. 2265 A., dated 16th August 1898, from the Surveyor General of India, to the Secretary to the Government of India in the Revenue and Agricultural Department.—F. W.

¶ Although I have used the word river, *nallah* would be a more correct term, for a trickle of running water only reaches as far as point A, whence it is drawn off to irrigate the cultivation which lies between C and D on the map. It scarcely suffices to do this, as the Mirjawa-Baluch are indolent and do not keep the channel clean.—F. W.



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part south of the old ruined fort tower of Mirjawa. I have said sufficient to show that the river derives its designation from the land through which it flows, and that it is known by three names, *viz.*, the Bangan, the Ladis and Mirjawa; this being so, and it being difficult to apply the term river, even in its widest sense, to the area liable to inundation north and south of the old fort tower, it appears to me that point A, the furthest point to which the Mirjawa river can be traced as a well-defined river bed, should be adjudged to be the place where the river terminates.\* To this it will doubtlessly be objected that the term "Mirjawa river" is applied to the upper reaches of the Talab river. This is the case, but I have also heard the term Mirjawa river applied to the middle reaches, and, on one occasion I can call to mind, to the lower reaches of the Talab river. The explanation of this latter will, I think, be found in the fact that in talking of the river the Nomads are indifferent whether they call the river by its correct name or call it by the name of the place from whence it comes.† To determine the point of junction between the Talab, Mirjawa and Dar-i-Giaban rivers presents the same difficulty. The Dar-i-Giaban river flows into the shallow depression situated on the map between points C‡ and D.§ In years of heavy rainfall this depression|| overflows, and its water, mingling with the flood water which comes down from the Mirjawa river, drains into the Talab river. Under these circumstances I am inclined to suppose that the head waters of the Talab river should be looked for somewhat between points A, B, C on the map. Had the British and Persian Commissioners moved north of Jalk they would have found that the Mirjawa and Dar-i-Giaban rivers were two distinct rivers, that the junction between the Mirjawa and Talab rivers is not, as they assumed to be the case, a clearly defined point, and, in short, they would have discovered that the map on which they laid down their boundary was wholly unreliable. It is not too much to say that the Joint Commissioners, finding this to be the case, would have taken such precautions, on the ground, as they considered to be necessary to determine the point where the boundary branched off to the hills. As the Commissioners failed to do this, the only course which is open would appear to be for us to assert what we consider to be our rights under the terms of the joint agreement, and, in the event of the Persians raising any question, to depute an officer to Mirjawa to settle the matter on the spot.

47. While at Mirjawa I learnt that Sir Nauroz Khan's action in erecting a fort at Zawag,¶ in Mashkel, was much resented by the Damani. The Damani own extensive date groves in Mashkel, and consequently they regard the erection of the new fort as an attempt, on the part of the Kharan Sardar, to coerce them into paying dues to which he has no legitimate title. On the occasion of the visit I paid Mashkel, in the winter of 1899, I received several complaints to the effect that Sardar Nauroz Khan was taking dues from Baluch living on either side of the Mashkel frontier to which he had no right, and on my return to Quetta I made a point of questioning the Sardar on this subject. Sardar Nauroz Khan admitted to me that he had no right to levy taxes on the Damani, but he explained that the payments he was enforcing from them were merely intended to cover the value of certain camels and other property which, he said, had been stolen from his people by raiding parties from Sarhad. The Zawag fort\*\* supplies Sardar Nauroz Khan with a favourable *point d'appui* from which he can levy, and does levy with impunity, any dues he likes on the Sarhaddis who visit Mashkel in summer to collect their date harvest. The feeling on the frontier runs so strong

\* If this reading be accepted, part of the Mirjawa plain falls on our side of the frontier.—F. W.

† The Mirjawa Baluch frequently call the upper portion of the Mirjawa river, *i.e.*, that part between point A and the hills, the Ladis river, *vide* old map, and the lower part, *etc.*, that below the ruined tower of Mirjawa, Padaha, a name taken from the neighbouring cultivation.—F. W.

‡ At point C, the banks of the nallah are only 2 inches high.—F. W.

§ This depression is called Padaha.—F. W.

|| I note that Captain Benn, in his diary No. 3 for the week ending 5th February 1901, states that 35 miles south of Padaha the Mirjawa river is known as the Reg-i-Malik. The translation of Reg-i-Malik means the Prince's Sand Hill and is the name given to a conspicuous sand hill on the right bank of the Talab river, midway between Mirjawa and Kindi; the fact that Major Benn was informed that the river was called the Reg-i-Malik would tend to show that the Mirjawa river takes its name from the land through which it flows.—F. W.

¶ Sometimes spelt Gawag; Zawag is on the British side of the frontier not far from Ladgasht.—F. W.

\*\* The enquiries I made when on the frontier tend to show that the part Mir Jhind, the Damani Sardar, took in Mohamed Umar's recent raid into Kej Mekran last winter is directly traceable to the erection of this fort. Again, the Damani explain away a raid they committed on the trade road, near Sahib Chah, in which a pilgrim was killed, several others were wounded, and a considerable amount of property was carried off, by saying that the raid was made in retaliation for injury Sir Nauroz Khan had done their date groves under the pretext of taking taxes from them.—F. W.



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that, unless speedy action is taken to prevent Sir Nauroz Khan levying these illegal dues, I feel assured that the Sarhaddis will seek redress for the loss they are being put to by raiding the trade road. It may be asked why Sardar Nauroz Khan was in the first place permitted to build a fort at Zawag. Sardar Mir Khya Khan, Reki of Mashkel, did enter a protest against the fort being built, but his objection was overruled on Sardar Nauroz Khan explaining that his motive in building the fort was solely due to a desire to protect his country from parties of marauders. While every encouragement should naturally be given Sardar Nauroz Khan to guard his Mashkel possessions from attack, yet I would venture to submit that he should not be permitted to exceed his powers and, by levying taxes on trans-frontier tribes, to keep up a constant state of irritation on the frontier, from the results of which he is secure, but from which the trade route is almost sure to suffer.\*

48. While I was halted at Saindak two kafilahs passed through on their way to Quetta. The first belonged to a Kirman trader, named Agha Mohamed Hadi, and was laden with fine Persian silk and woolen carpets valued at Rs. 27,070. The credit of despatching this caravan belongs to Major Sykes, our Consul in Kirman, who arranged everything regarding it, and financed it himself to the extent of Rs 2,000. Escorted by the two levy sowars I had sent to meet it, the caravan had marched from Kirman, through Narmashir, to Killa Robat, following a road which passed to the north of Sarhad. Agha Mohamed gave me an interesting account of his journey, which, in so far as it related to the country through which he had passed, coincided closely with what I had heard from the Kirman carpet caravan which came to Quetta last year. Agha Mohamed told me that he found a very fair caravan road throughout, with water at suitable distances apart and plenty of good camel-grazing and fuel. He said that he had had no trouble on the road, excepting such as had arisen from a case of sickness among his men, which had somewhat delayed his march. Agha Mohamed expressed a hope that the Government of India would see their way to link Kirman to Quetta by a branch trade route connecting with the present Nushki-Seistan route at either Killa Robat or Saindak, and he gave it as his opinion that, if this step was taken, the mercantile community of Kirman, would gladly avail themselves of this route to introduce their goods into India and to purchase Indian manufactures in return. I pointed out to the trader that the seaport of Bandar Abbas lay close to Kirman, and I asked him to explain how a branch route, following the alignment he advocated, could hope to compete in cheapness with water-borne goods. The explanation, which Agha Mohamed gave me, was so interesting that I offer no excuse for repeating it in full. Agha Mohamed first explained that, although the Persian is, comparatively speaking, indifferent to the length of any land journey he undertakes, yet he is so strongly prejudiced against the sea that nothing short of dire necessity will ever induce him to undertake a sea voyage. He then went on to say that the Indian dealers, who visit Bandar Abbas in winter, are well aware of this, and take advantage of it to form a ring which settles the purchase and sale prices of goods, much to the benefit of the Indian trader and to the loss of the Persian trader. My answer to this was that, if a branch trade route connecting the Nushki-Seistan trade route with Kirman was opened to trade, the Indian dealers, who visit Bandar Abbas in winter, could very easily regulate their prices so as to undersell the Persian merchants who patronized the land route. This objection was met by Agha Mohamed saying that the Indian dealers who visit Bandar Abbas do not supply the wants of the Kirman market, and that they compel Persians to buy whatever goods they have brought with them. He furthermore stated that north and east of Kirman was a large stretch of country whose raw products could be more advantageously despatched to Quetta than to Bandar Abbas. While Agha Mohamed's views are naturally open to criticism, yet there is certainly much truth in what he said and there is no doubt that he voices the opinions of many leading Kirman merebants. What Agha Mahomed Hadi told me regarding the dread which Persians entertain of the sea is particularly true, and I wish to draw especial attention to it. Few, I think,

\* Some fifteen or eighteen years ago Sardar Azad Khan, Nowsherawati, occupied the fort of Gulaga. The Persian Governor of Bamper resented this on the ground that Gulaga was Persian and attacking Gulaga, he put the garrison to flight and dismantled the fort. Gulaga being much further from the frontier than Zawag, the inference is that it is the demarcation of the frontier which has enabled Sardar Nauroz Khan to advance his claims as far as he has done. Some of my informants assure me that the ground on which the Zawag fort is built, although on our side of the frontier, belongs to the Sarhaddis and falls without the limits of Kharan and so in Sir Nauroz Khan's jurisdiction. The Persian claim to Gulaga, alluded to, would tend strongly to confirm this view. - F. W.



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realize the latent possibilities which exist in the Nushki-Seistan trade route for bringing about a change in the political outlook in Persia. Prior to 1897 India was cut off from Persia as completely as China is from Japan. There was no "amadrast" between the two countries, and Russia had entered on a policy which had for its objective the complete subjugation of Khorasan and the overawing of Afghanistan by means of military posts stationed along the Perso-Afghan frontier. With the opening of the Nushki-Seistan trade route all this has been changed, and the Persians are now awakening to the fact that the Indian Empire lies immediately on their borders. The influence, which is being steadily radiated by the Nushki-Seistan trade route, is making itself felt, not only in Khorasan\* itself, but elsewhere in Persia and Northern Afghanistan,† where our doings are closely followed and discussed with eager interest in every bazar.

49. The second caravan which passed through Saindak, during my stay there, came from Birjand and belonged to a merchant also named Agha Mohamed. The Birjandi met with many complaints. He said that, unless he was supplied with bhoosa‡ at every stage, his camels would die. He grumbled at the hardships which he said he had encountered on the road, to which he ascribed the death of several of his camels, and he compared the Nushki-Seistan trade route with the Kirman-Bandar Abbas road, much to the disadvantage of the former. In short, he found fault with everything. To Agha Mohamed's strictures I replied by asking him whether it was a fact that the camels, he referred to, had died during the month he was halted in Seistan, and on his replying in the affirmative, I pointed out that on the Birjand-Bandar Abbas road there was a stretch of 180 miles of desert where neither water, bhoossa, fuel or camel-grazing was to be obtained which necessitated caravans, using this road, engaging special transport to carry their supplies at great expense. My experience has satisfied me that, so long as camels receive in winter a small daily allowance of ardawa, bhoosa is a luxury with which they can very well dispense. Agha Mohamed apparently found this out for himself, for on my return from Seistan I learnt that he had not availed himself of the supplies of bhoosa which had been laid out for him at many of the stages.§

50. Returning to Saindak on the 12th February, I marched from thence to Killa Robat, Koh-i-Malik Siah, and after a few days' halt on the frontier, I continued my journey to Nasratabad, the capital of Seistan, which was reached on the 28th February. I found that the trans-frontier section of the caravan road, that is to say, the section between Killa Robat and Pusht-i-Dasht, the first village caravans strike in inhabited Seistan, has been much improved since I passed over it last year. At Hurmak, the western terminus of the katcha road, a dāk chowki, which is much appreciated by travellers and caravans, has been built, and at Nawar Chah, 22 miles from Hurmak, and at Chah Mohamed Raza on the Asak plain, 8 miles out of Pusht-i-Dasht, Major Trench has erected new posts and stored them with supplies. My journey to Nasratabad was uneventful: the only difficulty experienced was between Pusht-i-Dasht and Nasratabad, a twenty-one mile march, which it took me two days to cover owing to the road being intersected, at intervals of every few yards, by irrigation channels|| filled with water and so deep that my camels negotiated them with difficulty.¶

51. I take this opportunity of referring to the customs post which Monsieur Caistaigne, Director-General of Customs in Khorasan, proposes stationing at Hurmak. Hurmak is in Persian territory, of this there is no question, yet I am opposed to Persian customs guards being stationed there for the following reasons. First and foremost, the post can prove of little value to the Persian Customs Department, for caravans wishing to avoid Hurmak can do so very easily by leaving the caravan road at either Kirtaka, Lashkar-i-Ab, or Killa Robat,

\* Is it too much to suppose that the reductions which the Russians have recently made in the strength of their galled quarantine stations in Northern Khorasan are traceable to the influence of the Nushki-Seistan trade route and to a fear that we may lay claim to equal military rights in Khorasan?—F. W.

† Whatever our future policy in Afghanistan is to be, it is well to remember that Seistan is the pivot on which Western Afghanistan rests.—F. W.

‡ Chopped straw.—F. W.

§ Some of the complaints which I receive regarding the trade route are frivolous in the extreme. Khan Bahadur Hussain Bakhsh of Multan complained that he had been much jolted on the march up while sitting in his camel Kajawa, a matter which is probably as attributable to the camel he rode on as to the road itself.—F. W.

|| Major Trench bridged all these channels over several times, but on finding that the Seistanis made new cuts as fast as he built bridges, he came to the conclusion that it was useless attempting to keep the road open.—F. W.

¶ The only camel I lost in the course of my tour was lost while crossing one of these irrigation cuts.—F. W.



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and as the custom employés cannot enter British territory they have no means of ascertaining what caravans have left the road to avoid paying duty. Secondly, many caravans cut across from either Amir Chah, Amalaf or Saindak to Seistan, following the road south of the Gaud-i-Zirreh. Caravans, who are in the habit of taking this short cut, have no inducement to make a detour to Hurmak, and will certainly grumble if they are called on to do so. The Persians would find that preventive posts stationed at Girdi Talab and Neh would prove far more effective in catching caravans than a post hidden away in the hills at Hurmak. Lastly, I am confident that if the 80 miles of waste country which intervenes between Koh-i-Malik Siah and inhabited Seistan be bridged over by a post at Hurmak, we will very shortly see the result in the intrigues\* which the Russians will set on foot in Sarhad. Despite what has been said to the contrary, the Belgian Customs officials, who are employed in Persia, look to the Russians. To this there may be, and no doubt are, exceptions, but generally speaking, it is the case. We might, of course, make it a condition that if a customs post be stationed at Hurmak, it is not to be used as a base for disseminating a political influence in Sarhad which is hostile to us, but once the post is a *fait accompli*, there is nothing we can do to prevent it from being used for such a purpose. To sum up, my arguments are that a customs post at Hurmak, while of no practical use to the Persians, will furnish the Russian Agent in Seistan with a base for intrigue which it is certain that he will avail himself of. Added to what I have said, we will also find the post a source of expense, as it will then be necessary for us to keep a native agent permanently posted at Killa Robat to guard our commercial and political interests.

52. Before passing on, I would like to draw attention to the ruling which Monsieur Caistaigne, the Belgian Director-General of Customs for Khorasan, has brought in with regard to the 5 per cent. *ad valorem* duty which the Persian Government are authorized to levy under the existing International Customs Convention. Monsieur Spinella maintains, and his interpretation of the Customs Convention appears to be strictly accurate,† that a duty of 5 per cent. should be levied on the value of all merchandise at the point it enters Persian territory, or, in other words, that a duty of 5 per cent. is payable not only on the original cost price of the goods themselves, but also on the carriage of goods from the town of despatch to the Persian Frontier. It needs little intuition to perceive how seriously a transit duty of 5 per cent. on the carriage of goods will affect trade by the Nushki-Seistan trade route, or the disadvantage which goods entering Persia by the Nushki-Seistan trade route will labour under when compared to goods entering Persia through Bandar Abbas. This question appears to me to be essentially one to which the attention of our Minister in Tehran might advantageously be directed. That the question will prove a difficult one to adjust, I foresee, for both Russians and Persians are likely to oppose any concession being made the trade route, the Russians for political reasons and the Persians as any concession will affect their pockets. If the Persians are approached, they will no doubt argue that if our exports suffer our imports will benefit, carefully ignoring the fact that Persian exports form a mere fraction of the imports. It is also likely that they will plead that to grant any concession to the Nushki-Seistan trade route would be to place other trade routes at a disadvantage when compared to it, and they will probably conclude by saying that they see no reason why they should forego their full treaty rights. While there is much to be said in favour of all the objections I note, yet at the same time it appears to me that we have strong grounds for urging that goods imported into Persia, *via* the Nushki-Seistan trade route, should be exempted from paying a 5 per cent. transit duty to the Persian frontier, as, firstly, the Nushki-Seistan route is affected by Monsieur Caistaigne's ruling to a far greater extent than any other trade route, and secondly, the tax falls especially heavy on the very class of goods which should be treated most leniently, *viz.*, on bulky, utility, piece, and other goods of low value as against light and high priced goods, many of which are luxuries. As the question discussed is one which is likely to have a direct

\* This is by no means far-fetched, as a reference to Major Benn, Vice-Consul in Seistan's diary for the period ending 1st to 10th July 1901 clearly shows. Major Benn's diary gives us a very fair idea of the form which Russian intrigues in Sarhad are likely to assume once the Russian Agent is placed in direct communication with Sarhad. — F. W.

† I have consulted the Bombay and Karachi Chambers of Commerce, and both agree in saying that Monsieur Caistaigne is within his rights. — F. W.



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bearing on the future of the trade route, I trust that it may receive the attention which its importance merits.

53. I have little to record regarding my stay in Seistan. The Hashmat-ul-Mulk greeted me with marked friendliness, and so far as I could judge the people themselves appeared pleased to see me again. M. Miller, the Russian Agent, did his best to throw discredit on my visit by spreading reports abroad that I had come provided with cannon, and large quantities of arms and ammunition for distribution among British sympathisers in Seistan, indeed, he even went so far as to announce that I cherished an intention of escalating Nasratabad fort. M. Miller was successful in installing a certain amount of fear into the Persians, for the Hashmat-ul-Mulk\* ordered the fort to be repaired, and during most of the time I was camped at Nasratabad sentries were stationed on guard on the towers. The three combined escorts did present a somewhat formidable appearance, and as there has never hitherto been so strong a gathering of Indian troops in Seistan, it is not really surprising that the Russian Agent\* strove to neutralize the impression which they created.

54. During the time I remained camped at Nasratabad, that is to say from 1st to 18th March 1901, I had many opportunities of learning what the feeling in the country was towards us. Our influence in Seistan continues predominant, yet it would be a grave mistake to suppose that M. Miller, the Russian Agent, has been idle during the past twelve months. The Russian Agent has been remarkably active, and I was disagreeably surprised to find what progress he had made since my last visit towards consolidating his position. I found that he had gathered round him a staff of Baluch, whom he pays well and employs as agents on the Helmand, in Garmseel and in Sarhad, and whom he despatches, at intervals, to Quetta to pick up news. It is true that the Baluch he employs are, for the most part, men of shady antecedents and of little or no local influence, yet the fact remains that he has native Baluch agents ready at hand to carry out his wishes, and that he subsidizes an influential Mullah following, who are prepared to further any views he puts forward without asking questions.

55. In his dealings with the Hashmat-ul-mulk, Governor of Seistan, M. Miller shows that he is thoroughly conversant with the weaknesses of the Persian official. Fear and self-interest are the key notes to which the Persian most readily responds, and knowing this, and having failed in his attempts to win the Hashmat-ul-Mulk over to his side, the Russian Agent, shortly before my arrival in Seistan, had recourse to aggressive tactics, essentially Russian in type. He arranged that the Governor-General of Khorasan should be informed that the Hashmat-ul-Mulk, whose revenue was in arrears at the time, was accumulating treasure. This move was attended by complete success, and the Governor-General despatched a "Mamur" to Seistan with an order addressed to the Hashmat-ul-Mulk that he was to pay a large sum † of money into the Mashad Treasury at once. Touched in his most sensitive spot, his pocket, the Hashmat-ul-Mulk turned to us for assistance, but was informed that our Government could not undertake to provide funds ‡ to meet every squeeze the Governor-General of Khorasan might think fit to make. The success of his manoeuvre has strengthened the Russian Agent's position in Seistan very greatly, for it has proved to the Persian Governor that the Russian is a power with which he must reckon. When I was in Seistan it was the Hashmat-ul-Mulk's policy to offer us a series of petty affronts which he explained away by saying that they were intended to appease M. Miller. This appears to me to be an unhealthy state of affairs.

56. Touching our policy in Seistan, there are two questions to which I trust I may be permitted to refer, as they both appear to me to need careful attention. The first relates to Sardar Syed Khan Narui, uncle to Sartip Mir Masum Khan, the Hashmat-ul-Mulk's son and heir. The Hashmat-ul-Mulk and Sardar Pourdil Khan Sarbandi, who is the most influential man in Seistan, after the Hashmat-ul-Mulk himself, are both firmly determined that Sardar Syed Khan Narui shall never return to Seistan. The young Sartip, who is devotedly attached to his uncle, is as determined as they that he shall, and it is

\* The Hashmat-ul-mulk himself affected to scoff at the reports which the Russian Agent spread.—F. W.

† Some 10,000 Tomans.—F. W.

‡ Since I wrote this I have received intimation from Colonel Trench that the Muawin-ut-Tijjar Mashad has advanced the Hashmat-ul-Mulk a sum of money sufficient to meet the Governor-General's demands. I am afraid, however, that this only means a temporary respite, and that the Hashmat-ul-Mulk will find himself again involved in pecuniary difficulties very shortly.—F. W.



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to prevent Sardar Syed Khan falling into the hands of the Russians as well as to avoid the trouble which will eventually break out in Seistan that I would propose that Sardar Syed Khan be invited to Quetta and be given a small pension.\* The second question naturally has reference to the Hashmat-ul-Mulk, Governor of Seistan, and to our more open support of him, a matter on which the very existence of our influence in South Eastern Persia would appear to depend.

57. While in Seistan I was introduced to Mohamed Akbar Khan, Agent to Muawin-ut-Tijjar, Mashad. Mohamed Akbar Khan told me that the Muawin-ut-Tijjar had deputed him to Seistan with instructions to make enquiries regarding the Nushki-Seistan trade route, and he said that if his report proved satisfactory it was the Muawin-ut-Tijjar's intention to abandon the Bandar Abbas route in favour of the Nushki-Seistan route. In course of conversation with Mohamed Akbar Khan I gathered that the Muawin-ut-Tijjar has a personal interest in the tea trade, and that as tea imported into Persia by the overland route, fetches a higher price in Mashad than tea imported *via* the sea route and Bandar Abbas, the Muawin-ut-Tijjar is anxious to introduce his tea in future by the Nushki-Seistan route. Mohamed Akbar Khan told me that he had been favourably impressed by all he had heard in Seistan regarding the new trade route, and that he had written to the Muawin-ut-Tijjar urging him to put the route to the test of a trial.

58. When I left Seistan Mahomed Ali Brothers were making preparations to forward a large consignment of goods to Mashad to a branch business they were opening there. I was much interested to hear, from the head of the firm, that M. Miller had used every argument he could think of to dissuade him from taking this step, and that on finding that his representations had no effect he had proceeded to threaten him with ruin if he left Seistan. The anxiety which the Russian Agent evinced to dissuade Mohamed Ali Brothers from opening business in Mashad appears to me to be somewhat significant.

59. Turning my back on Seistan on the 18th March, I reached Nushki on the 30th April without any incident worth of record having occurred, and I brought a tour, which had extended to a distance of nearly 1,300 miles, to an end in Quetta on the 28th May 1901. My prolonged halt at Nushki was due to information having reached me that a party of Damani had raided some pilgrims, who were on their way to Mashad, near Sahib Chah, killing one man, wounding three others and carrying off money and property to the value of Rs. 3,000. I have referred elsewhere in this report to the disturbing effect which Sardar Sir Nauroz Khan's new fort † at Zawag has had on the inhabitants of Sarhad. As the raid, I refer to, is directly traceable to the erection of this fort,‡ I would submit the expediency of taking early action in regard to it to preclude the recurrence of similar outrages.

60. In previous reports I have urged, on political grounds, the importance of extending my annual tour to Seistan. Now that an English Consul is permanently stationed at Nasratabad, the capital of Seistan, there would no longer appear to me to be any absolute necessity for me to cross the frontier,§ and I would submit that the time I have hitherto devoted to the trans-frontier portion of the winter tour can be more advantageously employed, next winter, on a visit to Khwash, the capital of Sarhad, and to a tour along the Perso-Baluch frontier. The recent visit which Monsieur Zarudni paid Sarhad and his march down the Perso-Baluch frontier to the sea has had a disturbing effect on the tribes which inhabit Persian Baluchistan, and I think that a tour to the frontier would supply the best means of neutralizing the intrigues which there are very good reasons for supposing that Monsieur Zarudni has set on foot. Our Consul in Kirman has been kind enough to invite me to meet him next cold weather in Narmashir, to the east of Kirman, but this matter is one which I must leave to the decision of Government.||

\* I have discussed this matter at some little length in my diary No. 296, dated 30th March 1901, for the week ending 24th March 1901, to which a reference is requested.—F. W.

† *Vide* paragraph 47 above.—F. W.

‡ This has received corroboration from several sources, but the confession of Saleh Mohamed, the leader of the robbers who has come in and surrendered to me, tends to remove all doubt on this score if, indeed, any doubt previously existed.—F. W.

§ It is of course possible that if I do not cross the frontier into Seistan this year the Persians may regard this as a diplomatic triumph for the Russians. *Vide* His Britannic Majesty's Minister at Teheran, No. 58, dated 12th April 1901, to the address of His Majesty's Secretary of State for Foreign Affairs.—F. W.

|| Major Sykes, who extended me the invitation, is now serving in South Africa. F. W.



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61. I have nothing further to add this year to the views I have expressed in my previous reports on the subject of extending the telegraph line to the Persian frontier. I still entertain the opinion that the commercial influence of a telegraph line\* running along the Nuskhi-Seistan caravan route would be great, and that if this line be constructed, it will have an important effect, both in popularizing the route and in attracting traders. I need not refer to the political and strategical reasons for extending the telegraph wire to the Persian frontier, for they are too self-evident to need enlarging on by me. Mr. Armstrong, Assistant Superintendent, Indian Telegraph Department, was deputed, last year, to Chagai and Persian Baluchistan with instructions to examine the country and to report on the feasibility of carrying an overland telegraph wire south of the Koh-i-Sultan to Saindak and thence through Ladis to Kirman. I have not yet seen Mr. Armstrong's report, but so far as the natural features of the country are concerned, there would appear to be no difficulties in the way of this alignment.

A question has arisen whether it would be better for the telegraph line to branch off from Saindak to Mirjawa, Ladis, etc., or for it to continue to Killa Robat, Koh-i-Malik Siah and run from thence to Kirman *via* Nasrabad,† Gurg and Bam. Of these two alignments I think that the latter offers more advantages, for, firstly, it brings the telegraph within 99 miles of the capital of Seistan and so within a measurable distance of our Vice-Consul there, and secondly, there is a likelihood that, if the telegraph line follows this alignment, Seistan traders will make use of the Killa-Robat-Kirman section of the line to communicate with Kirman, which they could not very well do if the telegraph line were to take off at Saindak. There is yet one other point in favour of the alignment I advocate. A telegraph line passing through Killa Robat, Nasrabad and Gurg would avoid Sarhad altogether, an important consideration in view of the fact that it is understood that His Highness the Shah is opposed to the construction of an overland telegraph line, on the ground that were it built, his Government will constantly be called on to pay indemnities for damages done to the line by tribesmen.

62. I do not think that it is generally realized how useless it is to expect the Persians to coerce the tribes who inhabit the Sarhad or how open the trade route itself is to an attack from the west.‡ We have protected the north-western and eastern extremities of the trade route by the payment of tribal allowances to certain Sardars. I would respectfully venture to submit that it now remains for Government to secure the trade route from attack from Sarhad, the only quarter from which any danger is now to be apprehended, by giving the Damani Sardar a small monthly allowance.§ The only objections, which can, so far as I see, be urged against the proposal I make, are, firstly, that the Damani are Persian subjects, and it is therefore possible that the Persians will resent our giving them a tribal allowance, and secondly, that it is generally opposed to our policy to give allowances to tribesmen who live beyond the frontier. To such objections I would submit that the fact of the Damani owning date groves on the British side of the Mashkel frontier,|| entitles us to hold whatever dealings we like with them and to employ them in whatever way we may consider most expedient. The payment of a service allowance, such as I advocate, to the Damani would, prove advantageous to the Persians themselves in the end, as it would give our Consul in Kirman a hold over this predatory tribe and enable him to keep the Sarhaddis in more or less restraint.¶

63. One of the most encouraging aspects of the trade route is that which relates to the horse trade.\*\* The number of horse dealers, who went up to Mashad last year to buy remounts, was so large that I was prepared for a considerable increase in the remounts brought to Quetta, but the number of horses

\* The country seems to lend itself to the construction of a telegraph line as Colonel Trench has very truly pointed out.—F. W.

† Not to be confused with the capital of Seistan.—F. W.

‡ Makak Karez, stage No. 18 on the caravan route is only 40 miles from Gazo, the Damani Chief's head quarters.—F. W.

§ I would recommend Rs. 250, *viz.*, Rs. 100 to the Damani Sardar himself, and the balance to be distributed among his molirs.—F. W.

|| *Vide* paragraph 58 of my report for year 1898-99, Appendix I, and footnote thereto.—F. W.

¶ Should this proposal be sanctioned I would call on the Damani Chief to supply a certain number of men for duty on the trade route.—F. W.

\*\* Lord A. Cecil, writing from the Jacobabad Horse Show on the 25th January, told me that he considered that many of the Mashad remounts he had inspected were quite up to the standard of British cavalry.—F. W.



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imported has exceeded my most sanguine expectations. In 1898-99, 62 horses were brought down. In 1899-1900 the number fell to 40, but in the year under review it reached the large total of 408.\* The average price these horses realized although I understand that it was not quite as high as last year's average, yet was so good that the profits realized by dealers were handsome and will greatly stimulate the trade. I am gratified to be able to state that, so far as I am aware, no complaints were made by dealers regarding either the road itself or the arrangements which had been made for their comfort. I trust that the fact of so large a number of horses having passed down the trade road, without a single casualty occurring, will silence those critics† who maintain that the country through which the trade route passes is a desert devoid of grass, vegetation and inhabitants, and that merchants who despatch goods to Persia by the route incur very serious risks in doing so.

64. Several Persians have visited Quetta in the course of the year. I think that this new departure should receive every possible encouragement at our hands. In my opinion it should be our aim to teach Persians that they are no longer cut off from India by impassable deserts, and that the Nushki-Seistan route offers them a simple means of visiting India whenever they may wish to do so. While the Persian is undoubtedly conservative, yet I feel confident that, once he learns that the hardships of the road have been much exaggerated and that he is always a welcome guest in India, every successive year will see an increase in the number of our Persian visitors, much to the benefit of trade and to the improvement of our political relations with the Persian Government.

65. Sartip Mir Masum Khan, son and heir-presumptive of the Amir Hashmat-ul-Mulk, paid India a brief visit in the course of the cold weather. The young Chief had long been suffering from a painful affection of the eyes which threatened, if not attended to, to deprive him of his eye-sight. Sartip Mir Masum Khan returned to Seistan in May 1901, much benefitted by the expert medical treatment which he had undergone at Lahore.‡

66. While Mir Masum Khan's primary object in visiting India was undoubtedly to seek medical advice, yet he was also influenced by a desire to ascertain what was to be our future policy towards Seistan. His Excellency the Viceroy was pleased to accord Mir Masum Khan a personal interview in Calcutta, an honour which the young Chief highly appreciated.

67. In my previous reports I have noted that a small trade in dates, wool, ghee, etc., is carried on between Nushki and Persian Baluchistan. This trade does not appear to have made any material progress during the course of the year. Should Government give effect to their intention and station Native agents at selected places in Persian Baluchistan, it is possible that the trade referred to may look up, but I am not inclined to build much on this occurring, as most of the trade of Persian Baluchistan gravitates, as it is only natural that it should, to Gwadar.

68. In the appendix of this report which is devoted to trade I express surprise that the indigo planters of India do not direct their attention to the excellent market which Persia offers them. The introduction of artificial indigo has dealt the indigo industry of India so severe a blow that one would suppose that any new outlet which offers would be forthwith exploited. I addressed an Indigo Planters' Association on the subject, some three years ago, but the reply I received was not encouraging. Again, I influenced General Wylie, C.S.I., when he was officiating Agent to the Governor-General in Baluchistan, to address some planters, with whom he was acquainted, but although he very kindly acquiesced I heard nothing further. Yet again last year Mr. Buller Hughes, the First Assistant to the Honourable the Agent to the Governor-General, wrote to several of his friends in Behar pointing out the facilities which the Nushki-Seistan trade route offered for introducing their indigo into Persia, but although he did succeed in inducing some planters to forward samples of their indigo, yet the planters themselves appeared to be half-hearted not to say indifferent. I am unaware whether this lack of interest is to be ascribed to planters having studied the Persian market and having satisfied

\* This number is correct and not that given in my diaries.—F. W.

† Not only Natives.—F. W.

‡ Sartip Mir Masum Khan returned to Seistan with two carriages which he had purchased in Lahore. I understand that the carriages have reached Seistan without having suffered any greater injury on the way than the fracture of a shaft.—F. W.



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themselves that their indigo is unsuited to it, or whether it is due to their energies having become paralysed by the series of misfortunes which have overtaken their industry.

69. I recently reported \* that I experienced considerable difficulty in replying to all the enquiries which were being put to me on the subject of trade with Persia in general and of the Nushki-Seistan trade route in particular. Many of my questioners appear anxious to engage in trade with Seistan, but they, very rightly, decline to do so until they are fully informed on every point regarding trade, and many of them ask for personal interviews. Answering questions dealing with such a wide subject as trade in writing is unsatisfactory in the extreme. I would therefore solicit permission to tour Northern India next October in the interests of the trade route. At the close of last year I paid a visit to Shikarpur which resulted in the firm of Chaman Singh Ram Singh sending a agent up to Seistan to open business there. As one of the common complaints which Indian merchants make is that they cannot learn sufficient regarding trade with Persia, I am confident that if such a tour, as I suggest, be sanctioned, excellent results will ensue.

70. In accordance with the procedure I have adopted in previous years, I give below a summary of the more important suggestions for the improvement of the trade route which are to be found embodied in my report. I would most respectfully venture to all attention to these recommendations, which in their order of merit will be found to be as follows :—

- (1) The improvement of the facilities for the carriage of goods between Quetta and Nushki.
- (2) The realignment of the caravan road between Tratoh and Saindak. In the event of this proposal being favourably received, a grant † sufficient to meet the cost of the work will be necessary.
- (3) The stationing of a thana at Mushki Chah and the transfer of the present Mushki Chah chowki to Amir Chah.
- (4) The payment of a tribal service allowance to the Damani to minimize the risk of an attack on the trade route from the west.
- (5) A grant of Rs. 5,000 for improving and levelling the existing katcha road beyond Nushki.
- (6) An allotment to furnish the chapparkhanas and to provide five of them with a small distilling apparatus.

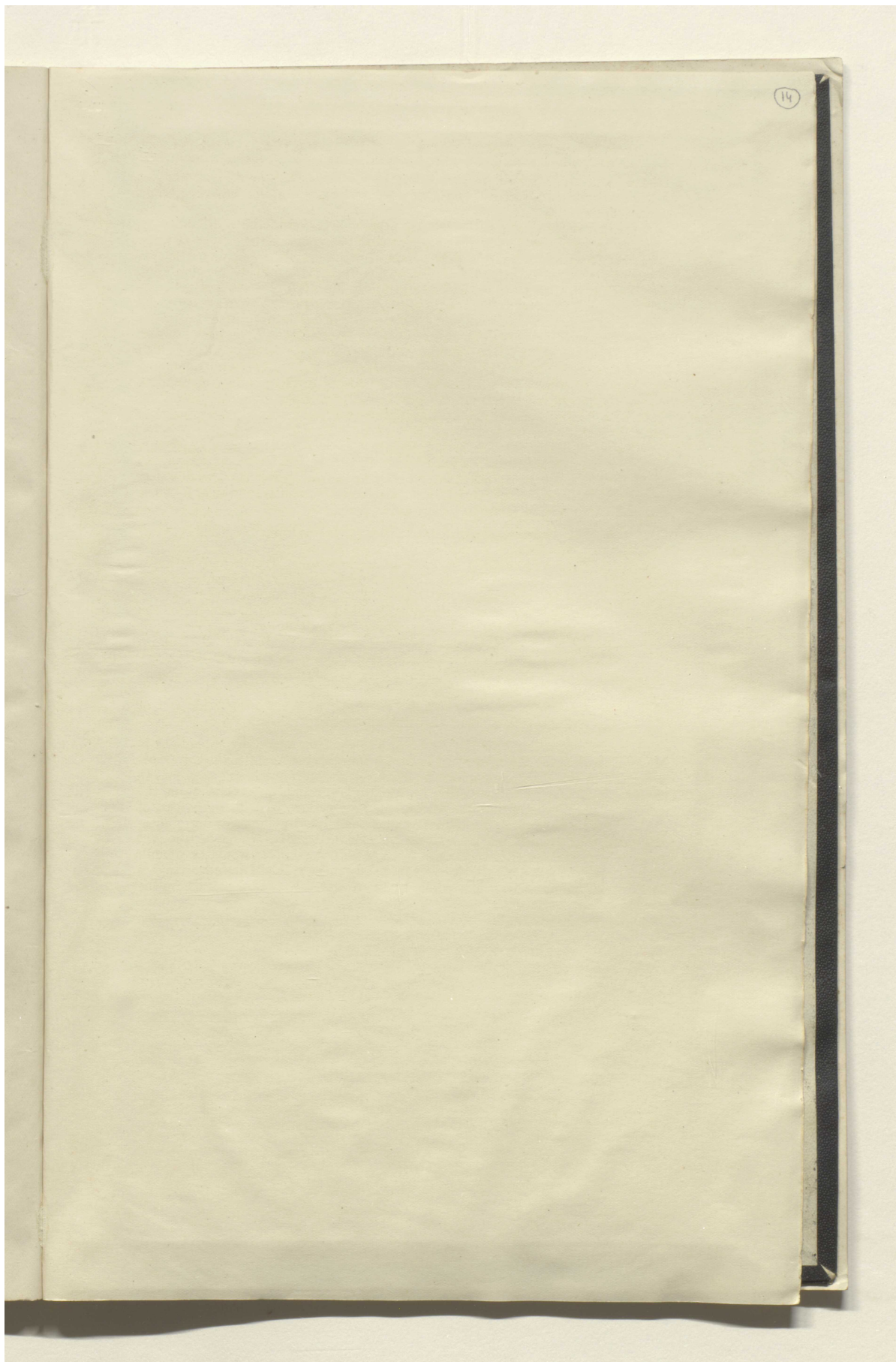
71. In concluding this report, I desire to place on record my obligations to Mr. Buller Hughes, First Assistant to the Honourable the Agent to the Governor-General, for the assistance which he has given me on innumerable occasions in the course of the past year. Mr. Buller Hughes, who is an enthusiast on the subject of the future of the trade route, voluntarily devoted a large portion of his spare time to working up the interests of the route by interviewing traders and corresponding with people, both in England and India, whom he thought were likely to take an active interest in trade with Persia. It would be difficult for me to recognise too highly the valuable assistance which Mr. Buller Hughes has afforded me or the services which he has rendered the cause of trade by the Nushki-Seistan trade route.

\* *Vide* my diary for week ending 24th February 1901.—F. W.

† My estimate for this work last year was Rs. 5,000.—F. W.



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[14r] (27/32)



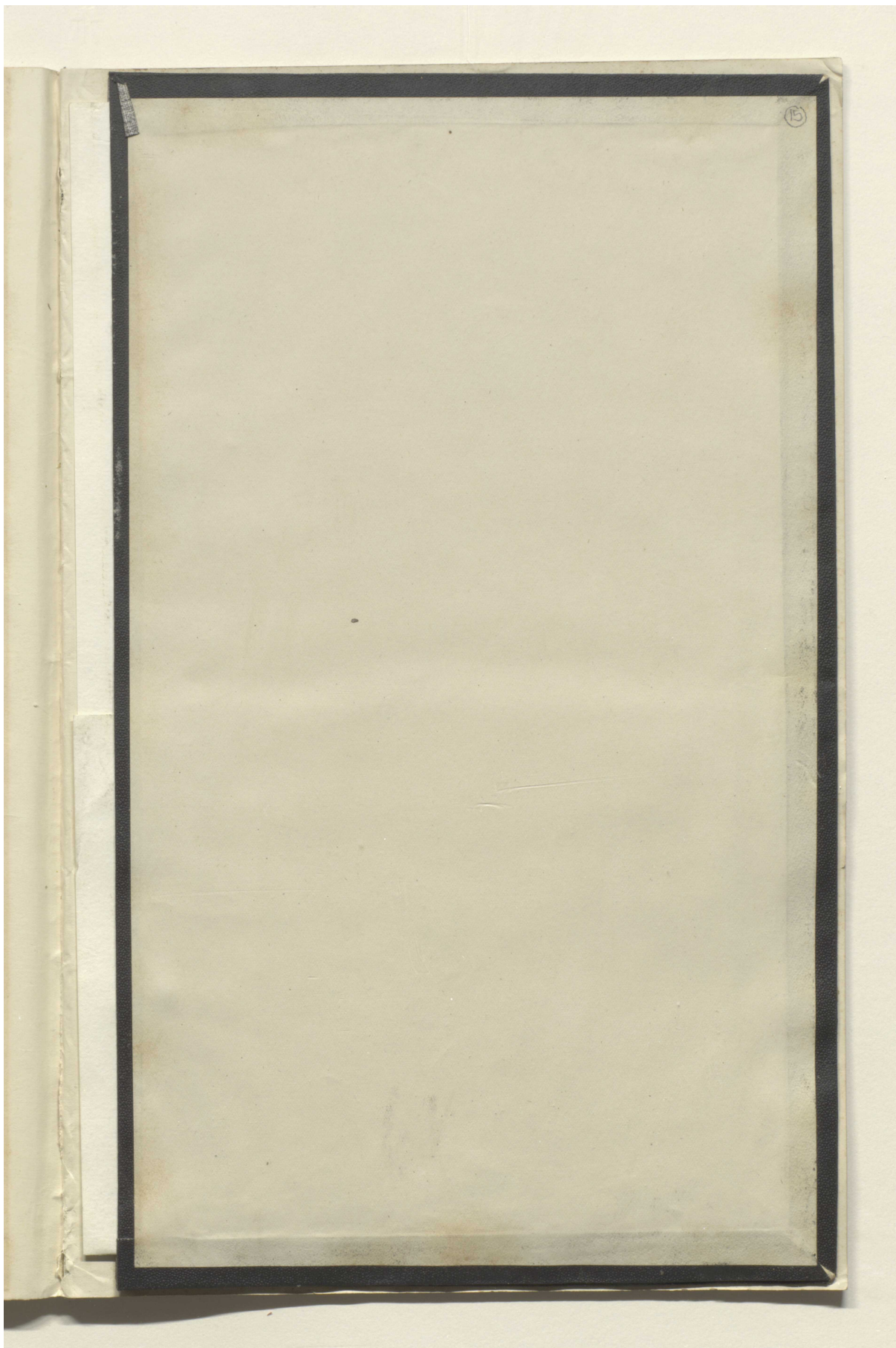


**'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901'**  
[14v] (28/32)

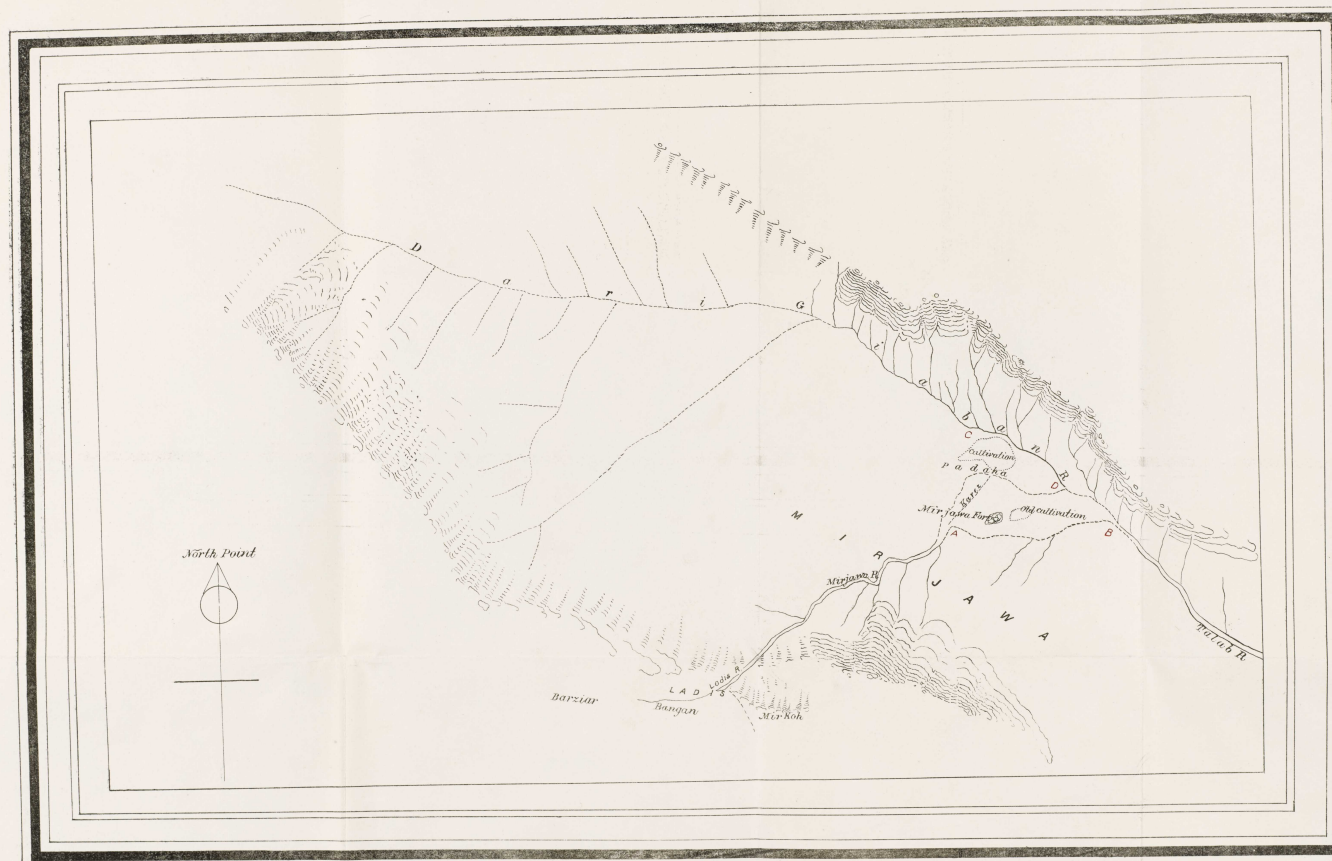




'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901'  
[back-i] (29/32)







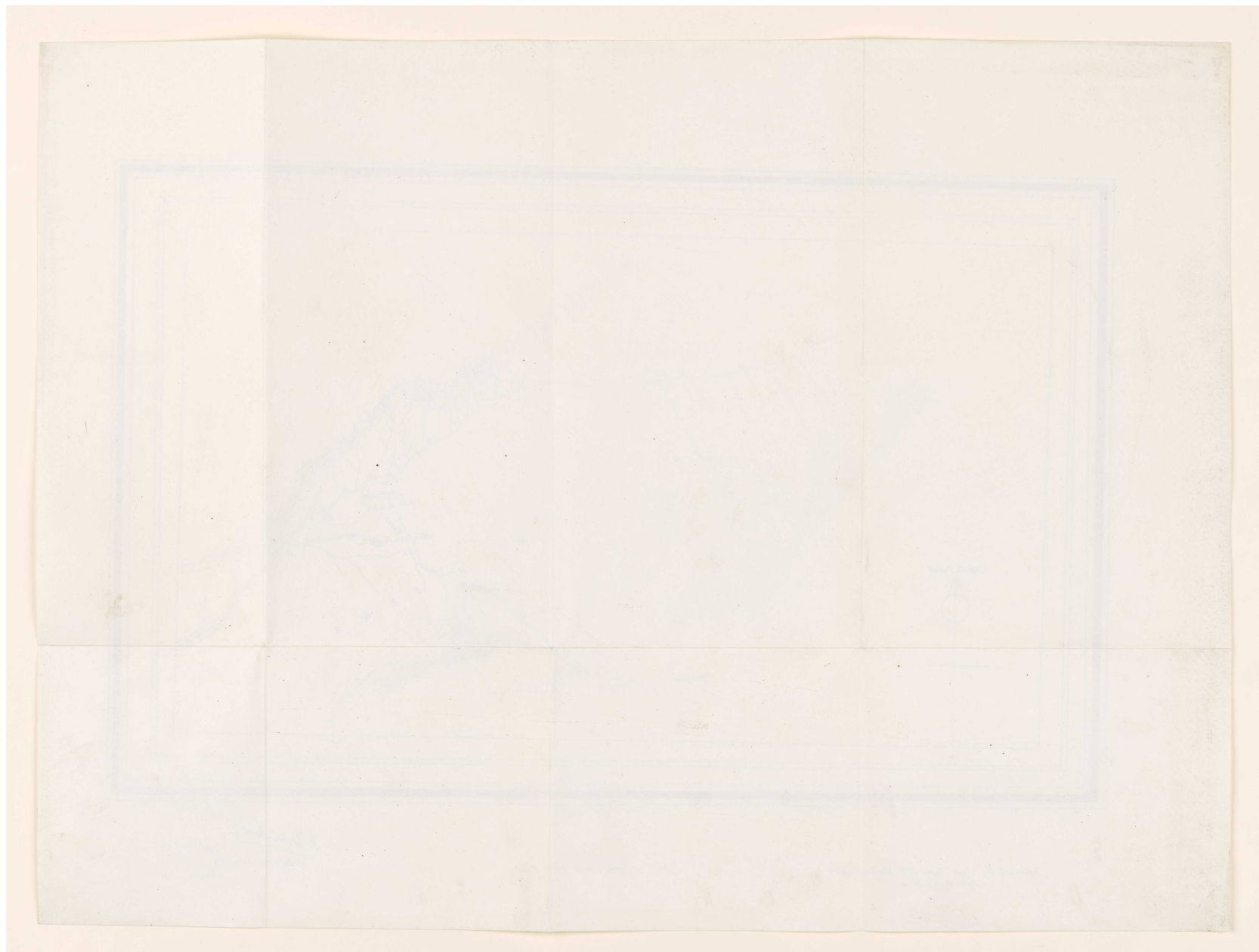
Surveyed by *Atma Ram B.S. Ex-Surveyor*  
Survey of India

Scale 1 inch to 2 Miles

*J. Lubin Ward*  
Political Assistant.  
*Captain I.S.C.*  
*Chagai.*



'Report on the Quetta-Seistan [Sistan] Trade Route, for the year 1900-1901' [16v] (31/32)





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