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BENGAL AND AGRA

ANNUAL

GUIDE AND GAZETTEER

FOR

1842.



VOL. II.

Calcutta :

WILLIAM RUSHTON AND CO.

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MAINE

GUIDE AND GAZETTEER

HENRY MORSE STEPHENS

1842



VOL. II

STATISTICS OF THE WORLD

STATISTICS.

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PART I.—VOL. II.

STATISTICS

PART I - VOL. II

STATISTICS OF THE WORLD.

Our planet, the earth, is a globe flattened at the poles. At the equator its circumference is 24,848 British statute miles; and hence its surface contains about 195,000,000 of British square miles. Nearly three-fourths of this surface is water, leaving little more than one-fourth of dry land.

Territory.	Surface.		Population.		Length.	Breadth.
			Total.	In the Sq. Mls.		
	Brit. sq. m.	Sq. m.	Souls.	Sq. Mls.	Brit. m.	Brit. m.
Europe ...	3,700,000	220,000,000	29,659,459	3,400	3,400	
Asia ...	20,500,000	370,000,000	24,779,918	3,700	7,000	
Africa ...	11,400,000	70,000,000	6,140,353	4,600	3,500	
America ...	19,800,000	40,000,000	3,614,379	8,000	3,500	
The World ...	55,700,000	700,000,000	19,753,806	24,000	24,000	

The continent of Asia contains upwards of four-fifths, and the islands, Australia, and Polynesia, contain the other one-fifth of the area of Asia.

America is subdivided into four portions, which contain the following areas, in miles:—

Territory.	Square Miles.	Souls.	Length.	Breadth.
South America ...	6,420,000	12,160,000	Brit. m. 4,500	3,500
North America ...	8,100,000	24,830,000	3,000	3,500
Greenland ...	420,000	10,000		
Islands ...	160,000	3,000,000		

COMPARATIVE NATIONAL STATISTICS.

The following Statistical tables are gleaned from the best authorities of England, France, and Germany, showing what different powers think of each other, and also exhibiting our imperfect knowledge of Statistical geography.

Territory.	Length. Eng. miles	Breadth. Eng. miles	Surface. Eng. sq. miles	Population.		Martial Force.		Revenue, annually in £ sterling.
				Total.	Per sq. mile.	Army.	Navy.	
England and Wales	380	300	58,335	13,894,574	238	Reg.	Line Frig. Small.	} 51,375,200 3,624,800
Scotland	275	140	29,200	2,365,807	81	Irreg.		
Ireland	300	180	30,370	7,173,365	255			
United Kingdom	580	300	117,905	23,994,746		277,017		55,000,000
France and Corsica	600	560	204,000	32,560,934	159	150,000	49 31	41,000,000
Spain	...	...	190,000	13,000,000	68	small	nil	6,450,000
Portugal	...	...	39,000	3,683,000	94	24,000	reduced	2,110,000
Switzerland	...	...	18,686	2,037,000	110	33,753	67,516	412,000
Sardinia	...	...	...	4,137,000				
Milan, Mantua, Nice, Parma, } Gustatalla, Placentia ... }	...	...	...	4,161,000				
Tuscany	670	100	87,000	1,375,000				
Roman States	...	...	...	2,592,329				
Naples and Sicily	470	100	43,000	7,500,000				
Germany	600	500	91,000	34,400,000		120,000	81,000	} 9,000,000
Holland	150	100	10,000	2,600,000		40,000		
Belgium	140	100	13,000	3,560,000			12	
Denmark	260	260	22,300	2,000,000		28,000	small	1,200,000
Norway	900	150	151,171	1,000,000	16			379,340
Sweden	...	...	170,000	2,770,000		53,000	gallics	920,000
Russia in Europe	1,800	1,200	1,650,000	50,000,000		500,000	36 many	17,000,000
Austria	760	520	230,000	32,000,000		365,000	nil	14,000,000
Prussia	600	300	90,000	12,726,000		175,000		8,000,000
Turkey in Europe	...	...	160,000	9,000,000		300,000	considerable	7,000,000
Greece	...	...	15,000	750,000				
Europe	...	...	3,302,056	245,747,009				

Territory.	Length. Eng. miles.	Breadth. Eng. miles.	Surface. Eng. sq. miles.	Population.		Marital Force.		Revenue, annually in £ sterling.
				Total.	Per sq. mile.	Army.	Navy.	
Turkey	800	1,050	470,400	10,000,000				
Arabia	1,430	1,200	1,000,000	12,000,000				
Persia	1,000	1,200	400,000	15,000,000				
Cabool			230,000	1,500,000				
Beloochistan	1,930	1,400	1,020,000	141,000,000				
Hindustan	1,300	200	240,000	8,000,000				
Birmah	560	150	90,000	500,000				
Malaya	700	70	250,000	2,800,000				
Siam	350	220	100,000	5,200,000				
Tonquin	1,350	1,050	1,295,000	360,000,000				
China	500	1,500	1,000,000	small				
Tibet	1,080	3,100	3,200,000	thin				
Chinese Tartary	1,960	5,350	6,258,000	10,500,000				
Russian Tartary	1,100	870	600,000	4,500,000				
Independent Tartary	1,900	100	123,000	20,000,000				
Japan	200	1,000		3,000,000				
Sumatra	100	650		5,000,000				
Java	800	600		3,000,000				
Borneo	600	100		3,000,000				
Celebes	1,960	2,600	55,000	1,000,000				
Australia	200	200	2,500,000	30,000				
Van Diemen's Land	500	1,400		500,000				
Papua	300	140		1,250,000				
New Zealand	500	600		3,000,000				
Egypt				miserable				
Nubia								50,000,000

Territory.	Length. Eng. miles	Breadth. Eng. sq. m.	Surface. Eng. sq. miles.	Population.		Marital Force.		Revenue, annually in £ sterling.
				Total.	Per sq. mile.	Army.	Navy.	
Abyssinia	...	...	...	2,500,000		Reg.	Line Frig. Small.	
Morocco	770	550		11,000,000		100,000		
Algiers	600	260		3,000,000				
Tunis	70	500		2,000,000				
Tripoli and Barca	200	120		1,500,000				
Desert of Sahara	200	600	2,500,000					
Canada	200	1,200		1,250,000				
New Brunswick	400	100		100,000				
Nova Scotia	300	80		150,000				
Newfoundland	300	200		60,088				
Cape Breton	100	30		16,000				
Prince Edward's Island	60			23,473				
Bermudas	...	...		9,000				
United States	1,200	900	2,360,000	13,000,000		5,779	7	4,840,000
Mexico	2,000	1,200	1,408,449	8,000,000		59,000	1	2,304,166
Guatemala	...	...		2,000,000				
Greenland	...	...		10,000				
Cuba	70	700		935,000				
St. Domingo	100	400		360,000				
Jamaica	60	170						
Porto Rico	40	120						
Columbia	...	...	1,000,000	3,000,000			small	1,500,000
Peru, Lower	...	...	300,000	1,600,000				
Peru, Upper, Bolivia	...	...	413,000	1,200,000				
Chili	900	40	173,000	800,000				450,000
La Plata	1,100		1,096,410	1,200,000				450,000
Brazil	...	...	2,312,756	5,000,000				2,500,000

Emigrants. From the Absease of Goals.

A. D.	State.	Surface. Geographical square miles.	Population.		Martial Force.			Navy. Guns.
			Absease.	Compassive.	Regular.	Irregular.	Equip.	
1843	Austria	194,442	84,841,684	176,133	271,600	497,000	81	
	Belgium	7,410	5,742,199	567,750	50,000			
	Germany	72,623	15,215,631	311,423				
	Croaty	5,730	198,480	249,133				
1856	Denmark	29,448	2,032,059	32,000	38,000	59,000	97	
1857	Sweden	31,798	7,414,717	233,125	30,000		13	
1827	Turkey	159,932	9,545,500	54,375	278,000			
	Spain	133,159	14,660,000	106,437	48,000			
	Italy	12,989	2,599,329	199,362	13,000			
	Rome	116,067	35,340,098	214,818	214,266		398	6,500
1833	United Kingdom	85,097	21,483,200	270,023	295,791		574	
	Swiss Isles	11,489	637,700	53,000	5,600			
	Spain	208,100	276,000	276,000				
	France	12,400	12,400	12,400				
	Modra	1,579	37,400	1,850				
1824	Prussia, Ploantia	1,663	457,400	385,212	1,230			
1853	Holland	9,130	2,611,500	285,562	43,000		76	
1856	Prussia	27,555	3,015,950	109,375	50,600			
1825	Russia, Poland	81,121	13,527,232	185,375	185,000	359,000	400	
	St. Martin	1,205,675	31,000,000	43,412	1,000,000			
1853	Sweden	17	7,000	415,625				
1831	Sweden, Norway	31,908	4,168,797	135,350	35,000	29,000	20	
1832	Switzerland	15,784	6,098,045	16,318	32,000		30	
1823	Tuscany	10,984	2,071,800	18,122	50,578			
		6,936	1,272,000	201,262	2,000			
	Europe...	3,405,964	242,694,576	94,726	2,737,217	954,000	1,538	6,500

THE PRINCIPAL POWERS IN 1857, TOGETHER WITH THEIR COLONIES.
 A Statistical and Comparative Table of their Extent, Population, and Resources, from the *Annuaire Historique Universel pour 1857*,
 published at Paris in December, 1856.

State.	Territory, in geographical square miles.			Population.	Revenue, annually.	Debt.	Regular army.		Navy.	
	Total.	Mother Country.	Colonies.				Men.	Vessels.	Line Frig.	Small.
France	258,400	154,000	104,400	35,589,908	1,027,572,203	3,663,004,386	302,583	33	77	213
Austria	194,500	194,500	nil	32,000,000	440,000,000	1,800,000,000	381,404	3	8	61
Bavaria	22,120	22,120	nil	4,075,000	70,000,000	265,200,000	57,061			
Germany, exclusive of Prussia	46,380	46,380	nil	9,830,000	172,386,000	438,662,000	130,000			nil
Denmark	16,500	16,500	nil	1,950,000	33,000,000	160,000,000	39,000	7	7	84
Spain	174,330	137,400	36,830	16,848,000	178,600,000	4,000,000,000	119,000	3	4	18
Papal States	13,000	13,000	nil	2,600,000	45,000,000	366,000,000	10,000	0	0	some
United Kingdom	4,457,600	90,950	4,366,650	141,493,366	1,151,091,576	18,963,746,661	100,790	165	117	324
Holland	241,406	8,326	233,080	12,151,000	85,000,000	2,838,000,000	100,000	12	33	56
Belgium	9,700	9,700	nil	3,817,000	85,000,000	849,445,000	110,000			nil
Portugal	29,150	29,150	nil	3,330,000	37,468,000	500,000,000	26,418	4	6	37
Prussia	80,450	80,450	nil	14,098,125	215,000,000	750,000,000	260,000			nil
Russia and Poland	1,535,700	1,499,000	36,700	56,475,000	434,000,000	1,655,000,000	731,000	32	25	107
Sardinia	21,000	21,000	nil	4,300,000	65,000,000	140,000,000	65,000	2	3	7
Sicilies	31,460	31,460	nil	4,300,000	84,000,000	500,000,000	60,000	2	5	10
Sweden and Norway	223,000	223,000	nil	4,225,140	52,000,000	81,000,000	45,200	10	13	239
Switzerland, 22 Cant.	11,200	11,200	nil	2,179,326	10,000,000	nil	100,000			
Turkey	1,077,700	616,200	461,500	24,400,000	360,000,000	nil	247,286	17	16	31
United States	1,570,000	1,570,000	nil	13,000,000	130,807,393	nil	8,221	12	17	23
Total	10,013,496	4,774,336	5,239,160	389,982,005	4,695,925,172	36,970,058,041	2,895,963	302	331	1209

AMERICA.

The New States at the end of 1916, according to Bask, published 1922.

State.	Territory comprised by square miles.	Population.	Revenue annually.	Debt.	Army.	Navy, Vessels.
Mexico	1,244,000	7,500,000	Francia, 24,252,000	Francia, 504,200,000	Mex. 23,750	Like Frig. small.
Guatemala	131,000	1,650,000	14,000,000	9,200,000	2,500	0 0 0
Colombia	429,000	2,800,000	42,800,000	224,000,000	22,365	0 0 0
Peru, Lower	573,000	1,200,000	20,000,000	145,400,000	7,200	2 3 12
Peru, Upper, or Bolivia	121,000	1,400,000	13,000,000	25,000,000	8,000	1 1 4
Chile	121,000	1,400,000	13,000,000	25,000,000	8,000	0 0 0
Brazil	8,351,000	1,000,000	40,000,000	235,000,000	50,000	0 0 0
Elle de la Plata	60,000	700,000	13,000,000	134,000,000	10,000	0 0 10
Uruguay	97,000	250,000	14,000,000	110,000,000	12	0 0 0
Paraguay	27,000	250,000	12,000,000	110,000,000	12	0 0 0
Hayti	27,100	250,000	12,000,000	110,000,000	42	0 0 0
Total	5,104,100	33,170,000	386,257,000	1,496,450,000	164,116	7 14 100
United States	1,574,000	33,000,000	130,807,000	1,496,450,000	6,311	22 17 33
Total	2,678,100	36,170,000	417,164,000	1,496,450,000	170,227	19 31 133

Continued on next page.

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POPULATION OF THE EARTH, ACCORDING TO THE DIFFERENT RELIGIOUS SECTS.

MONOTHEISTS.	
I. CHRISTIANS	129,150,000
1. <i>Papists</i>	8,200,000
2. <i>Protestants</i>	16,220,000
a. <i>Evangelic, united</i>	
b. <i>Lutheran</i>	7,440,000
c. <i>Reformed</i>	4,800,000
Proper reformed	
Presbyterians	
Total Reformed	12,240,000
Total	15,050,000
d. <i>Anglican</i>	1,500,000
e. <i>Various sects,</i>	
Methodists	200,000
Quakers	200,000
Mennonites	100,000
Hencubuters	76,000
Baptists	3,800,000
Independents	60,000
Unitarians	36,000
Swedenborgians	12,000
Filipines	
Total of various sects	5,984,000
Total Protestants	57,694,000
3. <i>Greek Church</i>	35,375,000
a. <i>Rassian Greek</i>	6,000,000
b. <i>Eastern Greek</i>	
Total Greek Church	41,375,000
4. <i>Monophysites</i> ...	
a. <i>Jacobites</i>	220,000
Copts	3,200,000
Thomas Christians ..	80,000
John Christians	26,000
Total Jacobites	3,526,000

A CHRONOLOGICAL TABLE
OF THE PRINCIPAL
GEOGRAPHICAL DISCOVERIES
OF
Modern European Nations.

A. D.

- 861 Feroe Islands—discovered about this time by a Scandinavian vessel.
- 871 Iceland—discovered by some Norwegian chiefs, who were compelled to leave their native country. According to some accounts, it had been visited before this, by a Scandinavian pirate, Naddodd.
- 950 Greenland—discovered by the Icelanders about this period. The first colony established there was destroyed by a pestilence in the 14th century, and by the accumulation of ice which prevented all communication between Iceland and Greenland.
- 1001 Wineland—a part of the continent of America, is supposed to have been discovered by the Icelanders. It was called Wineland, or Vinland, from the abundance of a species of Vine found here. The Icelandic chronicles are full and minute respecting this discovery.
- 1344 Madeira—The discovery of this island is attributed to an Englishman, Robert Macham; it was revisited in 1419 by Juan Gonzalez, and Tristan Vaz, Portuguese.
- 1345 Canary Isles—discovered by some Genoese and Spanish seamen, having been known to the ancients.
- 1364 Guinea—the coast of, discovered by some seamen of Dieppe, about this period.
- 1418 Porto Santo—discovered by Vaz and Zarco, Portuguese.
- 1419 Madeira—discovered by the same navigators. It was first called St. Laurence, after the Saint's day on which it was seen:—and subsequently Madeira, on account of its woods.
- 1434 Cape Bojador or Nun—doubled for the first time by the Portuguese.
- 1440 } Senegal River—discovered by the Portuguese.
- 1445 }
- 1448 Cape Verd—discovered by Denis Fernandez, a Portuguese.
- 1448 Azores Islands—discovered by Gonzallo Vellor, a Portuguese.
- 1449 Cape Verd Islands—discovered by Antonio de Noni, a Genoese in the service of Portugal.
- 1471 Island of St. Thomas, under the equator, discovered.
- 1484 Congo—discovered by the Portuguese, under Diego Cam.
- 1486 Cape of Good Hope—discovered by Bartholomew Diaz. It was originally called 'The Cape of Tempests,' and was also named 'The Lion of the Sea,' and 'The Head of Africa.' The appellation was changed by John II., King of Portugal, who augured favourably of future discoveries from Diaz having reached the extremity of Africa.
- 1492 Lucayos (or Bahama) Islands—These were the first points of discovery by Columbus. San Salvador, one of these Islands, was seen by this great navigator on the night of the 11th or 12th of October, in this year.
- Cuba, Island of } discovered by Columbus in his first
Hispaniola, or St. Domingo } voyage.

- A. D.
- 1493 Jamaica
St. Christophers' }—discovered by Columbus in his second voyage.
Dominica
- 1497 Cape of Good Hope—doubled by Vasco di Gama, and the passage to India discovered.
- Newfoundland—discovered by John Cabot, who first called it Prima Vista and Baccalao. The title of Prima Vista still belongs to one of its capes, and an adjacent island is still called Baccalao.
- 1498 Continent of America—discovered by Columbus.
- Malsbar, Coast of—discovered by Vasco di Gama.
- Mozambique, Island of—discovered by Vasco di Gama.
- 1499 America, Eastern Coasts of—discovered by Ojeda and Amerigo Vesputi.
- (It is contended by some that this preceded by a year the discovery of the American Continent by Columbus.)
- 1500 Brazil—discovered 24th April by Alvarez de Cabral, a Portuguese, who was driven on its coasts by a tempest. He called it the land of the Holy Cross; it was subsequently called Brazil, on account of its red wood; and was carefully explored by Amerigo Vesputi, from 1500 to 1504.
- 1501 Labrador and River St. Lawrence—discovered by Cortezal, who sailed from Lisbon on a voyage of discovery for the Portuguese.
- 1502 Gulf of Mexico—Some of the shores of this Gulf explored by Columbus on his last voyage.
- St. Helena, the Island of—discovered by Juan de Nova, a Portuguese.
- 1506 Ceylon—discovered by the Portuguese. Ceylon was known to the Romans in the time of the Claudians.
- 1506 Madagascar, Island of—discovered by Tristan da Cunha, and visited by the Portuguese navigator Fernandes Pereira, in 1508. This Island was first called St. Laurence, having been discovered on the day of that saint.
- 1508 Canada—visited by Thomas Ashert. Known before to fishermen who had been thrown there by a tempest.
- Ascension Isle—discovered by Tristan da Cunha.
- Somatra, Island of—discovered by Separe, a Portuguese.
- 1511 Somatra—more accurately examined by the Portuguese.
- Molacca Isles—discovered by the Portuguese.
- Sanda Isles—discovered by Abreu, a Portuguese.
- 1512 Maldives—A Portuguese navigator, wrecked on these Islands, found them in occasional possession of the Arabians.
- Florida—discovered by Ponce de Leon, a Spanish navigator.
- 1513 Borneo and Java—The Portuguese became acquainted with these Islands.
- South Sea—the Great Ocean was discovered this year from the mountains of Duran, by Noguez de Balboa, and subsequently navigated by Magellan.
- The supposition of the New World being part of India now ceased.
- 1515 Peru—discovered by Pizarro de la Riva.
- 1516 Rio Janeiro—discovered by Dias de Sola.
- 1516 Rio dela Plata—discovered by the same.
- 1517 China—discovery of—by sea, by Fernand Perez d'Andrada.
- Bengal—discovered by some Portuguese thrown on the coast by a tempest.
- 1518 Mexico—discovered by the Spaniards. Conquered by Cortez, in 1519.
- 1519 Magellan, Straits of—passed by Magellan with a fleet of discovery, fitted out by the Emperor Charles V. The first voyage round the world was undertaken by this navigator; and his vessel performed the enterprise although the commander perished.

A. D.

- 1520 Terra del Fuego—discovered by Magellan.
- 1521 Ladrone Islands—discovered by Magellan.
- Philippines—This archipelago discovered by Magellan, who lost his life here in a skirmish.
- 1524 New France—The first voyage of discovery made by the French under Francis the First, one of whose ships, after reaching Florida, coasted along as far as 50° north latitude, and gave to this part the name of New France.
- North America—travelled over from Florida to Newfoundland by Verrazzani, a Florentine, in the service of France.
- 1526 New Holland—discovered by the Portuguese about this time: this immense tract was for some time neglected by Europeans, but was visited by the Dutch, at various periods, from 1619 to 1644. This fine country is now colonized by the English, and every year adds something to our knowledge of its extent and its peculiarities.
- 1527 New Guinea—discovered by Saavera, a Spaniard, sent from Mexico, by Cortez.
- 1530 Guinea—the first voyage to, made by an English ship for elephant's teeth.
- 1534 Canada—visited by Cortier, of St. Malo, a settlement having previously been made in 1523, by Verrazzani, who took possession in the name of Francis I, of France.
- 1535 California—discovered by Cortez.
- 1537 Chili—discovered by Diego de Almagra, one of the conquerors of Peru.
- 1541 Labrador—discovered by a French engineer, Alphonze.
- India—the first English ship sailed to, for the purpose of attacking the Portuguese.
- 1542 Japan—discovered by the Portuguese, Antonio de Meta and Antonio de Peyxote.
- 1543 Potosi—Mines of—discovered by the Spaniards.
- Visited by Barentz, in search of a north-east passage, in 1596.
- 1552 Spitzbergen—observed by the English, but mistaken for a part of Greenland.
- 1553 White Sea, which had not been visited since the time of Alfred, was now supposed to be discovered by Chancellor, the English navigator.
- Nova Zembla—discovered by Willoughby, an English Seaman.
- 1575 Solomon's Isles—discovered by Mendana, a Spaniard.
- 1576 Frobisher's Straits—discovered by the English navigator whose name it bears.
- Greenland—further explored by Frobisher, who also penetrated further between this country and Labrador.
- 1577 New Albion—discovered by Drake.
- 1580 Siberia—discovered by Yarmak Timopheievitch, Chief of the Cossacks.
- 1587 Davis's Strait—discovered by the English navigator, whose name it bears.
- 1594 Falkland Island—discovered by the English navigator, Hawkins.
- 1595 Marquesnas—discovered by Mendana, a Spaniard, on his voyage from Peru to found a colony in the Solomon Isles.
- Solitary Island—discovered by Mendana.
- 1606 Archipelago de Esperite Santo—discovered by Guiros, a Portuguese.
- These islands are the Cyclades of Bougainville, and the new Hebrides of Cook.
- Otaheite—supposed to be discovered by Guiros, who named it Sagittaria.

- A. U.
- 1607 Hudson's Bay—discovered by the celebrated English navigator
- 1610 Hudson, on his third voyage. Venturing to pass the winter in this Bay on his fourth voyage, he was, with four others, thrown by the sailors into a boat, and left to perish.
- 1607 Chesapeake Bay—discovered by John Smith.
- 1655 Straits of Le Maire—discovered, with the Island of Staten on the west, by Le Maire, a merchant of Amsterdam, and Schouten, a merchant of Hoorn.
- 1616 Cape Horn—doubled by Le Maire and Schouten, Dutch navigators, who called it after the town of which Schouten was a native.
- 1616 Van Dieman's Land—discovered by the Dutch.
- 1616 Baffin's Bay—discovered by William Baffin, an Englishman.
- 1636 Frozen Ocean—In this year the Russians discovered that this ocean washed and bounded the north of Asia. The first Russian ship sailed down the Lena into this sea.
- 1642 New Zealand—with the southern part of Van Dieman's Land, discovered by Tasman, a Dutch navigator.
- 1654 Bourbon—Isle of—occupied by the French.
- 1673 Louisiana—discovered by the French. This country received its name from La Salle, a Frenchman, who explored the Mississippi, in 1682.
- 1646 Easter Island—discovered by Roggewein, a Dutch navigator.
- 1600 Kamachka—the principal settlement of the Russians on the coast of Asia, discovered by a Cossack chief, Morozov.
- 1602 Japan—Carefully visited by Kerdof, a German.
- 1609 New Britain—This island, and the Straits which separate it from New Guinea, discovered by Daupier.
- 1711 Kurile Isles—occupied by the Russians. The people of these islands, which are twenty-one in number, still pay tribute to Russia.
- 1728 Behring's Strait—explored and designated by a Danish navigator in the service of Russia, whose name it bears. Behring thus established that the continents of Asia and America are not united, but are distant from each other about thirty-nine miles.
- 1728 Kamachka—ascertained by Behring to be a peninsula.
- 1741 Aleutian Isles—on the coast of North America, discovered by Behring. A more accurate survey of these islands, was made under the Russian Government, by Captains Billig and Baryshof, from 1741 to 1750.
- 1755 Duke of York's Islands—discovered by Byron.
- Isles of Danger—discovered by Byron.
- 1767 Oahuite—discovered by Wallis.
- 1768 Cook's Strait—discovered by Captain Cook on his first voyage round the world, which occupied from 1768 to 1771.
- 1769 New South Wales—discovered by Captain Cook.
- 1772 Island of Dissolution—the first land south of India, discovered by Kerguelen, and called by his name. Subsequently called the Island of Dissolution by Captain Cook.
- 1774 New Caledonia—discovered by Cook in his second voyage, 1772—1775.
- 1774 Ley Cape—discovered by Captain Cook.
- Sandwich Islands—discovered by Cook in his third voyage, which commenced in 1776. He lost his life in 1779.
- 1797 Bass's Straits.—Mr. Bass, Surgeon of H.M.S. *Reliance*, penetrated as far as Western port in a small open boat, from Port Jackson, and was of opinion that a strait existed between New South Wales and Van Dieman's Land. In 1799, Lieutenant Flinders circumnavigated Van Dieman's Land, and named the Straits after Mr. Bass.

A. D.

- 1804-5-6 Missouri explored to its sources by Captains Lewis and Clarke, and the origin and source of the Columbia ascertained.
- 1819 Barrow's Straits—Discovered by Lieut. Parry.
- 1819 New South Shetland—Discovered by Mr. Smith, of the Brig *William*, bound to Valparaiso.
- 1819 } North America—The northern limits of, determined by Captain
1822 } Franklin, from the mouth of the Coppermine River to Cape Turnagain.
- 1821 Asia—The northern limits of determined by Baron Wrangel.
- 1825-6 North America—Franklin's second expedition, in which the coast between the mouths of the Coppermine and McKenzie's Rivers, and the coast from the mouth of the latter, in $149\frac{1}{2}^{\circ}$ W. long. were discovered.
- 1827 North America—In August of this year, Captain Beechey, in H. M. S. *Blossom*, discovered the coast from Icy Cape to Point Barrow, leaving about 140 miles of coast unexplored between this Point and Point Beechey. Point Barrow is in $156\frac{1}{2}^{\circ}$ W. long.
- 1829, May 23. Captain Ross departs on his voyage towards the North Pole.
1830. The two Landers reach the mouth of the Niger in the Gulph of Guinea, thus solving the problem as to the termination of that river.
1832. July. An expedition, consisting of two steam boats and a brig, sail from Liverpool under Mr. McGregor Laird, on a trading expedition up the Quorra; Richard Lander being interpreter and guide. The Arctic Land expedition under Captain Back proceeds in search of Captain Ross and his companions. Ross, in the meantime, returns in a whaler, after having been locked up in the ice upwards of four years.
- 1831 Feb. 27. Enderby Land, discovered by Mr. Briscoe in the brig *Tula*.
- 1832 Feb. 15. Adelaide Island, discovered by Mr. Briscoe in the *Tula*.
- 1834 Two expeditions fitted out, one under Dr. Smith, and the other under Captain Alexander, on an exploratory expedition into South Africa.
- Jan. 31. Richard Lander, the African traveller, dies at Fernando Po.
- 1835 The Arctic Land expedition returns from its search for Captain Ross. The Euphrates expedition leaves England under command of Colonel Chesney.
- 1836 Dec. 17. Mr. Davidson, the African traveller, murdered by the tribe of El Harild.
- May 21. Loss of one of Colonel Chesney's Steam Boats on the Euphrates.
- Jan. 21. Captain Back sails to explore Wager River.
- 1837 Jan. 3. A new group of islands in the S. Pacific, discovered by Lord Edward Bussell, in H. M. S. '*Actæon*.'
- Sept. 5. Messrs. Dease and Barrow, two individuals in the service of the Hudson's Bay Company, successfully explore the N. W. Coast of America, between Point Barrow and Franklin's extreme discovery.
- 1838 Journey to, and re-discovery of the source of the Oxus, by Lieut. Wood, of the Indian Navy.
- 1839 The Balleny Islands in the Antarctic Ocean, discovered.
- 1840 The North West Passage stated to have been discovered by an expedition fitted out by the Hudson's Bay Company. Captain Ross departs on his voyage towards the South Pole.
- 1841 The Albert and Wilberforce (iron steamers) sail on an expedition to explore the Niger.

HEIGHTS OF MOUNTAINS ABOVE THE LEVEL OF THE SEA.

Most of the great Mountains of the earth lie together in connected chains or ridges.

EUROPEAN MOUNTAINS.		feet.	feet.
Mount Blanc, Savoy...	15827	Skiddaw, ditto...	2929
Mount Rosa, Alps...	15380	Grasmere Fell, ditto...	2756
Ouvrier Spitz, Tyrol...	15430	Nephin, Ireland...	2634
Mount Cervin, Alps...	14754	Trenthle Beacon, England...	2500
Corn du Midi, ditto...	14870	Fynlomon, Wales...	2463
Falschuhorn, ditto...	14680	Wharfedale, England, York...	2348
Malahatan, Grenada...	11760	ASIATIC MOUNTAINS.	
Mount Perdu, Pyrenees...	11570	Dhaulagheri, Nepal...	36462
Col de Gassat, Alps...	11140	Jumunna, ditto...	25500
Vignemale, Pyrenees...	11010	Dhulan, ditto...	24740
St. Gothard, Switzerland...	11000	Peak in the Valley of Nepal	24625
The Cylindar, Pyrenees	10930	Egmont, New Zealand...	15304
Etna, Sicily...	10926	Petcho, Tartary...	15090
Radclaw, Transylvania	9990	Soomoonag, Sweden...	14900
Pic de Midi, France...	9374	Ophir, Sumatra...	13840
Cenisus, Pyrenees...	9287	Giansa, Bontin...	13080
Lomnitz, Carpathia...	8900	Soehonda, China...	12990
Rotondo, Corsica...	8700	Ararat, Armenia...	12790
Grand Pass, highest of the	8791	Altai, Tartary...	10735
Apennines...		Awatsha, Kamtschatka...	9690
Mont d'Oro, Corsica...	8638	Lihana, Syria...	9525
Gandrama, Spain...	8500	Geta, Java...	8500
Sarschatten, Norway...	8200	Olympus, Natolia...	8000
Muggen, Alps...	7383	AFRICAN MOUNTAINS.	
Barthelmy, France...	7365	Atlas..... from 10 to	15000
Mount Ceula (pass over	6780	Peak of Teneriffe...	12320
Friedmont)...		Lannalon, Abyssinia...	11300
Olympus, Greece...	6520	Compass Mountain, Cape of	10000
Mont d'Or, France...	6310	Good Hope.....	9000
Canal, ditto...	6090	Good Hope Mountain, Abyss 8 to	9000
Swaka, Sweden...	6050	Mont de Faro, Canary...	7485
Paranaeus, Greece...	6000	Peak in Azore Island...	7056
Serra d'Entre, Portugal	5580	Bonnet Pointe, Bourbon...	6500
Snaska, Moravia...	5526	Raino, Madeira...	5160
Soukappe, Bohemia...	5240	Diana's Peak, St. Helena...	3790
Kasberg, Syria...	5229	AMERICAN MOUNTAINS.	
Adelat, Sweden...	5180	Chimborao, Quito...	21441
Hera, Iceland...	5000	Great Peak, New Mexico...	19788
Ila, Canada...	4960	Cayumba Uru, Peru...	19088
Puy de Thore, France...	4848	Antisana, Quito...	19150
Baldon, Vosges...	4820	Volcanic Cotopaxi, ditto...	18900
Ben Nevis, Scotland...	4380	Mt. Kank, Owyhee...	18490
Ben Lawers, ditto...	4020	Potosi, Peru...	18000
Paranaeus, Spitzberg...	3955	Mount Elias, Russian America	17640
Vesuvius, Naples...	3731	Orizaba, Mexico...	17571
Knweden, Wales...	3570	Volcanic Tongareva, Peru	16500
Cader Idris, ditto...	3514	Mosna Roa, Owyhee...	16474
Carnot Lewellyn, Wales	3469	Sierra Nevada, Peru...	16420
Mougilliochlys, Kerry, Ire-	3400	Cofre de Perote, Mexico...	15400
land...		Chalcote Mountain...	10995
Ben Lomond, Scotland...	3240	Blue Mount, Jamaica, fr. 5 to	8000
Sta Fell, England...	3166	Mount Washington, United	6225
Ilvelia, ditto...	2055	States...	

	feet.		feet.
Sulphatara, Gaudal	5100	Manheim, stone, Germany	1650
Alleghanny... ..from 2 to	3500	Presburg, boats, Hungary	1650
LENGTH OF BRIDGES.			
Trajan's Bridge, near	10000	Lyons, stone, France	1560
Vidin, Bulgaria...		Boston, United States	1503
Nantes, succession of	9600	Salem, ditto	1500
Wooden Bridges...		Warsaw, wood	1500
Washington, Potomac...	5300	Lintz, ditto, Austria	1470
Philadelphia, Delaware...	5000	Frankfort, Order	1460
Kiow, wood, Russia...	4800	Tours, stone, France	1400
Boston, ditto, U. States...	3483	Limerick, Shannon	1340
Strasbourg, ditto, France	3390	Cremona, boats, Italy	1300
Pont St. Esprit, ditto	3060	Waterloo, stone	1223
Buda, boats, Hungary	3050	Westminster, ditto	1223
Thorn, wood, Prussia,	3000	Berwick, ditto	1164
Riga, ditto, Russia	2600	Londonderry, wood	1063
Washington, east. br.	2500	Ratisbon, stone, Bavaria	1050
Belfast, wood, Ireland	2500	Menai, Wales, chain	1050
Dresden, stone	2489	Pont Neuf, Paris	996
Wittenburg, Pru. Sax.	2450	Blackfriars, stone	995
Cologne, boats,	2330	London, ditto	950
Seville, ditto, Spain	2310	Vauxhall, iron,	860
Tortosa, ditto, ditto	2290	Berwick Chain	804
Meutz, ditto, Germany	2100	Southwark, iron	708
Wexford, wood	2080	Span of Menai Cen. Ch. Brg...	506
Zamora, Douro	1940	Span of Berwick, ditto	437
Alicantara, stone, Tagus	1230	Cen. Arch of Meissen Bridge,	375
Badajoz, ditto, Spain	1874	Saxony,	
Saumur, ditto, France	1730	Arch of Schuylkill Bridge,	340
Avignon, Rhone, ditto	1710	Philadelphia	
Bourdeaux, stone, Garron	1690	Cen. Arch Southwark	240
		Sunderland, iron	236

RIVERS.

EUROPEAN RIVERS.		English Miles.	
	Length in English Miles.		
Volga, Russia	2500	Douro, Spain	450
Danube, Austria	1800	Drave, Austria	440
Nieper, Russia	1300	Garonne, France	440
Don, ditto	1100	Niemen, Poland	430
Dwina, ditto	1052	Po, Italy	420
Cama, ditto	1050	Ebro, Spain	410
Petchora, ditto	950	Weser, Hanover	400
Rhine, Germany	840	Guadalquivir, Spain	360
Elbe and Moldaw, ditto	800	Dahle, Sweden	350
Oka, Russia	760	Tornea, Lapland	345
Niester, ditto	710	Glomme, Norway	340
Vistula, Poland	700	Maine, Germany	335
Theyse, Hungary	650	Moselle, Lorraine	330
Oder, Prussia	630	Maritz, Turkey	330
Tagus, Spain	580	Inn, Bavaria	300
Loire, France	545	Vardor, Macedonia	280
Pruth, Russia	520	Severn, England	280
Duna, Russia	516	Xucar, Spain	260
Rhone and Saone, France	510	Thames (from Thames Head)	250
Guadiana, Spain	500	Shannon, Ireland	250
Meuse, Netherlands	500	Trent and Humber, England...	230
Save, Austria	480	Adige, Austrian Italy	220
Scine, France	450	Neckar, Wurtemberg	190
		Tiber, Italy	120
		Scheide, Netherlands	80

English Miles.		North American Rivers.	
Tay, Scotland	... 180	Missouri and Mississippi	... 4500
Spey, ditto	... 150	Atchafalaya and Mackenzie's	... 3000
Forth, ditto	... 130	Saskatchewan and Severn	... 2500
Ouse, England	... 174	Rio Bravo, Mexico	... 2000
Severn and Ouse, Yorkshire	... 145	Arkansas, Louisiana	... 2070
Wye, England and Wales	... 143	Red River, ditto	... 1820
Barnes, Ireland	... 140	Ohio and Alleghany	... 1480
ASIAN RIVERS.			
Yamley and Selenge, Sib	... 3500	St. Lawrence	... 1450
Kienlo, China	... 3000	Kansas, United States	... 1400
Huang Ho, ditto	... 3000	Mississippi to its junction with Missouri	... 1300
Oy and Irtysh, Siberia	... 2900	Columbia, W. America	... 1500
Leua, ditto	... 2500	Colorado, N. Mexico	... 1000
Amou, Tartary	... 2000	Tellwente, U. States	... 970
Moum, Cambodia	... 2000	La Platte ditto	... 920
Batomponset, India	... 2000	Tennessee ditto	... 790
Euphrates, A. Turkey	... 1800	Susquehanna, ditto	... 620
Indus, India	... 1500	Delaware, ditto	... 420
Tyloson, Bara, Empire	... 1800	Potomack ditto	... 420
Ganges, British India	... 1800	SOUTH AMERICAN RIVERS.	
Irawaddy, Bara, Empire	... 1200	Amazon and Beni	... 4000
Gihon, or Ouss, Persia	... 1100	Plato, Paraguay	... 2700
Tigris, Turkey	... 1000	Rio Madeira, Brazil	... 2200
Gurrah, North India	... 850	Rio Negro, Columbia	... 1600
Goderary, India	... 850	Orinoco, Guyana	... 1600
Jussa, ditto	... 800	Para and Araguay, Brazil	... 1600
Gogen, ditto	... 780	Parana, Buenos Ayres	... 1500
Naroddah, Gitta	... 780	Rio St. Francisco, Brazil	... 1300
Beajer, Borneo	... 670	Japura, Columbia & Brazil	... 1400
Jordan, Canaan	... 470	Para, Brazil	... 1420
AFRICAN RIVERS.			
Nile, Egypt, &c.	... 3200	Taparo, ditto	... 1200
Niger, Nigeria	... 3000	Niagu, ditto	... 1210
Nougal, West Africa	... 1400	Pitcomero, Paraguay	... 1210
Zaire, South Guinea	... 1300	Jutay, Para and Brazil	... 1200
Zambesi, East Africa	... 1100	Uruguay, Brazil and Para	... 1100
Orange, South Africa	... 1000	Mendoza, Patagonia	... 1100
Great Fish River, ditto	... 1000	Tenguegaa, Para	... 1000
Gambia, West Africa	... 1000	Magdalena, Columbia	... 900
		Esequibo, Br. Guiana	... 820

THE
INDIAN ROAD BOOK.

No. 1.—FROM FORT WILLIAM TO LODIANA BY BANCOORAH, HAZAREEBAGH, BENARES, ALLAHABAD, CAWNPOOR, MYNPOORIE, ALLYGHUR, DELHI AND KURNAUL.

PART 1.—FROM FORT WILLIAM TO BANCOORAH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.		
			M.	F.					
Hooghly		Sulkea, a Stage } Bungalow here ..	3	0	Hooghly ..		1		
		Chundeetola ..	9	0		1	2		
		Aleepoor ..	8	0		1	3		
		Baharpoor ..	8	0			4		
		Right Bank of the } Damooda River ..	8	0	Damooda ..	8	5		
		Right Bank of the } Dalkeesur River } near Jehanabad ..	9	0	Dalkeesur ..	3	6		
		Kotulpoor, B. } Rajhath or Jeypoor } S. B. ..	14	4			7		
			10	4			8		
		Burdwan		BISHENPOOR ..	10	0			9
				Oondah ..	10	0		3	10
				BANCOORAH ..	11	0	Dalkeesur ..		11
Total ..	101			0 miles.					

PART 2.—FROM BANCOORAH TO HAZAREEBAGH.

Jungle Meahls and Ramghur.	Assistant to G. G.'s Agent in Manbhoom, .	Chatna ..	9	0		2	12		
		Arrara ..	8	0			13		
		Gowrandee ..	8	0			2	14	
		ROGONATHPORE, B. ..	10	0			2	15	
		Dobra, B. ..	11	0			2	16	
		Chumdunkearee, B. ..	11	0			3	17	
		Chass, B. ..	14	4			2	18	
		Assistant to G. G.'s Agent in Hazareebagh..		Angballee, B. ..	16	0	Gurghee } twice, }	3	19
				Gomeah, B. ..	13	2	Damooda ..	6	20
				Chittrochuttee, B. ..	13	4		5	21
				Deigwar, B. ..	14	2		3	22
				HAZAREEBAGH, B. ..	10	4		3	23
	12 Total ..	138	0 miles.						

N. B.—B. Staging Bungalows.

PART 3.—FROM HAZAREEBAGH TO BENARES.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Asst. to G. G.'s Agent Hazareebagh		Katkinsander, B. . .	12	4			4 24
		Pemurkoon, B. . .	9	4	Mahana		1 25
		Kanachutteer, B. . .	8	4			4 26
		Danghye, B. . .	12	0			5 27
Gyah		SHREERHATTY, B. . .	14	0	Fulgo		2 28
		Mudunpoor, B. . .	16	0	Moorhur		3 29
		Nourung, B. . .	14	0			3 30
		Baroon, B. . .	14	0			3 31
Arrah		Derhee or Dearce . . .	3	0	Soane		32
		Susseran, B. . .	12	0			33
		Jehanabad, B. . .	16	0			1 34
		Mehunee, B. . .	14	2			35
Benares		NOOUTPOOR, B. . .	14	4	Dergow- tee and Kurum- tassa		36
		MOGUL SERAI, B. . .	15	4			37
		BENARES Cantt., B. . .	12	2	Ganges		38
Total . . .			189	4	miles.		

PART 4.—FROM BENARES CANTONMENT TO ALLAHABAD.

Benares		MOHUN KE SERAI . . .	7	2			39
		Tamshabad . . .	11	4			40
		Goosnah . . .	10	4			41
		OSJ KE CHOKER . . .	13	4			42
		SHADAB . . .	13	4			43
Allahabad		Jhoosee . . .	13	6			44
		ALLAHABAD Can- tonment, Staging Bunglow . . .	4	6	Ganges		45
		7 Total . . .	74	6	miles.		

PART 5.—FROM ALLAHABAD CANTONMENT TO CAWNPORE.

Allahabad		MOODI KA POSWA . . .	13	4			46
		Kussenah . . .	15	4			47
		Darnongat, near Kurrah . . .	10	4			48
		Chokee ke Serai . . .	14	4			49
Futtehpore		Munla ke Serai . . .	13	4			50
		FUTTEHPORE . . .	13	0			51
		Mulwa . . .	10	0			52
		Aoung . . .	12	2			53
Cawnpore		Maharajpore . . .	15	2	Pandoo		54
		CAWNPORE . . .	12	6			55
10 Total . . .			128	6	miles.		

PART 6.—FROM CAWNPORE TO MYNPOORIE.

Territories.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Cawnpore	...	Kullianpoor	7	0			56
		Chobeepoor	9	0			57
		Poorah	10	6			58
		URROWL	13	4	Eesun		59
Fattehgarh	...	MERRUN KE SERAI	9	4			60
		Goorsaigunge	14	0			61
		Chibberamow	15	0			62
Mynpoore	...	BEWUR	13	2			63
		Bowgong	8	0			64
		MYNPOORIE Cantt.	7	4			65
10 Total			107	4	miles.		

PART 7.—FROM MYNPOORIE CANTONMENT TO ALLYGURH.

Mynpoorie	..	Jeontee	10	2	Eesun twice		66
		Sukeet	13	6			67
		Etah	11	2			68
		Badwas	11	4			69
Allygurh	..	Secundra Rao	9	0			70
		Akbarabad	10	6			71
		ALLYGURH Cantt.	15	0			72
7 Total			81	4	miles.		

PART 8.—FROM ALLYGURH CANTONMENT TO DELHIE.

Allygurh	...	Somnagunge	15	7			73
		KHOORJA	14	0			74
		Choolah	7	0			75
		SECUNDEA	10	1			76
Bolundshehur	..	Soorujpoor	14	0			77
		Putpurgunge,	14	6	Hindun and Hingon		78
Delhie	..	Delhie Cantonment	8	0	Jumna		79
7 Total			83	6	miles.		

PART 9.—FROM DELHI CANTONMENT TO KURNAUL.

Delhie	..	Near Alleepoor	10	0			80
		Barotah	10	4	Canal		81
		Burki Chokee near Rujeroo or Rujuloo	13	4			82
		Somalka	11	0			83
		PANEPUT	12	0			84
Paneput	...	Gurounda	10	0			85
		KURNAUL Cantt.	12	0			86
17 Total			78	0	miles.		

PART 10.—FROM KURNUL CANTONMENT TO LOOSIANA.

Territory	Civil Authorities.	Name of Stages.	Dist.		Rivers.	Mileage.	Nos.
			M.	P.			
PROTECTED KING STATES	Pol. Agent at Umballa	Leelkhetra	10	6	...	87	
		Thannoo	13	4	...	88	
		Shahabad	14	2	Saravathi	89	
		Kotkaticha	8	0	Markanda and Onnah	90	
		UMRALLA	9	4	...	91	
		Rajporeah	13	0	Guggur	92	
		Pottarree	8	4	...	93	
		SORUNTO (wooded)	9	0	...	94	
		Kunda ko Seral	11	0	...	95	
		Dourala ko Seral	14	0	...	96	
		LOOSIANA CASBI	14	0	...	97	
11 Total.			124	6	miles.		

- 1.—Supplies and water abundant. Cross the river by ferry at Salka Ghant.
- 2.—Supplies in abundance after due notice. Water plentiful. Road pretty good.
- 3.—Ditto ditto ditto. Road from Barachuker joins.
- 4.—Supplies procurable in abundance after due notice. Road generally bad. The bridges being liable to be broken down, and the natural road to be washed away generally by the overflowing of the Damoosha. Cross the river by ferry. Several of the villages are deep and muddy beldies.
- 5.—A small village on the right bank of the Dakshina. Supplies from Jahanabad and other neighbouring villages. Road pretty good. River and villages fertile.
- 6.—Five small rubber estates—other supplies procurable in abundance after due notice. Road pretty good.
- 7.—A large town and bazaar. Water and supplies plentiful. Road good.
- 8.—A small bazaar. Supplies and water plentiful. Road pretty good. No lake here.
- 9.—Water and supplies abundant. Road pretty good. Ford the river and collect, heavy sand in the bed of the Dakshina.
- 10.—A bazaar. Water plentiful. No lake fertile, and road pretty good throughout.
- 11.—
- 12.—Supplies procurable in abundance after due notice. Road indifferent. Much sand, country covered with jungle.
- 13.—A bazaar. Supplies and water abundant. Road indifferent. A good deal of sand. A road strikes off from here to Baranpatt by ferry.
- 14.—A small bazaar. Supplies procurable after due notice. Water plentiful. Road very good.
- 15.—A bazaar. Supplies and water abundant. Road pretty good the whole way through a waste country.
- 16.—A bazaar. Water and supplies plentiful. Road pretty good generally.
- 17.—A small bazaar. Water abundant and supplies procurable in abundance after due notice. Country hilly. Road heavy in some places, but generally good. River and soil like fertile.
- 18.—Supplies and water as at last stage. Country hilly and road generally very bad. Much mud by ravines and difficult for carts. The river and soil like fertile.
- 19.—Supplies and water as in last two stages. Road very good throughout.
- 20.—A small bazaar. Supplies for a large detachment procurable after due notice to the civil authorities. Road pretty good, but much sand breaking in torrents and difficult for carts and bullock carts.
- 21.—A good bazaar. Supplies and water plentiful. Road very good the whole way.
- 22.—A small bazaar. Water good and plentiful. Supplies procurable in abundance after due notice. Road very indifferent.
- 23.—Supplies very scarce here and road generally very bad.
- 24.—A bazaar, supplies and water in abundance. Road good.
- 25.—A small bazaar. Water plentiful. Road pretty good generally, descent the Dughra pretty difficult for wheel carriages.

- 28.—A large bazaar. Supplies and water plentiful. Road pretty good generally. Country flat and well cultivated.
- 29.—A bazaar. Supplies and water abundant. Country flat and cultivated. Road good.
- 30.—A small bazaar. Provision and water procurable in abundance. Road good.
- 31.—Ditto ditto ditto.
- 32.—Supplies procurable after due notice. Cross the river by ford and ferry. Bed upwards of two miles wide and of very heavy sand.
- 33.—A large bazaar. Water plentiful. Road good through a highly cultivated country.
- 34.—A bazaar. Supplies and water plentiful. Road liable to be much cut up in the rains.
- 35.—Ditto ditto ditto.
- 36.—A bazaar. Supplies and water abundant. Road good. Ford the first and cross the latter by pucca bridge.
- 37.—Ditto ditto ditto.
- 38.—Ditto ditto ditto. Cross the Ganges at Raj ghat by ferry below the city of Benares and 4 miles from the Cantonment.
- 39.—A small bazaar and supplies from adjacent villages. Water plentiful. Country flat, well cultivated and wooded. Road excellent.
- 40.—A small bazaar. Supplies procurable in abundance from surrounding villages, water from wells and a tank. Country and road as in last stage.
- 41.—A middling village. Water plentiful and supplies abundant from Madhoogunge and adjacent villages. Country and road as above. Kuttra Umwa at 1, Maharajgunge at 4½, and Lowjah at 6½ miles.
- 42.—A small village. Supplies must be collected from surrounding villages; only one good well, but at the distance of a mile there is a Jheel in which there is always water. Country low, flat, and partially cultivated. Road excellent. At 6½ miles pass Gopeegunge, a large village and bazaar. Whence a road strikes off to Mirzapore.
- 43.—A bazaar. Supplies and water abundant. Country and road as in last Stage. Pass Baytee at 1½, Barool at 2½, and Handya at 8½ miles.
- 44.—A small bazaar. Supplies procurable in abundance. Water plentiful. Road excellent and country flat and cultivated. Pass Hunnoomangunge at 8, and Enyat ke Serai at 19.
- 45.—Cross the Ganges by public ferry at the Raj ghat. There are 30 boats belonging to this ferry, and the farmer is bound by the terms of his agreement to pass troops and stores free of charges, but should extra boats be required they must be paid for. The bed of the river there is one mile wide and the stream occupying in dry season only ¼ of that space. The remainder is of moist sand and mud, and the road over it is usually much cut up by hackeries and bad. From the ghat to the cantonment, the road is excellent. Corps marching past Allahabad usually encamp in the Alopee Bagh near Daragunge, 2½ miles from Jhoosee, and march thence to Mootti ka Poorwa, 12¼ miles.
- 46.—A middling village. A few Buniyah's shops and supplies from adjacent villages. Water from wells. Country well cultivated and a good road. Pass to the North of the city of Allahabad and join the high road at Sullain Serai at 5. Pass Needaputtee at 5½ and Neam Serai at 6½ miles.
- 47.—A large village. Supplies and water abundant. Country well cultivated. Road heavy and dusty in dry weather. Pass Koila at 1½ Mungoon at 5, Emangunge at 7, Moorutgunge at 9½, near Surkam at 11, Russoolpore at 11½, Jumalmow at 14½ miles.
- 48.—A bazaar. Supplies and water plentiful. Road heavy sand in many parts, and particularly so near Shahzadpore, pass Kurora at 1½, Kuleyanpore at 3, Unswah at 4½, Shahzadpore at 6½, Huboonugur at 8½, and Fureedgunge at 9½ miles.
- 49.—A small bazaar and supplies from surrounding villages. Water from wells. Road pretty good. Good encamping ground in a fine tope of Mowah trees on the North West of the village. Pass Kumalpoore at 1½, Ahmedgunge at 4½, near Joolah at 6, Apopee at 8 and near Rampoor at 12½ miles.
- 50.—A small village and few buniyah's shops. Supplies from surrounding villages and water abundant. Road pretty good. At 6 miles pass through Hautgong, a town and bazaar.
- 51.—A large open town. Supplies and water in great abundance. Road pretty good. Pass Mooreon at 1½, Oodey ke Serai at 2½ and Bullanda, a large village and bazaar, at 8 miles.
- 52.—A middling village. A few buniyah's and supplies from surrounding villages. Water from wells and tank. Road pretty good. Pass Huboonugur at 1, Chundeepeore at 5 Allypore at 5½, and Seola at 8½.
- 53.—A small village. Supplies scarce. Water from wells. Road indifferent. Pass Oomrowree at 4, Kullimpore at 5, Mohars at 8, Gundrowlee at 11½.
- 54.—A large village and bazaar. Water from wells and a tank. Road bad. Cross the Pandoo at 3½, by ferry in the rains and usually by a fascine bridge in the dry season. Left bank steep and bad for carts. Pass Gurtee at ½, Sakutea Poorwah at 5½, Tewareepore, at 8, Sirsoul at 10½.
- 55.—Sudder bazaar. Wells and the Ganges. Road good during the dry season. Distance given to the assembly rooms nearly in centre of Cantonments. Pass Roomah at 3, Ahbeerwa at 6, and Kazeekeera at 8 miles.
- 56.—A small village. Supplies should be taken on from Cawnpore, or may be collected from neighbouring villages. Water from wells. Road good.
- 57.—A bazaar. Supplies and water plentiful. Road pretty good. Pass Herah Naromow at 2½, Purpae at 3½, Rummuggur at 5½, and Amiles at 7 miles.
- 58.—A bazaar, and water plentiful. Road indifferent.
- 59.—A few buniyah's shops. Water plentiful, and supplies procurable in abundance after due notice. Road heavy in many parts and particularly so for about a mile on either side of the Eesan nuddy which is crossed by a good pucca bridge. Pass Bilour, a large village, at 7½, and Bacotee at 19½ miles.

- 66.—A bazaar and water abundant. Road generally bad, and wash out up by heavy floods.
- 67.—A good bazaar and water plentiful. Road indifferent. Pass Jalahabad at 2½ miles.
- 68.—A large straggling town. Supplies and water plentiful. Road pretty good.
- 69.—A small bazaar. Water plentiful. Road indifferent.
- 70.—A large village and bazaar. Road pretty good.
- 71.—A single road the whole way, but rather narrow and winding.
- 72.—A small village and a few huts. Supplies from adjacent villages. Water from wells. Road pretty good. Cross the Kowra trail by passes bridge, and ascend by good ford.
- 73.—A bazaar. Water and supplies plentiful. Road as in last stage. Immediately N. and S. of Rajah there is an extensive waste plain, which would have a beautiful extending ground for 20,000 more. Pass Chintore, Kumbhwar, Sankhapers, Kasser, Dandapers, Mass and Chitrapur.
- 74.—A large dirty village. Bazaar in low situation, surrounded by a mud wall, and in view nearly encompassed by a deep forest. Supplies abundant. Pass Gatalare, Devesh and Harapoor.
- 75.—A small village. Six bazaar's shops and supplies from surrounding villages. Water from wells. Road good. Pass Sankhapers, Sona, Pileta, Pathia, Sankhapers and Baha.
- 76.—A large open town and bazaar. Water and supplies abundant. Road good. Pass Kintore and Kaveri.
- 77.—A small bazaar and market on Thursdays. Water from wells. Good made road. Pass Goppe and Jathore.
- 78.—Good made road the whole way. Supplies in abundance from the surrounding bazaar and town of Coft. Good encompassing ground on the left or S. of the line. Pass Naree, Kaban, Panchote, Nouragahad and Coft.
- 79.—A small bazaar and market on Mondays and Thursdays. Water from wells. Road in many parts very bad.
- 80.—A large town and bazaar. Water from wells. Road good.
- 81.—A small village. Supplies scarce, and should be taken on from Khorra or Sonada, according to the direction of the season. Road good. Water from wells.
- 82.—A large town and bazaar. Road good.
- 83.—A bazaar. Water plentiful. The first 10 miles of road very good. Remainder heavy.
- 84.—A small bazaar. Water from wells. Cross the Hindia at the end of the 5th mile. Pass sandy bed, and shelter banks at the ghat. Depth of water in the dry season from 2½ to 3 feet. There are two good ferry boats kept on the Hindia at this ghat, under the orders of the Postmaster at Delhi, and they are used to pass all travellers free of expense. Road pretty good generally, but rather heavy in some parts.
- 85.—Road good, with exception of ½ miles in the dry bed of the Jamma, where it is heavy. Pass through the city of Delhi entering by the Turkoman gate. Cross the river by a bridge of boats.
- 86.—The village of Akhepore is about a mile to the right of the road, and the canal runs between it and the enclosing ghats. Supplies plentiful in abundance after due notice. Water from one passa well and the canal. Road good.
- 87.—A small bazaar. Water from wells. Road good in dry weather. At 2½ miles cross the canal by a passa bridge.
- 88.—Good encompassing ground at Burka Choke, opposite the village. Supplies from Gasser 2½ miles north, and from adjacent villages. Water plentiful. Road good. At 7 miles pass Sompal, a large town and bazaar.
- 89.—A small bazaar. Water from wells. Road heavy.
- 90.—A large town. Supplies and water plentiful. Road good. The best ground for a large camp is a mile north of the town, and immediately on the right of the road.
- 91.—A bazaar. Well water plentiful. Road good.
- 92.—Road good; first 8 miles through thick jungle, remainder fine cultivation. Cross the canal by bridge at the 6th mile.
- 93.—No bazaar. Supplies from Anamahal and neighbouring villages. Water from wells and tanks. Road good. Much bush jungle and little cultivation. Pass Sankhaper at 2½ miles and Anamahal at 8.
- 94.—A large town and bazaar. Water from wells and tanks. Road good. Country flat, much bush jungle, and little cultivated. Pass Lakhshew at 1½, Khyppar at 2½, and Sankhaper at 7 miles. The best ground for a large camp is on the right of the road near a small colony of mangoes from a mile short of the town.
- 95.—A large town and bazaar. Water and supplies plentiful. Encompassing ground close to stage bungalow, west of the town. Road good. Pass Chasser Lhal at 7 miles. Country flat, much grass and bush jungle for the first 10 miles, thence fine cultivation. The Sankhaper and villages favorable.
- 96.—Road village at some distance to left or west of the road. Good encompassing ground close to the road near the ruins of a great and a passa tank, in which there is at all times an ample supply of water. Supplies must be endured. Road good. Country open and uncultured. Kintore and villages become dry soon after the rains.
- 97.—A large walled town. Supplies and water plentiful. Country flat and highly cultivated. Road good. Pass Sankhaper Sankhapers at 4, and Jhalil at 6 miles. Ground in surrounding quarter of ½ town under the walls of the fort. The Political Agent's residence is south-west of the town, and distant from the encompassing about 1½ miles.
- 98.—A bazaar. Water abundant. Country and road as in last stage. Ford the river and mounds.
- 99.—A few huts and supplies from surrounding villages. Water plentiful. Country flat, fine cultivation, much grass and bush jungle. Road good. Ridge and ford.

94.—A bazaar. Water and supplies plentiful. Ford and bridge. Country and road much the same as in last stage. Good encamping ground about a mile west of the town on the Loodianah road.

95.—A bazaar and water plentiful. Country highly cultivated. Road excellent.

96.—A small bazaar. Water abundant. Country open and cultivated. Road good. At 9 miles pass Lashkurree khan ke serai.

97.—Country open, level and partially cultivated. A good deal of bush jungle. Road good.

No. 2.—FROM FORT WILLIAM TO DELHI BY THE NEW LINE OF ROAD.

Territory.	Civil Authorities.	Name of Stages.	Dist.		Rivers.	Nullahs.	Noot.
			M.	F.			
British	Calcutta	Cox's Bungalow	10	0	Hooghly		
		Right Bank Hooghly River Ghyretty Ghat	9	0			
	Hooghly	Hooghly	8	4			
		Tarragona	11	0			
		Boinchee	10	4			
	Burdwan	Dulla Bazaar	13	0			
		Burdwan	11	4			
		Surool	11	4			
		Bood Bood	11	4			
		Gopalpoor	11	0			
	Bancoorah	Undal	11	0			
		Bograh	12	0			
	Maunbhoom	Neamutpoor	12	0			
		Neersa	12	0			
		Gobinpoor	12	0			
		Rajafeeta,	12	0			
	Hazareebagh	Paopoor	11	0			
		Doomree	11	0			
		Bagodur	11	0			
		Uthka	10	0			
		Dhourara	11	0			
		Burhee	13	0			
		Churparun	12	0			
	Gyah	Bulwah	9	0			
		Surwah	12	0			
		Sheerghatty	11	0			
		Mundunpoor	16	0			
	Arrah	Nourunga	14	0			
		Baroon	14	0			
		Dharie	3	0	Soane		
		Sasseram	12	0			
		Jehanabad	16	0			
	Benares	Mohunea	14	2			
		Nobutpoor	14	4	Durgowtee & Kurumnassa		
		Mogul Serai	15	4			
		Benares Cantt.	12	2	Ganges		
36 Total...			421	0	miles.		

PART 2.—FROM BENARES CANTONMENT TO ALLAHABAD.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Mileage. Nos.
			M.	F.		
British Benares	...	Mohun ke Serai	7	2		
		Tamoolabad	11	4		
		Gonoreah	10	4		
		Oojeke Chowke	13	4		
British Allahabad	...	Sytabad	13	4		
		Jhooose	13	6		
		Allahabad	4	6	Ganges	
7 Total			74	6	sikhs.	

PART 3.—FROM ALLAHABAD CANTONMENT TO CANNUPUR.

Allahabad	..	Moofti ka Poorwa	13	4		
		Koosesh	15	4		
		Syrie	10	0		
		Katoughan	13	4		
Futtehpore	..	Thurrian	11	4		
		Futtehpore	13	0		
		Maha	10	0		
		Aoong	12	2		
Cannupore	}	Maharajpore	13	2	Fandoo	
		Cannupore	12	6		
10 Total			122	2	sikhs.	

PART 4.—FROM CANNUPUR TO ALLYPORE.

British.	Cannupore	..	Kullianpore	7	0	
			Chobepore	9	0	
	Futtehgurh	..	Fooreh	10	0	
			Urrool	12	4	Esson
			Meeran ki Serai	9	4	
			Goonnagunge	14	0	
	Mynpootee	..	Chiberanow	15	0	
			Escur	12	2	
			Boogong	7	6	
			Korowlee	16	0	
Allypore	..	Mullansa	11	1		
		Esch	12	2		
		Bulwas	10	0		
		Secundranow	9	4		
Allypore	..	Akharabad	10	4		
		Allypore Cant.	14	4		

PART 5.—FROM ALLYPORE CANTONMENT TO DELHI.

British.	Allypore	..	Sonnagunge	14	4	
			Khoorja	14	4	
	Boohandehabar	..	Choolah	7	0	
			Secundra	10	1	
			Dadree	11	4	
	Meerat	..	Ghaseenpur	11	4	
			Delhi Cant.	14	4	
7 Total			82	5	miles.	

**No. 3.—FROM AGRA CANTONMENT TO AJMEER BY
JEYPOOR.**

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.		
			M.	F.					
Bhurtpoor. British	Agra ...	Meerakoor ...	10	0	...	..	1
		FUTTEHPOOR SICK- REE ...	13	4	..	..	2
	Bhurtpoor	Khanua ...	8	0	..	..	3
		Punch ...	12	0	..	...	4
		Weer ...	12	0	Bangunga	..	5		
		Busawur ...	8	0	...	...	6
Jeypoor.	Ajmere ...	Hoorlah or Hooru ...	11	0	..	..	7
		Maunpoor ...	13	2	..	..	8
		KALAKOH ...	13	3	...	..	3 9
		Bhaneru ...	13	6	..	...	10
		Mohunpoor ...	12	1	..	..	1 11
		Kanotah ..	8	2	..	...	12
		JYEPOOR ..	10	2	..	..	2 13
		Bankrotah Bowleah..	7	0	Sursuttee.	..	14		
		Bugroh ..	11	0	..	..	1 15
		Mokumpoor ...	11	0	Bandee ...	...	16	
		Governr. Genl.'s Agent in Raj- pootana at Ajmere ..	Doodoo ..	11	4	17	
		Kishen gurb.	Agent at Ajmere ..	Bundree Sindree ..	13	4	3 18
				KISHENGURH ..	10	4	2 19
Ajmere	Agent at Ajmere ..	Gugwana ..	10	4	..	...	2 20
		AJMEER CITY ...	8	0	...	...	21
21 Total ..			228	4	miles.				

The distances in the above route are measured from the centre of one village to the centre of another, and not from one encampment to another.

1.—A small bazaar and supplies procurable in abundance from surrounding villages, water from wells. Country well cultivated and road good, with exception of the first 2 miles where it is rather heavy; pass Sooltanpoor at 1½, Puthowlee at 6, and Selharo Serai at 8 miles.

2.—A good bazaar and water from wells. Country highly cultivated and road good; passing by the villages of Baroda at 1, Kerawulee at 5, Singharpoor at 7½, Khera at 1, and Goorko Mundee at 9½, and 11 miles encamping ground near the southern gate of the old town wall.

3.—A small village, supplies from adjacent villages and water from wells. Country partially cultivated; road narrow and for the last 3 miles very heavy; pass the villages of Jehanpoor at 1, Murrel at 2½, Bhowpoor at 4, and Dabur at 4½ miles. Enter the Bhurtpoor territory at the 7th mile.

4.—Supplies from surrounding villages, water from wells. Country level and well cultivated; road a tolerably good hackery track; passing Pooran at 1½, Mehal at 2½, Nugra Berawulee at 4½, Puchoonoo at 6½, and Harowlee at 8½ miles.

5.—One of the strong holds of the Bhurtpoor state; water and supplies in abundance. Country well cultivated. Hills on the left at some distance; road pretty good, and lead past the villages of Phursu at 2, Goordo at 5, and Lohassoo at 8 miles. At Goordo cross the Bangunga, where the bed is about ½ of a mile wide and of heavy sand; from November to July there is little water in the river here, and from being so much spread out at the ghat, it is but seldom unfordable for any length of time in the rains.

6.—A large town and bazaar, water and supplies in great abundance. Country highly cultivated. Hills on the left at the distance of 1 and 2 miles; road good; pass the village of Jugzeepoor at 3 miles.

- 7.—A small bazaar; water from wells. Country as in last stage, road pretty good, pass the village of Ladipoor at 1½, Mowah at 7, and Bangur at 8 miles. Enter the Jeyppoor territory at 9½ miles from Hooswar.
- 8.—A bazaar, water from wells and Banganga river. At 1½ miles from Hooswar, the road leads through the Balachera pass, which has little or no ascent or descent, and is formed by a break in a low ridge of hills, running north and south. Country partially cultivated, but generally good bakery track, with exception of a short distance on the east and west of the pass where it is heavy, and stretch out up by deep narrow ravines; pass Gowerat 1, Bissars at 8, and Korowee at 1½ miles. The Banganga passes Maseepoor on the north, and runs easterly parallel to the road on the right in this month.
- 9.—A small village, with a few bazaar's shops, water from wells and nullah. Country open and partially cultivated; hills left at a distance. At 6 miles pass the large village of Berranda on right bank of the Banganga and at 10 miles pass Dalben. Nullahs fordable; a pretty good cart road.
- 10.—A middling village, with a few bazaar's shops, water from wells. Country unimproved and partially cultivated; road pretty good; pass the Hill Fort and large town of Bhoor at 3 miles.
- 11.—Supplies from surrounding villages and water from wells and a nullah. Country model with detached hills on the right and left and very partially cultivated; road stony and bad for carts, leading in some places, through deep ravines; pass the large village of Jutawar on east or left bank of a dry nullah at 4, and the small village of Barica at 9½ miles.
- 12.—A large village and bazaar, situated on the east bank of a nullah which has a considerable stream in the rains, but is nearly dry for 8 months in the year. Hills on the right at the distance of 2 miles; road good; pass village of Khoree at 4 miles.
- 13.—Supplies and water in abundance; encamping ground near the old Residency at the Mah-por-ka Bugh, 1 mile to the south west of the city (the road for the first 5 miles is level and good); it then leads through a narrow pass in a ridge of hills for a mile and a quarter, at the end of which there is a short sandy ascent very difficult for carts, thence it passes under the city wall, and is very heavy sand. Pass Fatoor at 3, and Goozer-ka Berrwa 3 miles. Nullahs fordable.
- 14.—A small bazaar and water plentiful. Country unimproved and very partially cultivated, road very heavy and bad for carts.
- 15.—A large village and bazaar, water plentiful from wells and a nullah. Country and road as in last stage; pass Chetrowee at 3 miles.
- 16.—A small village, supplies from Bhooswar, distant 8 miles to the northward, and from surrounding villages, water from wells. Country unimproved and road bad for carts. The Bhooswar river is fordable, the bed stony and banks sloping; pass Chetrowee at 1½, Mohal at 3, and Nannowah at 7 miles.
- 17.—A bazaar, water from wells. Country slightly unimproved and partially cultivated, and good. At 1½ miles pass through the large village of Bhoorah.
- 18.—A bazaar, water from wells. Country and road as in last stage; pass Pullawoote at 1½, and Dandrie at 1½ miles; nullahs fordable. At 10½ miles enter the Kishnagarh state.
- 19.—Supplies and water in great abundance. Kishnagarh is a very large town, situated at the north eastward of a chain of low hills, and has a lake on the north side; it grows all round to a great extent, and is the residence of Bahar Khatia King. Country and road as in last two stages. Nullahs fordable; best encamping ground on east side of the town.
- 20.—A few bazaar's, and supplies from surrounding villages; water from wells, road first running through Kishnagarh, and then winding round the northern end of hills. Country after the first 1½ miles is open and pretty well cultivated; at 8 miles, enter the British Company's district of Ajmeer. Nullahs fordable.
- 21.—Supplies and water in great abundance; good encamping ground close to the city. Road is now good for the first 4 miles; it then winds through a pass between low hills for a mile, and is stony and rough, the remainder of the way good; pass Gooogs 2½ miles,

No. 4.—FROM AGRA CANTONMENT TO ALLYGURH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Agra Muttra Allygarh Allygarh	Kundowlee Saidabad Hattiras Sasnoe ALLYGURH Can- tonment	13	0	Jumna	1	
			8	6	.. .. .	2	
			11	0	.. .. .	3	
			8	4	.. .. .	4	
			14	4	.. .. .	5	
5 Total...			55	6	miles.		

1.—A small bazaar and water from wells; at 3½ miles from the centre lines, cross the Jumna by a bridge of boats near the Raj-ghat, thence for a mile and half the road is heavy, the remainder very good; passing through a partially cultivated country; pass Naraich at 4½, Nandlipoor at 9, and Malupoor at 11½ miles.

2.—A good bazaar, water and supplies plentiful. Country well cultivated, road excellent; pass Barons at 2, Gigella at 4, Gurootee at 5, and Jewahirguri at 7½ mile. At 4 mile to the south west of Saidabad there is a fine Pucca House, built by Government for a Kutchery.

3.—A large bazaar and well water in abundance. Road excellent and country highly cultivated; pass Bisana at 3½, Sooppaha at 6, Bhoosugra at 7, Mitel at 7½, and Kulwaree at 9½ miles, with numerous villages at short distances from the road on right and left. The Kuttra or town of Hattras forms a square about 500 yards aside, and is surrounded by a mud wall and very deep dry ditch. The old Fort stands due east of the Kuttra at the distance of half a mile.

4.—A large bazaar; supplies and water in abundance; road good, and county well cultivated; pass Diamutpoor at 2½, Roheree at 3½, Bursee at 5, and Bijherce at 8 miles, with many villages at short distances on the right and left. The road from Allygurh to Etawah strikes off from Saanee.

5.—Road good, and country open and partially cultivated, pass Murrurai at 6½, and through the town of Coel from 11½ to 12½ miles.

No. 5.—FROM AGRA CANTONMENT TO BAREILLY BY KHASGUNGE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Mileage.	
			M.	F.		Miles.	Nos.
British.	Agra	Umurkhera	15	0	Jumna	1	1
	Muttra	Jullaisir	14	2	..	..	2
		Nundowlee	14	2	..	..	3
	Allyghur	Pindowra	9	6	..	..	4
		KHASGUNGE	10	5	KallyNuddy	..	5
	Budaon	Sooron	8	4	..	1	6
	Suheswan	Left bank of the	11	0	Ganges	..	7
		Ganges at Kuchla Ghat					
	Suh	Oojhanee	11	4	..	1	8
		Shazadnugur	9	2	..	..	9
	Bareilly	AONLAGUNGE	13	1	Soot or Yar Wuffadar	1	10
		Gaenie	10	0	Newab Nuddy	1	11
and Aril Ramgun-							
BAREILLY Cantt.		11	2	ga and Dojorah	..	12	
12 Total...			137	5	miles.		

1.—A small bazar, supplies in abundance from surrounding villages; water from wells and not very good. Country very partially cultivated, and cut into deep ravines in many places. Road had hackery track, pass Naraich at 4½, Naoke Sera at 7, Nadou at 9½, and Osmanpoor at 14 miles. Cross the Jumna by bridge of boats, and ford the nullah, which becomes dry soon after the rains.

2.—A large open town and good bazar, good water from wells and tanks. Country well wooded and highly cultivated, road good, pass Bhyas at 4½, Kunerah at 5½, Neemke Sera at 7½, Chew Khera at 10½, and Goondao at 11½ miles, with numerous other villages, at short distances from the road the right and left.

3.—A small bazar and market twice a week, on Tuesdays and Saturdays; good well water. Country and road as in last stage, pass Khulleigunge at 1, Bejua at 3, Nooh at 7½, Kherat 8, Dulsacepoor at 9½, and Tatarpoor at 13 miles.

4.—A small village, supplies from Marva 2 miles to the northward, and from surrounding villages, water from wells; road good, over a partially cultivated plain, pass Rampoor at 2, Borewa at 4, Mahadypoor at 7, and Fashera at 8 miles. Cross the new road from Allahabad to Delhi near Bulawa.

5.—A large town and bazaar; good well water. Country partially cultivated, road muddy in some places, but generally good. At the first mile from the Kally Nuddy, which is about 20 yards wide, with low banks and knee-deep water in November. There is a stone bridge of 9 small arches at this ghât which the Nuddy has left, and now runs about 40 yards to the north of it; pass Marva at 3, and Nuddat at 7 miles.

6.—A bazaar; supplies abundant, water from wells and a good road in many places heavy sand. At 24 miles the road descends into what appears to have been formerly the bed of the Ganges, and continues in it to Sooran, which is situated on the old bank of the river, and has a fine lake under it on the west side. Sooran is a Hindoo Temple, and numbers of them faith resort to it annually to bathe in its Holy Waters. Country partially cultivated; pass Ghawala at 24, and Palsidypoor at 24 miles; which nearly dry in November.

7.—No village; supplies must be taken from Sooran, or collected from Gajhawan and other villages by order of the local authorities. Road in many parts heavy and bad for carts. Country cultivated in parts, and in parts covered with grass jungle, especially near the bed of the river. Encumbering ground immediately on the left bank of the river at the ghât. There are boats belonging to this ferry. When the Ganges is divided into two or more streams at the Kumbha ghât (which it is during some seasons) and the Porpoire ferry, which is between 4 and 5 miles higher up, is considered preferable, the stages then are from Sooran to Palsidypoor on left bank of the Ganges 24 miles, and Gajhawan 124 miles.

8.—A large town; good well water. Road heavy in some parts, and much cut up by huckery & huts. Country very partially cultivated, a good deal of grass jungle, which nearly dry in November.

9.—A small bazaar, and supplies in abundance from the surrounding villages.—water from wells and the Root river; road good, and the country partially cultivated and interspersed with patches of low jungle; pass Masidypoor at 1, Kotice at 2, Bamoot at 24 Berah at 5, and Narraunjoopoor at 6 miles.

10.—A town and large bazaar, water from wells and tanks. Ford the Root river at 4 miles from Bhansidypoor ford about 25 yards wide, sandy firm bottom, depth of water in November 3 feet. Cross the village of the 10th mile, becomes dry soon after the rain; pass Tukewah at 5, Baroor at 7, Choolah at 8, Rowala at 9 and Borepaor at 104 miles, with many other villages at short distances on the right and left. Country well cultivated.

11.—A low boudhah; supplies in abundance from Ahyungah, distant 2 miles to the westward, and from surrounding villages. Country a low flat, and much under water in the rains, and for the first 4 miles it is mostly covered with grass jungle; road pretty good in dry weather. At 4 miles from the Newah station, becomes dry soon after the rain; a porous bridge of 10 small arches, the width is a mile further in advance, and dry soon after the rains.

12.—Supplies and water in great abundance; road in some places good, and in others heavy sand. At 2 miles from Gaurah crosses the Ranganga by ferry and it may also be bridled from December to June. At 63 miles, cross the Bajjara by ferry and ford. For the first two miles there is little cultivation; but after passing the Ranganga the country is well cultivated.

No. 6.—FROM AGRA CANTONMENT TO THE BHURTPUR RESIDENCY.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nallahs.	Notes.
			M.	F.			
British	Agra	Meerakoor	10	0	...	...	1
		FUTTERPOOR SACKER	12	4	..	..	1
	Governor Genl.'s Agent Rajpootana	Behnebra	8	0	...	...	2
		BHURTPUR RESIDENCY near Sewar	9	0	...	...	3
4 Total...			39	4	miles.		

* 1.—See No. 3, page 26.

2.—A low boudhah, water from wells. Road good and country level, and pretty well cultivated.

3.—Supplies in great abundance, water from wells. Good encumbering ground on the plain in heart of the residency. Road good, passing through the jungle which surrounds Bhurtpoor the whole way.

No. 7.—FROM AGRA CITY TO BHURTPOOR CITY.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British Bhurt-poor	Agra ... Governor Genl.'s Agent Rajpoo- tana ...	Ungotha ...	11	9 ..	...	...	1
		Chuksanee ...	12	0 ...	...	...	2
		BHURTPOOR CITY ...	11	0 ...	...	...	3
		3 Total...	34	0 miles.			

1.—A middling village. Water plentiful, and supplies procurable from surrounding vil-
lages, road pretty good.

2.—Supplies procurable; water from wells; road good.

3.—Supplies and water abundant; road good.

No. 8.—FROM AGRA CANTONMENT TO ETAWAH.

British	Agra .. Mynpoorie ... Etawah ...	Etinadpoor ...	14	0	Jumna ...	...	1
		Feerozabad ...	13	6 ...	...	...	2
		SHEKOABAD ...	12	5 ...	...	...	3
		Moorlydur ke Serai .	8	4 ...	...	...	4
		Jeswunt nugur ...	14	4 ...	...	...	5
		ETAWAH Cantonment	9	6 ...	...	...	6
	6 Total...	73	0 miles.				

1.—A bazar, supplies and water in abundance. Road heavy in some parts, but in general
good; country after the first 7 miles partially cultivated. Cross the Jumna by a bridge of
boats. Pass Shadera at 5 miles, and Chillesur at 7½.

2.—A large town and bazar, good water from wells, road good and country well culti-
vated. Pass Mahomedabad at 2, Oosainee at 7½, and Raja Talao at 9½ miles.

3.—A town and good bazar, well watered, road good. Country cultivated and studded with
small villages. Pass Russelpoor at 1, Ussabad at 1½, Kuneta at 2½, Mukunpoor at 5, Edmy
at 7½, and Boorah at 9½ miles.

4.—Supplies procurable from surrounding villages. Road and country as in last stage.
Pass Noushera at 1, Puchperat 2, a Datree at 3, Omree at 4½, and Deangunge at 6 miles.

5.—A small bazaar, and supplies from adjacent villages. Country as above; road in gen-
eral good but sandy in some places, water plentiful. Pass Goorao at 4½, Kutpooree a 6½,
Nooraye at 7, Meetaipoor at 8, Phooleree at 10½, and Koorsainee ke nugur at 11½ miles.

6.—Supplies and water in abundance, road good, country well cultivated. Pass Kest at
1, and Eesah at 6½ miles, with several small villages at short distances on the right and
left of the road. The town of Etawah is about a mile S. E. of the cantonment.

No. 9.—FROM AGRA CANTONMENT TO MHOW BY THE
LAKHEREE AND MUKUNDRA PASSES.

British Bhurt-poor	Agra ... Governor Genl.'s Agent in Raj- pootana ..	Meerakoor ...	10	0 ..	...	...	1
		Futtehpoor Sickree	13	4 ..	...	...	1
		Bokowlee ..	8	4	Bangunga	...	2
		Near Rudawul ...	9	4 ..	...	...	3
		BIANA ..	9	0 ...	...	...	4

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Mile- Nbr.
			M.	F.		
Jeypoor	Governor General's Agent in Rajpootana at Ajmere ..	Sirote or Soorote ...	11	7	Gumbeer ...	3
		HINDOEN ..	8	4	Arizee ..	6
		Kutgurh ..	8	2	..	7
		Wuzerpoor ..	7	7	Gumbeer ..	8
		Khooshalgurh or Khoosidgurh ..	11	6	..	1 9
		MEENAPARA ..	8	7	Buzhan and Mereel ..	2 10
		Deonger Malarna ..	12	3	..	11
		Seehi ..	11	0	Banas ..	1 12
		Alampur ..	10	4	..	1 13
		Pancholas ..	12	5	..	5 14
Boothoe.		Angorra or Ungura ..	10	7	Chakun and Taldonee ..	6 15
		Papree or Papree ..	8	4	Maize ..	7 16
Kotah	P. A. at Kotah	Right Bank of the Chumbul at Barana ..	11	4	Chambul (Ford) ..	17
		Notara ..	12	7	..	18
		Degode ..	10	5	..	1 19
		Mowasa ..	13	6	..	3 20
		Murana ..	10	3	..	3 21
		MUCKSURA ..	12	6	..	22
		Joolnee ..	15	5	Amjar and Patoree ..	3 23
		Akodes ..	12	6	Rewa and Aboo ..	3 24
		Hitza ..	11	0	..	3 25
		Bolia or Bolisharee ..	11	3	Chumlee ..	5 26
Anner Solee's Khan's Hathar's		Soosmeer ..	11	1	Kuntalee ..	7 27
		Raoko Barra ..	6	4	Ditto ..	3 28
		Aggur ..	11	6	..	3 29
		Turoree ..	10	0	..	1 30
		Dabla (Halduka) ..	7	6	Chota Kalli Sind. ..	2 31
Sindia's		Nuzurpoor ..	11	2	..	4 32
		ONDER ..	12	4	..	4 33
		Peeplye ..	10	5	Sipra ..	1 34
Helkar's		Solesunda ..	12	1	Kaan ..	3 35
		INDER ..	12	0	..	3 36
		Manow Cantonment ..	13	6	Gumbeer ..	5 37
58 Total ..			415	0		

- 1.—See No. 1.
- 2.—A small village. Supplies from the surrounding village, and water from wells, but not very good. A ridge of low hills on the right part of the way, and then some isolated heights. Road in some parts good, others heavy sand; between the 6 and 7th mile it crosses the dry bed of the Bangunga river which is of heavy sand, and forms the boundary between the district of Agra and the Bherpoo state on this line. Pass Jehanpoo at 1, Murrei at 2½, Bhowpoo at 4, Dabur at 4½, Serowlee at 5½, and Orella at 8 miles.
- 3.—Supplies from Rudawul and surrounding villages. Encamping ground close to the road, and about half way between the villages of Rudawul and Marupoo. Good well water; at 1 mile from Bukowlee the road passes through the ridge of low hills, which recommences on right bank of the Bangunga, and then continues on the left the whole march. Road first half heavy; the last good, country partially cultivated.
- 4.—A large town at the foot of an extensive fortified hill. Water and supplies plentiful. Cross the nullah at the 4th mile, and the Gumber between the 7th and 8th, both dry in November. Country partially cultivated. Pass Nerowlee at 4, and Birnabad at 7 miles. The ridge of hills continues on running nearly parallel to the road, and increasing in height. The fortified hill of Biana is on the right of the road, and from it a chain of hills stretches off in a westerly direction.
- 5.—A large village and bazar enclosed by a mud wall and dry ditch. Supplies and water in abundance. Road for the first 7 miles through ravines, and very bad for hackeries; at the 6th miles cross the dry bed of the Gumber river, which is of heavy sand, and nearly a mile wide. Country much cut by ravines, and very partially cultivated. At 2 miles from Sirote enter the Jyepoor country. For the first 3 miles of this march the road passes under the fortified Hill of Biana and the ridge of hills continues on the left at the distance of about 3 miles.
- 6.—A large open town and good bazar. Supplies and water abundant. Road good, country ill cultivated and not fertile; distant ranges of hills on the right and left. Cross the Arnee at the 5th mile, sandy bed, and becomes dry immediately after the rains. The road from Agra to Nussereabad strikes off from Hindoon.
- 7.—A small village with four bunlah's shops, water from four pucca wells, 70 cubits deep. Road good across an uncultivated plain. Hills on the left at the distance of two or three miles. Pass Phulwarree at 3, Kachrowlee at 3½, and Khers at 5 miles.
- 8.—A large village and small bazar. Water plentiful from wells. Cross the Gumber river, under Kutgurh, bed 100 yards wide, sandy and dry for about 8 months in the year. Banks steep and cut into deep ravines for half a mile on each side, road through these ravines bad for carts. The remainder pretty good over an open and partially cultivated plain. Pass Raepoor at 3½, and Koorsen ke Gurhee at 4 miles. Hills at a distance on right and left.
- 9.—A large town and good bazar, enclosed by a mud wall and ditch; water from wells plentiful and good. Country as in last stage. Road pretty good. Pass Sarolee at 2, Chann at 5½, Binega at 6½, and Saaloda at 10 miles. Hills on left at 2½ and 3 miles. Cross the nullah under Sarowlee, dry for 8 months in the year, bed sandy and bank low.
- 10.—No supplies here, and they should be taken on from Koosialgurh or Doonger Mularna, according to the direction of the march. Water plentiful from wells, and the Bunhan nuddy which runs past Meenapara on the west. At ½ of a mile cross the first nullah which has low banks and a clayey bed, with water in pools rising from springs. At 2 miles cross the second nullah, 20 yards wide, with low banks and sandy bed, dry for 8 months in the year. Road sandy and heavy for carts. Country open and bare. Hills on left at the distance of 4 miles.
- 11.—A large open town and good bazar, situated at the foot of a high hill, on the top of which there is a Mahomedan Durgah. Water and supplies in great abundance. At 1 mile cross the Bunhan, 150 yards wide, banks sloping and sandy, bed of moist sand. Small rill of water in dry season. At 9½ miles enter the dry sandy bed of the Moreel along which the road leads for about 2 miles. Country bare and slightly undulated. The road between the Bunhan and Moreel good. The remainder heavy and bad for carts. Pass Battoda at 6½ miles, whence the road to Neemuch strikes off. The ridge of hills which rises near Futtehpoo Siekree, and runs along the left of the road from Bokowlee ends at Doonger Mularna.
- 12.—A small village. Supplies scarce, and collected from neighbouring villages. Water scarce, only one good well and a tank, which becomes dry in February. At 3 miles cross the nullah, 10 yards wide, with low banks and sandy bed, becomes dry immediately after the rains. At 6 miles ford the Banas river, bed heavy sand, and 700 yards wide at the ghat, breadth of stream in dry season 250 yards, and from 1 to 2 feet deep; banks steep, and broken into deep ravines. Country north of the Banas slightly undulated and bare, and south of that river it is level and partially cultivated. Road excellent with exception of the bed of the Banas. Pass Sangerwassa on the left and Puddana on the right bank of the river; in the latter village, there is a small bazar, and circumstances may render it advisable to make this the intermediate stage between Doonger Mularna and Allumpoor instead of Seelu, where water and supplies are scarce for a large detachment. The distances would then be to Puddana 8 miles, Allumpoor 13-3 ditto.
- 13.—Formerly a large town but now reduced to a middle-sized village, the inhabitants having retired within the walls of Nyashehr or Madepoor, which is a large town in a valley surrounded by high fortified hills to the east of Allumpoor. Supplies in abundance from Madepoor, provided timely notice be given to the Governor General's Agent in Rajpootana, and water from numerous wells all round Allumpoor. At 3 miles ford the nullah, which is sometimes called the Gumber. It has a small stream in the dry season, and its bed is sandy. Country level and pretty well cultivated. Road for the first 4 miles good, the remainder heavy in parts. Pass Dunowlee at 3½, Phusada at 3½, and Kootupora at 8 miles. From Allumpoor a ridge of hills runs off to the north east.
- 14.—A middling village and small bazaar, but supplies scarce. Water from 4 wells and a nullah, which retains water in pools during the dry season. The nullahs which intersect

the road in this stage all dry immediately after the rains, and form an impediment; the bed of the road, which is within a mile of Pancholas, deep and rocky, but the banks steep as in the plain; country chiefly undulating and very fertile, cultivated. Hills on the left at the distance of 1 and 2 miles. Road good. Pass Juar at 6, and Kewapungwa at 10 miles.

10.—A small village. Water plentiful and supplies from Indaguar, 12 miles westward. At Induar find the Chukus which is 50 yards wide; bed sandy, left bank rocky, right steep and into deep ravines, small stream throughout the year running eastward; at 2 miles find the Tachunas, a small general stream, steep broken banks, and gravelly bottom. Scallops all dry and in the proportion. At 2 miles from Pancholas there is a very rocky ascent over the village of Kewapungwa, and thence to the Chukus a distance of 2 miles; the road leading over undulating rocky ground is bad for wheeled carriages, the remainder is good. Little cultivation over the road in this stage. Hills on the left at some distance, and after crossing the Chukus there are hills again on the right. Pass Kewapungwa at 2 miles, Indua at 3, and Sumpura at 7.

11.—A small village. About 10 miles from Induar 2 miles to the northward. Water from the Matus river; cross the Matus water Panchos, it bed sandy and dry at the above, as water remains throughout the year in the deep pools on the right and left, banks steep and in some places. Country chiefly undulating and covered with jungle. Road stony and winding. At 2 of a mile pass Bahaband, and at 2 miles near Lakirvan, it rises on right a large village here situated under a ridge of hills which extends southward of Sumpura.

12.—Sumpura sandy and only accessible, only a family which being given to the Political Agent at Kutah. Water from the Chumbul river, which is here about 300 yards wide. The bed of heavy sand, banks steep and on into deep ravines, during the dry season the stream is scarcely above 20 yards wide, and from 4 to 6 feet deep. Country between the Matus and Chumbul well and well cultivated; road good and soil black mould. Pass Bahaband at 5, and Dakhawa at 8 miles. The bed of the Chumbul for some distance above and below the Bahaband falls rapidly, and is known to the natives by the name of Khat.

13.—A small village and 2 houses above. Water from well and a small stream about 60 yards. Supplies in abundance from Doudhapur 21 miles to the northward, and from another village. For the first 2 miles there are deep ravines on right and left on the road. The country there is slightly undulating and well cultivated on the left, while on the right it is in deep ravines including the Chumbul and a small which runs to join that river near Dakhawa. Road bad, winding along the head of deep ravines. Soil black; mould full of cracks and holes. Pass near Kumbia at 2, near Mavara at 4, Myra at 5, Khatwa at 10, and Numbia at 14 miles.

14.—A large village and house. Water and supplies in abundance. Pass Sumpura, a large village and house at 6 miles, Edimpor at 8, Kompor at 9, and Chumbul at 9 miles. The soil is more fertile Sumpura; its banks steep and into ravines, its bed of gravel and sand, with water in pools throughout the year. Country slightly undulating, but much sandy and highly cultivated.

15.—A small village and 2 houses above. Supplies procurable from adjacent villages and from Kalyana. Water plentiful from wells and a small. Country not so bad as in the first 2 miles. The distance between this station and the next, Pass Dugwar at 11, Chaur at 13, Dera at 15, Mavara at 17, Koyana, a large village and house, at 19, and Sumpura at 21 miles.

16.—A large village and small house. Supplies and water plentiful. Country for the first 2 miles level and well cultivated. Thence it is undulating, rocky, and covered with jungle. Road good for the first mile and a half, then rocky and bad for some. Scallops abundant and dry after the rains. Pass Kumbia at 11, Khatwa at 15, and Mavara at 19 miles.

17.—A middle-sized village and small house, forming a long narrow street through the road passes, water from banks and a well. Country undulating and well cultivated for the first 2 miles; it is there rocky and hilly for the remainder of the way. Road for 21 miles very good; it is then stony, and leads through jungle for 11 miles to the entrance in the Mavara pass. The remainder is very rocky in some parts, and in others covered with large stones, with hills close on right and left. Pass Mavara house at 11, Doudhapur at 13, Khatwa at 15, Khatwa house at 16, Dabera at 18, and Mavara at 21 miles. The village of Mavara is situated in a narrow valley, formed by two parallel ridges of hills running northward and southeast between the Chumbul and Kali-Bud river. Scallops all dry after the rains.

18.—A small house, supplies and water plentiful for a mile. Country partially cultivated. Road stony in some parts, but generally good. At 11 miles cross the Angar. A small stream throughout the year, bed stony, banks steep and sloping at the end. Cross the Panchos, close to Jachura, becomes dry in April its bed stony and banks low. At 11 miles cross rocky, including hills with general stream of good water. The other two scallops become dry after the rains. Pass Angar at 13, Mavara at 15, Lakirvan at 8, Sumpura at 8, and Kumbia at 18 miles.

19.—A small village on right bank of the Ahoi river. Supplies from house 12 miles west. Water from the river. Country well cultivated, and black mould. Road generally good, but in some parts full of stones and holes. At 4 find the lower 10 yards wide, little water and sandy, bed, banks steep and into ravines, through which the road leads for some distance on both sides. Find the Akua at the end of the reach 100 yards wide, bed rocky, and led by cuts; depth of water dry seems, from 1 to 2 fms, banks steep and on one narrow. Scallops dry even after the rains. Pass Bahaband at 11, and Mavara at 14 miles.

20.—A small village and 2 houses. Supplies rather scanty from adjacent villages. Water from wells, and in its last stage, well cultivated. Road good. Pass Kumbia at 11, Khatwa at 13, Sumpura at 15, and Chata Duda at 18 miles. Scallops dry after the rains.

21.—A small village. Water plentiful; supplies from Panchos 2 miles to the southward.

Country undulated and pretty well cultivated; road good. Pass Doolah at 3½, Perawah, a large town and head of a small district belonging to Ameer Khan, at 7½, and Buldo at 8½ miles.

27.—A large town surrounded by a stone wall, with circular bastions in good repair, supplies and water plentiful. Country undulated and rising towards a ridge of low hills on the west. Soil black mould, full of stones in some places. In the first 4 miles the road passes over a ridge of rising ground and is very rough and bad for carts; the remainder is but indifferent in dry weather, and very bad after rain owing to the soft adhesive nature of the soil. At 9½ miles cross the Kuntalee, a small stream, sloping banks and smooth rocky bed. The 5th nullah which is crossed near Sutturkheree is 10 yards wide, with banks and bed of soft black mould and difficult to pass for some time after the rains. The other nullahs present no impediment. Pass Putporah at 2½, Munoura at 4½, Sutturkheree at 5½, Dinakherree at 8, and Sadulpoor at 9 miles.

28.—A small village in ruins, situated on a low hill right of the road. Supplies should be taken on from Soosneer or Aggur according to the direction of the march. Water from one good pucca well and a nullah. Ground sufficient for the encampment of a couple of regiments in a narrow valley close under Raoke Burra, cross the Kuntalee twice, first under Soosneer, and again near Khurenta, bed rocky and banks sloping at both Ghats. Water throughout the year. The nullahs present no obstacle. Country and soil as in last stage, and for the last 2 miles there are hills close on the right and left of the road. Road pretty good. Pass Moorkheree at 2, and Khurenta at 2½ miles.

29.—A large town enclosed by a stone wall with circular bastions; it stands on the left of the road on a narrow slip of high ground between a large lake on the south and a deep ravine on the north. Supplies and water in abundance. At 8½ mile from the encampment at Raoke Burra there is a short ascent to high undulated ground over which the road leads for 5 miles, it then descends and passes over less elevated but still undulated waste ground to the end of the march. Pass Kaahie Burra at 6, and Nissanae at 8½ miles. The nullahs in this stage are easily crossed.

30.—A middling village having a small bazar and weekly market. Water from wells, country high, undulated and waste. Road stony and rough in parts but generally good. There are no villages on the road in this march and the nullah offers no impediment to carts.

31.—A small village, 3 Bunlahs. Supplies from surrounding villages. Water abundant. At 4 miles cross the Chota Kalli-sind at Paut Parsee ghat where it is 100 yards wide, its bed very rocky, and depth of water in dry season from 2 to 2½ feet; banks sloping, but also rocky for about 80 yards on both sides the river; the nullahs are easily crossed in dry weather, but the first which occurs at a mile from Tunorees being muddy-bedded is difficult for carts in wet weather. Country undulated and partially cultivated, soil black mould full of fissures and holes. Road good with exception of the ghat on the Kalli-sind. Pass Parsee at 4, and Jellarah at 6 miles.

32.—A small village. Supplies from 2½ miles to the northward. Water from Baolees and wells. Country undulated and rising into a ridge of low hills, which intersects the road a mile short of Nuzurpoor. Soil black mould and very partially cultivated. Road good. Pass Jogeepeeplia at 2, Goolo at 4, and Gutiesh at 8½ miles. At 1 mile cross a nullah with sloping banks, rocky bed and about 1½ feet in depth of water; the other nullahs are of no importance.

33.—A walled-city 6½ miles in circumference. Supplies and water in great abundance. Country undulated and partially cultivated. Road pretty good with exception of a short distance at each of the nullahs or Khals, where it leads through ravines, and is cut up by the rains every season. Pass Nepancee at 2½, Jeytill at 4½, Dadia at 6½, and Soosassa at 7½ miles. The distance of 12½ miles is from Nuzurpoor to the Nizamputpoor gate in city wall on the eastern side, near which is the best ground of encampment at Bugta Matta ke Baolee. The principal road through the city enters by the Ungpole gate on the north, leads through the Chouk or principal bazar, and passes out by the Samere gate on the south, and may be marched by infantry, but artillery should proceed by the road which passes east of the city.

34.—A small village. Supplies should be taken on from Oojein or Samere according to the direction of the march. Water from Kaan River. Country level. Soil black mould and partially cultivated. At 4½ miles cross the Sipra, bed rocky for 100 yards, banks steep and cut into ravines at the ghat, width of the stream in dry season 20 yards and from 1 to 1½ feet deep. Road good with exception of the ghat on the Sipra which is bad for carts. Pass Nanskhara at 2, Gowla at 3½, and Dendia at 5 miles.

25.—A middling village. 4 Bunlahs. Supplies for a regiment procurable from Solesunda and neighbouring villages, but for larger detachments they must be taken on from Samere Indore. Water from 2 Baolees and a nullah. Cross the Kaan under Samere by a good ford. Water about one foot deep. Country level and partially cultivated. Road good. Pass Samere, a large town and good bazar at 5, Keylana at 7½, and Turana at 8 miles.

26.—An open city. Supplies and water plentiful; the British residency is about 2 miles to the east of Holkar's palace, which is in the heart of the city. Country slightly undulated and raised into a low ridge which intersects the road at the 4th mile from Solesunda. Road excellent. Pass Barodee at 1½, Ingodee at 2½, Alwassa at 4, Bhorasilla at 6½, and Nurwul at 8 miles. The best road winds round Indore on the west side. The nullahs are, passed with ease.

27.—Country undulated, soil black mould and partially cultivated. Road excellent in dry weather, and at 7½ miles passes over a ridge of rising ground which runs off in a Northerly direction from the right, and is here and there raised into Knolls. The same ridge left of the road runs East, and is raised into detached hills and Hillocks. At 10½ miles cross the Gumber by a good ford, bed 40 yards wide, banks steep and bottom gravelly, water throughout the year. Pass Beejulpoor at 2½, Raon at 6, Peura at 7½, Peeplee at 9½ and Sehada at 11½ miles.

No. 10.—FROM AGRA CANTONMENT TO MUTTRA.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Mails.	Nos.
			M.	F.			
British Agra	}	Nurcutta ..	12	0	...	...	1
		Furrah ..	10	3	...	...	2
Muttra	..	MUTTRA Cantonment	13	0	...	...	3
3 Total ..			35	3			

1.—A small village. 2 houses & shops. Water from 5 pump wells from 40 to 45 feet deep. Country flat and well cultivated. Road heavy in some parts, but generally good and very wide. Pass through Jayestoppoo at 19, Lobber Mandoo at 4, Nohotta at 4, Boudotta at 7, and Ahoora at 10 miles.

2.—A small hamlet—water plentiful. Country open and cultivated. Road sandy and heavy in some parts. Pass near Chamma at 11, near Kotch ka Nagra at 21, Ryeppoo at 4, Pingroo at 7, Shor ka Nagra at 14 and Bann ka Nagra at 21 miles.

3.—Supplies and water abundant. Country cut into fields, and partially cultivated. Road heavy sand in parts, and bad for carts. Pass Sheppoo at 1, Jendooora at 11, Wagh at 4, Kuntroo at 14, Borecho at 14, Nouracotta at 14 miles. There are two roads leading from Furrah to the Muttra cantonment. The one here given keeps to the right along the bank of the Jumna, and is called the lower road. The other keeps to the left and clear of the broken ground, and is a much better road, but longer than the lower one by one mile.

No. 11.—FROM AGRA CANTONMENT TO MYNPOORIE.

British Mynpoorie	}	(Shekshad as in)	}	40	2	}	}	}			
		No. 8 ..		8	2				...	1	
		Bharole ..		11	6				...	2	
		MYNPOORIE Can- tonment		12	0				Esson	...	3
		6 Total....		71	4				miles.		

1.—Supplies and water procurable in abundance. Country flat and partially cultivated. Road generally good in dry weather, but in under water till November, varying from 1 to 3 feet in depth in the rains. Pass near Burrao at 1, Kuntroo at 11, Mandoo at 4, and Bamnagar at 14 miles.

2.—A small village. Supplies procurable from surrounding villages. Country flat and much under water. At 5, Ghool at 6, in the rains. Road as in last stage. Pass Bannoo at 11, Bharole at 14, Aitpoo at 5, Ghool at 8, and Kathoo at 14 miles.

3.—Supplies and water in great abundance. Country and road as above. Pass Mithoo at 1, Burroo at 11, Dumbur at 3, Jerramao at 14, and Mynpoorie town at 19 miles. Cross the Esson by a punce bridge between the town and cantonment of Mynpoorie.

No. 12.—FROM AGRA CANTONMENT TO NEEMUCH BY HINDOON, KHOOSHALGURH AND CHITTORE.

Ameer Khan's Jyppoot.	}	}	}	}	}	}	}	}											
									(Meenapara, as in)	}	107	5	}	}	}				
									No. 9 ..		6	4				Bunhan	...	1	
									Battoda ..		8	6				Morvel	...	2	
									Chour Mulama ..		11	4				...	...	3
									Peepalwara ..		14	0				Dhool	...	4	
									Sawur ..		11	4				Banas	...	5	
									G. G.'s Agency		12	4				...	...	6
									Ajmere										

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.		
			M.	F.					
British Jeyppoor.	{	Dhoonie ...	10	5	...	...	1	7
		PUNWAR ...	11	6	...	...	3	8
	Superintendent of Ajmere ..	{	Ghatecara ..	11	0	Banas	3	9
			Lassorecah ...	13	0	10
			SHAHPOORA ...	12	0	Kharrri	11
Oodeyppoor.	G. G.'s Agent Ajmere ...	Mowah ...	14	6	...	...	2	12
		Bheelwara ...	11	2	Kotesarce .	...	1	13
		HAMEER GURH ...	11	4	Banas ...	...	1	14
		Gungrar ...	9	6	...	...	1	15
		Chittore or Chi- toregurh ... }	12	4	Bailuch ...	...	3	16
		SOWAH ...							10
		Ameer Scinden's Khan's	P. A. Neemuch	Neembhera or Neembahera ... }	12	0	2	18
Nyagong ...	7			1							Teolun Nuddy... }	1	19
NEEMUCH Canton- ment ... }	9			1	...	...	6	20
31 Total,...			329	6					

N. B.—From Hindoun to Sawur there are two roads, one as in No. 12, and the other by Kemlah 11½, Shehur 10, Bhamunwas 10½, Madowree 11½, Duttowicee 12½, Bopul 12½, to Sawur 13½, both equally good and have been frequently marched by Troops,—in this latter route there are some quick sands in the bed of the Moreel river.

1.—A small village, surrounded by a dilapidated mud wall and ditch. Scanty supplies. Water from wells. At one mile cross the Benham 150 yards wide, banks sloping, bed of moist sand, small rill of water in dry season. Country bare and slightly undulated. Hills on left at the distance of 3 miles. Road for the first mile rather heavy, the remainder good.

2.—A middling village, surrounded by a mud wall and ditch, and having a mud ghreee inside, all going to decay; supplies procurable, but fuel scarce. Good water from wells and a jheel; cross the dry sandy bed of the Moreel at Phursada ghat, nearly a mile wide. Country undulated and bare. Hills on right and left at a distance. Road good. Pass Phursada on right bank of the Moreel at ¾ miles.

3.—Supplies procurable. Water from wells. Country undulated and bare. Road excellent and approaches the hills on the right. Cross the nullah, which is small and dry, at the 5th mile.

4.—A hill fort and large populous village. Supplies and water plentiful. Country as in last stage. At 5½ miles cross the dry bed of the Dhail Nuddy 100 yards wide. Left bank high. Right low. Road good. At 5½ miles pass Neemadce and at 11½ under the hill ford of Sarsoop. After quitting Peepulwara, there is a jheel on the right of the road for some distance.

5.—A village; supplies procurable from Tank; water plentiful and good. Country to the Banas as above, afterwards a plain covered with stunted bushes. Distant hills on both flanks. At 4½ miles cross the Banas at Mundawur ghat, bed 700 yards wide and sandy, stream during dry months from 20 to 30 yards wide, and from 1 to 1½ feet deep, left bank low and right high. At the 10th mile cross the Nullah which becomes dry immediately

after the rains, the bed is about 30 yards wide and sandy, it banks low. Road to the Bannas gulf, afterwards meets an open sandy, and there is a stiff path for carts out of the bed of the river. About Khan's track-out is about 2 miles to the north west of Kumbhgarh.

4.—A village; supplies scanty. Good water from wells and a flood. Country an open plain with distant hills; there is a good deal of cultivation for the first 8 miles, afterwards lower down. Road excellent at the 10th, 11th and 12th miles; there are small ravines intersecting the road, but they are of no consequence.

7.—A large village; surrounded by a low mud wall and small ditch; supplies procurable; good water from wells and a flood. Country, road as yesterday and but less cultivation, it is now across the nullahs, which is small and sandy dry, and forms the boundary between Jyngpore and Tank.

8.—A large village; surrounded by a mud wall, and has a small mud fort inside; supplies and water plentiful. Country an open plain covered with low bushes. No cultivation except a few patches near villages. Distant hills on right and left. On right high and detached, on left low and forming a range. Road excellent. At 4 cross the first nullah, at 6 the second, and at 7 1/2 the third; all dry and forming no impediment.

9.—A village and small stone fort at the foot of a rocky range of hills. Supplies scanty. Water from Bannas and a flood. At 6 1/2 cross the Bannas 300 yards wide, nearly dry in December, but heavy sand, and bank not very high or difficult for carts. Nullahs of no importance. Country open and very partially cultivated. Road heavy. Pass Dhoore at Dhoore at 4, Kharwar at 7, and Kharwar at 8 miles.

10.—A small village. Scanty supplies from surrounding villages, and should be taken on from Bannas or Bhagpore according to the direction of the march. Water from wells.

Road for the first 4 miles to Bannas is walled town protected by a small hill fort, is steep, and bad for carts, afterwards excellent. Country to Bannas hilly, and covered with oak and betel jungle, then an open plain for 2 miles, and then again oak and jungle. Enter the Ouday-poor country about 2 miles from Bannas. Pass Titara at 11 1/2 miles.

11.—A large walled town. Supplies and water in abundance. Country a very undulating plain covered with low bushes and the cleared ground. No cultivation except immediately around villages. Road excellent. Pass Moomda at 12, Bannas at 14, Kharwar at 16, 7 1/2 miles. Cross the dry bed of Kharri at the 7th mile, 40 yards wide and sandy pond.

12.—A village. Scanty supplies. Water plentiful. Country road and road as in the last stage. Pass Deen Kola or Dohorah at 7 1/2, Kharwar-masani at 10, and Khyra at 12 miles. Nullahs dry after the rains, and form no impediment.

13.—A large open town. Supplies and water abundant. Country much the same as in the last two stages. Road good. Pass Bawhli at 7 1/2, Chagras at 8, and Sangapore, a large walled town in various state, at 9 miles. At 10 miles pass the dry sandy bed of the Kumbas, about 100 yards wide, with low banks. The road from Bannas to Sangapore joins at Sangapore.

14.—A large village commanded by a small hill stone fort in good repair. Supplies procurable and water plentiful from wells and a flood. Country much the same as above, a few detached hills at a distance on the right, and a range on the left rising north from Hanserghok. Road for 3 miles rough and uneven, and afterwards sandy and heavy in some places. At the 6th mile cross the nullah, 12 yards wide—dry rock bed and at the 10th mile cross the dry bed of the Bannas, 30 yards wide of heavy sand; banks low. Pass Arizee at 8, Marpalia at 8, and Gwalior at 8 miles.

15.—A large village commanded by a small hill fort in bad repair. Supplies scanty, water plentiful. Country undulating and partly covered with jungle. All first hills on right and latterly on both banks. Road rough in parts, but generally good. Pass Bannas at 4, Kharwar at 5, and near Choras at 7 1/2 miles.

16.—A town and extensive hill fort, 1/2 of a mile east, or left of the road. Supplies and water abundant; surrounding good crops. On the left bank of the Gwanawra river, over which there is an old stone bridge on the road leading to Chitton. Country much covered with jungle, and the hills which are close on the right, decrease gradually into a low rocky ridge, rocky-banked, with exception of the first which occurs immediately after starting from Gungar, and is swampy for some time after the rains. At the 11th mile cross the nullah, but 100 yards wide with steep banks, country dry in December. Pass Dhoore at 2, Bannas at 3, Kharwar at 3 1/2, Phansiole at 6, Chanderio at 8, and Sanghara at 11 1/2 miles.

17.—A village; supplies procurable. Water plentiful. Country road and road much the same as in last stage. Pass near Sahakar at Dhoore at 1 1/2, Sangwah or Sangah at 2 1/2, Bannas at 3, and Kharwar at 7 miles.

18.—A walled town of about 800 houses, supplies procurable and water plentiful. Country a plain, thinly covered with stunted oak and other bushes. Nullahs sweep at the 6th and 7th miles, both easy. Road good. Pass Maseon at 2, Chitton at 5, and Phansiole at 7 1/2 miles.

19.—A small village. Water from wells and a nullah. Country flat, free from jungle and partially cultivated. Cross the nullah soon after starting, and 1 1/2 miles the nullah, which is about 50 yards wide and nearly dry in December, its banks steep and bad for carts. Pass Kharwar at 1 1/2, and Jalla Poojia at 2 1/2 miles.

20.—Country much undulating, and rises from Nyngang for 3 1/2 miles, and then slopes off towards Nannah. Nullahs all dry after the rains and easily crossed. Pass Koorpata at 1, Bannas at 2 1/2, Dargowala at 4, and Kharwar at 7 1/2 miles.

No. 13.—FROM AGRA TO NEEMUCH BY HINDOUN, KHOR-SHEGHUR AND MUNDULGHUR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Oodeypoor.	G. G.'s Agent Ajmere ...	Punwar, as in No. 12.	195	6		...	
		Jehazpoor ...	16	2 1	Nuddy ...	10	1
		Umurgurh ...	15	2 ...		9	2
		Maunpoora ...	12	3	Oulee ...	4	3
		Horah near Mundulghur ...	6	3 ...		2	4
		Buroondunnee ...	9	0	Meenarce ...	4	5
Scinde's	P. A. Neemuch.	Palkah ...	14	3	Khalir } and Orail }	3	6
		Bijeypoor ...	10	0 ...		8	7
		Cherowul ...	10	0 ...		7	8
		Jawud ...	12	5	Gumeeree ...	5	9
		NEEMUCH Cantonmt.	10	2 ...		6	10
29 Total .			312	2	miles.		

1.—A town and bazaar, water plentiful. Country hilly on left, pretty open on right, with distant hills and knolls. Road a tolerably good hackery track. Pass Kunchelwara at 2½, Umurwassee at 7½, and Korara at 9½ miles.

2.—80 houses, 10 shops. Water plentiful from wells and a tank. Country hilly, soil rock and gravel. Road an indifferent hackery track, winding between hills and over sharp undulations. Rather a sharp descent of 60 yards at the end of the stage. Pass Chabura at 2½, Futehpoor at 7½, Kunnatoo Khara at 9½, Kujjooree at 10½, and Bekullee at 13 miles.

3.—109 houses, 1 shop, and well water plentiful. Country hilly at a distance and slightly undulated with scattered knolls near partial cultivation and low jungle. Road pretty good. Pass Mahsuttee at 1½, Suddapoor at 2½, Hurpoora at 5½, and Dhamunca at 8 miles.

4.—30 houses, 1 shop, and 7 wells. Mundulghur 2½ miles due east. Country open and flat; a ridge of hills on left at end of Stage running East, partial cultivation and jungle, soil chiefly black mould.

5.—250 houses, 16 shops, and water plentiful. Country open and flat on right. Hills on left at some distance at first, afterwards close. Road pretty good. Pass Lodeanah at 1½, Sengulee at 6, and Dewureah at 7 miles.

6.—80 houses, 1 shop, 50 wells and 1 tank. Road an indifferent hackery track very little frequented, winding and confined in parts, and for the first 8 miles leads through a narrow valley between parallel ridges of low hills. Afterwards over an open country with hills at some distance on left. Pass Senguree at 8, Jodhpura at 10, Torneo at 11½, and Sowawah at 12½ miles.

7.—A good-sized village and bazaar, water plentiful. Road passes along a narrow valley, and is quite practicable for laden cattle, but not for carts in consequence of the Bhundgura Pass, which occurs at the 5th mile, and is rocky and impassable by wheeled carriages for about 200 yards of ascent, and near the same distance in descent. The centre of the valley is pretty generally cultivated, and the sides lined with thick jungle along the foot of the Hills. Pass Tukhtpoorat at 2, Abee-poora at 3½, Maunpoor at 5½, Kejir at 4½, Bawuree Khara at 6½, Deo-Doongree at 7½, Jewassee at 7½ and Bhootpoora at 8½ miles.

8.—80 Houses, 6 shops, and 25 wells, with 2 tanks. Road a passable hackery track though little if ever frequented by wheel carriages. Passes along a narrow valley, well cultivated in centre and lined with jungle, as in last stage. Hills generally covered with thick jungle, but in some parts their deep sides are cultivated to their summit. Pass Keerpoora at 1½, Kullianpoora at 4, Umurpoor at 5, Palchan and Putabpoorat 8½ miles.

9.—A large town and bazaar, water plentiful. Road a pretty good hackery track, but confined by ravines in some parts, and is also narrow and rough in others between a winding nullah, and the foot of a ridge of hills; for the first 9 miles it leads along a narrow valley as above, and afterwards through a level well cultivated country. Pass Kurumpoor at 1½, Sirowda at 3, Attah at 4½, Boodu Singh Khara at 5½, Toomba at 7½, and Atisah at 9 miles.

10.—Country undulated and pretty well cultivated. Soil gravelly on the swells, and black mould in the hollows. Road a good hackery track in dry weather. Pass Burkhara at 1, Palakhara at 3½, Newur at 6½, and Burookhara at 8½ miles.

No. 14.—FROM AGRA CANTONMENT TO NUSSEERABAD
BY BALAHERA AND DEOSIR.

Ferdowsies.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Mileage.	Notes.
			M.	F.			
Kilburn British Agent.	G. Gl's Agent Ajmere	Kalkoh,					
		as in No. 3,	100	1			
		Deosir,	9	0			1
		Lowain,	11	4			1 2
		Boopkara or Boop- kharra,	30	0			3 3
		Chakson,	11	0			2 4
		Dabich,	11	4			5
		JERANER, near Ma- dhompor,	7	0			6
		Numbara,	10	0			1 7
		Pachewar,	12	5			8
		Bambhola,	11	4			9
		LAMBA,	8	4			1 10
		Kanhpura	10	0			1 11
NUSSEERABAD CANTONMENT	10	0			1 12		
	21 Total.	222	5	miles.			

Kilburn
British
Agent.Kilburn
British
Agent.Kilburn
British
Agent.

1.—A large walled town and hill fort. Supplies and water in abundance. Country uncultivated and partially cultivated. Road pretty good. Pass near Khaton, a small village at 30 miles.

2.—A large hamlet. Supplies and water abundant. Country open and partially cultivated. Hills at some distance on right. Road good. Rainfall dry and sandy.

3.—A small hamlet; supplies from Toonga, 4 miles north west, and from surrounding villages. Water plentiful. Road heavy sand in parts. Country on the left open. Hills on right to Toonga, and thence open and partially cultivated. Rainfall dry after the rains.

4.—A large town and hamlet; water from wells and a tank. Country open and partially cultivated. Road good, with exception of the last 2 miles, where it becomes very narrow and heavy. Pass Kanhra at 1 and Sagwa at 5 miles. Cross the dry sandy bed of the Meoni and other rivers. The soil is very unimproved.

5.—A small village, 4 bundles' shops, and supplies procurable from adjacent villages, water from wells. Country open and partially cultivated. Road good. Pass Zyegon at 3, and Koutpara at 8 miles. At 14 miles, cross the dry sand bed of the Bandora.

6.—A small village. Supplies procurable from Madhampur and water abundant. Country open, tall and little cultivated. Road pretty good. Pass Urdupoor at 13 and Bunkara at 2 miles.

7.—A small hamlet. Supplies procurable, and water from wells. Country at its best stage. Road very good. Pass Mandora at 5, and Madhampur at 14 miles. Cross the soil near Madhampur. No improvement.

8.—A large town and hamlet. Supplies and water abundant. Country as above. Road excellent. Pass near Madhampur at 14, Kanjar at 15, and Barawa at 18 miles. At 4 miles across the dry sand bed of the Madora.

9.—A hamlet. Water abundant. Country flat, with little cultivation near the road. A good road the whole way. Pass Kumbura at 4, and Nagar at 14 miles.

10.—A small hamlet. Water plentiful. Country flat and uncultivated. Road good. Pass Dhan at 2 miles. Rainfall dry after the rains.

11.—A small hamlet. Supplies procurable and water plentiful. Country still uncultivated. Road pretty good. Pass Dhan at 2 miles. Rainfall forms no improvement.

12.—Country uncultivated and rising towards a chain of low hills on the right. Road pretty good. Pass Dhan at 2, Dehara at 7, and Dehara at 7 1/2 miles.

No 15.—FROM AGRA CANTONMENT TO NUSSEERABAD BY
BIANA AND LALSONTH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Jeypoor.	G. Gl's Agent Ajmere	Hindoun,					
		as in No. 9,	70	7			
		Kemla	11	4	Gumber		1
		Sheher	10	0			2
		Bhamunwas	10	4			3
		Behareepoor	14	4	Kurelee		1
		Dowlutpoor	10	0			5
		Gurnewassee	9	4	Moreel		1
		Keetpora	13	4	Dhoond		7
		Jurane near Mad- hoorajpoor	9	0	Bandee		8
		Nusseerabad	62	3			
	21 Total	221	6				

1.—A small bazaar. Fire wood very scarce here, other supplies procurable, and water plentiful; open country, with hills on right and left at a distance. Road tolerably good till within four miles of Kemlah, when it becomes very bad, and leads into the dry bed of the Gumber, of deep heavy sand, with a steep ascent on opposite bank. Pass Jehansabad at 3, Erneah at 4½, Hingode at 6½, Mahabeer, on left bank of the Gumber, at 8 miles.

2.—A town and hill fort. Fuel scarce, other supplies and water plentiful. Country flat and partially cultivated. Road good, approaching hills on the right. Pass Millik serai at 4 miles, and Soap at 6 miles.

3.—A large town and bazaar. Supplies plentiful, with exception of fire-wood, which is very difficult to be got. Water plentiful. Road tolerably good, passing over a flat country. Pass Hoodah at ½, Surah at 5, and near Bandee, at 6 miles. A road strikes off from hence to Necmah.

4.—A small village. Supplies from Lalsonth, distant 3 miles. Water from wells. Fuel still very difficult to be got. At 4 miles pass near Newalee or Loalee, a large village, and from thence there are hills close on the right. Country on the left open and chiefly waste. Road for the most part a very heavy sand, and bad for carts.

5.—A middling village, 6 bushiah's shops. Supplies scanty. Water from wells. Country hilly on right, open on left. Road heavy in some parts, but generally good. Pass Charoos at 3, and Thoonoo at 5½ miles.

6.—A bazaar. Water from wells. Country flat, and no cultivation except immediately around the villages. Road for some miles extremely heavy, particularly across the broad bed of the Moreel, but it improves greatly in the last 4 miles. Pass Tillockpora at 3, and Monneke Tikaroo at 4½ miles. Cross the nullah at little after passing the latter place.

7.—A small village. Water from wells. Supplies should be taken on from Chaksoo or Madhoorajpoor, according to the direction of the march. Country flat, and very little cultivation. Cross the dry sandy bed of the Dhoond at ½ miles from Gurnewa See, and thence to Keetpora the road is good. Pass Ragoopora at 2½, Chaksoo, a large town, at 5½, and Jyepora at 10 miles.

8.—A small village. Water plentiful and supplies procurable from Madhoorajpoor. At 2 miles cross the dry sandy bed of the Bandee. Country open and flat, very partially cultivated. Pass Dabich, a middling village, at 2½, Gopalpora at 4, and Bankota at 5½ miles.

No. 16.—FROM AGRA CANTONMENT TO SAUGOR BY
GWALIOR, DUTTEAH, JHANSI AND TEHREE.

Dholpoor.	Agra	G. G.'s Agent	Tehara	12	0			1	
			Muneah	13	4	Bangunga		1	2
			Dholpoor	9	0			3	

Territories.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Miles.	Notes.
			M.	F.			
Tribal.	Resident at Gwalior	Hingonah ..	184		Chambul	4	
		Dunaila ..	121		Koharee and Abhin ..	5	
Sichow's.	Resident at Gwalior	GWALIOR Residency.	112		Sauk	6	
		Jinsee ..	63		Soowan reka ..	7	
		Antree ..	122		Ootnar ..	1 8	
		Dubbra ..	144			2 9	
Dattab.	G. G.'s Agent Banda	Ooprai ..	122		Sind ..	1 10	
		Duttiah, (South side of) ..	82			3 11	
Jhansi.	G. G.'s Agent Banda	Amhabab ..	84			1 12	
		JHANSI ..	84		Barraree and Betwa ..	2 13	
Tahree.	G. G.'s Agent Banda	Burwa Sagor ..	122			7 14	
		Firtheepoor ..	114			8 15	
		Shimsoore ..	136			11 16	
		Silpang ..	123			12 17	
		Tetree ..	95			11 18	
Shagurh.	Com. Jabulpoor.	Junnar River at Kiria Dunwa Ghat ..	103		Junnar ..	7 19	
		Sarooool ..	154			12 20	
Belish.	Com. Jabulpoor.	Seral or Sorace ..	84			8 21	
		Dhamonee ..	95			11 22	
		Bard ..	105			9 23	
		Serairee ..	106		Dassan ..	12 24	
		SAIGOR Cantonment.	60			12 25	
25 Total			2734				

1.—A large village. Small hamlet and villages in abundance from adjacent villages. Well water plentiful. Country level and well cultivated. Road heavy sand in some parts, but generally very good.

2.—A hamlet; water from wells and a tank. Road tolerably good and country highly cultivated for the first 3 miles to Jahjoor on the left bank of the Bangooys, thence road heavy and country chiefly waste and sandy. Cross the Bangooys under Jahjoor, bed sandy and about 120 yards wide, with steep banks cut into deep ravines. A small rill of clear water in the dry season. The silt which occurs between Tahree and Jahjoor is sometimes called the Ullack Nuddy, and forms an impediment during the dry season.

3.—Inland of measurement well of, and immediately opposite to Mr. Carew's hamlet, about a mile short of the town. Springs and water in abundance. Country very partially cultivated. Road pretty good, but 7 is some parts.

4.—A middling village and small hamlet on left bank of the Koharee Nuddy. Water from 2 wells and the sandy. At 14 miles cross the Chambal by ferry cross under the old fort of Bhilpoor, and the road for about 3 miles on both banks of the river leads through very deep ravines, which in most parts are not well cleared wide to admit of two carts passing each other. After passing Chota Bera (a small village with only one well at the head of the ravines on the right bank, the country is level, and black mould and well cultivated. Road good. There is a ford on the Chambal at Koharee Ghat, some miles above Bhilpoor, and in marching from Bhilpoor by either the ford or ferry, the first encampment should be on the right bank of the river and thence to Hingonah, it being too much to cross the river and proceed to Hingonah in one day.

5.—A large village. Small hamlet, and villages prominent from Norechal, 2 miles eastward. Cross the Koharee under Hingonah, little water, banks steep and cut into ravines,

but they slope off gradually at the ghat, and form no impediment. At 7 miles cross the Ahsin by an easy ford. Country flat and partially cultivated. Hills on right at a distance.

6.—Encamping ground between the residency house and bazaar. Supplies from the old city, distant 3 miles. Water from wells. At 1 mile cross the Sank, water shallow, bed stony and rough, right bank rather steep. Road good. Country partially cultivated; detached hills on the right and left.

7. Encamping ground near the artillery park, and about $\frac{1}{2}$ mile from Scinde's garden house at the Phool Bagh. Supplies from the Mahratta camp or new town of Gwalior. Water from wells. Road good, passing at some distance on the west of the fort of Gwalior, and for the last two miles it winds round the north-east side of the new city between it and the south end of the fort. Cross the Soowunreka near the end of the march. Banks sloping at the ghat. Little water. Bed firm moist sand, and about 100 yards wide.

8.—A small bazar. Water from wells and a nullah. Road very narrow, rugged and bad for carts; passing through a belt of low table-crowned hills, and so narrow and confined by steep banks, in some parts, that one hackery would completely block up the road. At 4 miles cross the Oomrar by a good ford under Kota-ke-Seral, and at $7\frac{1}{2}$ miles pass near Buroree.

9.—A middling village. Supplies procurable, and water from wells and a nullah. Country flat and partially cultivated, soil black mould. Road a pretty good hackery track. Small detached hills at a distance on the right and left. Pass near Kulliance at 3, Burturee at 6, Undioee at 8 $\frac{1}{2}$, Simria at 11, and Urroo at 12 $\frac{1}{2}$ miles.

10.—A small bazar and water plentiful. Road indifferent to the Sind about half way, and thence excellent through a well cultivated fruitful country. The bed of the Sind is about 200 yards wide and sandy, breadth of stream in dry season 40 yards, and from $1\frac{1}{2}$ to 2 feet deep. Banks steep and cut into deep ravines through which the road winds for nearly a mile on the left bank. On the right bank they do not extend far at this ghat. At $5\frac{1}{2}$ miles pass Chandpoor, at 6 $\frac{1}{2}$, Ghura, at 8 $\frac{1}{2}$ Pechokra, at 9 $\frac{1}{2}$ Byroka. The Sind forms the boundary between Scindia's territories, and those of the Duteah Raja.

11.—A large walled town and residence of a Raja, situated between parallel ridges of low rocky hills, and surrounded by an extensive jungle of brushwood, and stunted trees of various kinds. This jungle is called the Raja's kumna, and is well stocked with game. Road good through the kumna most part of the way. Ground for encampment on east bank of lake south of the town.

12.—A small village; supplies scarce, well water plentiful and good. Country undulated and rocky, and chiefly with brushwood. Road good.

13.—A fine walled town and residence of a Raja. Supplies and water in great abundance. Country undulated and rocky, little cultivation, road excellent. Ground for encampment about $\frac{1}{2}$ of a mile south of the town.

14.—A bazaar. Water from wells, and a fine lake on the east side of the town. Ford the Bararee nuddy at about the 7th mile, and the Betwa river at the 8th mile. The bed of the latter is about 600 yards wide. Full of rocks and loose stones, and bad for carts to cross. Country undulated and rising into low detached hills at a distance on right and left. Road pretty good, with exception of the ford on the Betwa.

15.—A small village; supplies scanty. Water from wells and a nullah. Country open with isolated small hills scattered over it. Road good. Pass Jogeehace at 4 Mucarah at 6 $\frac{1}{2}$, and Jeare at 10 miles.

16.—A small bazaar. Supplies procurable from neighbouring villages. Water from wells. Country and road as in last stage. Pass Bara Berora at 5, and near Chirpora at 8 $\frac{1}{2}$ miles.

17.—A small village. Supplies scarce, water from wells. Country and road as above. Pass Phonome at 2, Door at 3 $\frac{1}{2}$, Dogora at 5 $\frac{1}{2}$, Koorai at 8 $\frac{1}{2}$, and Burma at 10 miles.

18.—A large walled town and residence of a Raja. Supplies and water abundant. Country and road much the same. Hills on left running in ridges in north-east direction. Pass Baragong at 6 miles.

19.—Supplies from Asthone 2 miles north, end from neighbouring villages. Water from the Jummar river. Country open, detached hills at a distance on the left. Road a pretty good hackery track. Pass Pehari at 4 and Asthone at 8 miles.

20.—Supplies procurable from the village and from Maroura, distant 2 $\frac{1}{2}$ miles to the southward. Country and road as in last stage. Pass Agora at 1 $\frac{1}{2}$, Bomor at 3, Koomereee at 7 $\frac{1}{2}$, and Bara Gurallee at 12 $\frac{1}{2}$ miles.

21.—A small bazaar and market twice a week on Tuesdays and Sundays. Water from wells. Country undulated, open and partially cultivated. Road a pretty good hackery track. Pass Maroura, a large village, at 2 $\frac{1}{2}$, Laber at 5, and Murkera at 7 miles.

22.—A small bazaar and market twice a week, on Wednesdays and Sunday. Water from a tank and wells.

23.—A small village. Supplies from adjacent villages. Water from the Dussaun river and from wells.

24.—A small village. Five baniahs, and supplies from neighbouring villages. Water from a tank.

25.—Supplies abundant from town and suddur bazaar; good well water plentiful.

No. 17.—FROM AKYAB TO CHITTAGONG.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Miles.
			M.	F.		
British.	Commissioner in Arracan.	Kakra Tek	10	0	...	7
		Tek Myoo	6	0	Myoo	3
		Sekallee	2	5	...	3
		Oingdong	8	6	...	4
		Meerla Brang	8	4	...	5
		Charco Conoo	10	0	...	6
		Mungloo	10	2	...	7
		Tek Naaf	4	0	Naaf	8
		Burradi	12	0	...	9
		Monakallee	9	0	Monakallee	10
		Pulooa Tek	6	4	...	11
British.	Chittagong.	Jullapuhung	12	0	...	12
		Ramoo	10	0	Bangkallee	13
		Eodgong	12	5	...	14
		Dolu Hazaroo	8	4	...	15
		Chuckerah	8	6	...	16
		Hurbung	8	4	Morce	17
		Adantugur	8	6	...	18
		Keorrah	11	4	...	19
		Do Hazaroo	5	0	Senkar	20
		Puttea Thaa	11	5	...	21
		CHITTAGONG	12	5	Kurathace	22
22 Total..			205	4	miles.	

The above route was marched by the force, crossing Arracan, under brigadier General Marles, G. B. in 1853, but it will generally be found most advantageous to convey troops from Bengal to Arracan, by water. The trip from Chittagong to Akyab, during the cold weather, seldom occupying more than 36 hours.

1.—The road leads across the flat island of Akhie or Akyab, and is intersected by 7 creeks or tide nullahs, impassable at high water. Supplies must be collected; water from wells.

2.—Good encamping ground and water from wells, no supplies. The Myoo is 4 miles broad and is crossed in about 2 hours; there are 2 ferry boats, each 2 fathoms long and 14 broad. The farmers are taxed by the Government regulations relative to the conveyance, but the means actually available would without previous notification be found very insufficient for the transport of any large body of men.

3.—Good encamping ground and water from wells. The road at first leads inland and afterwards along the sea beach. No supplies; tide nullahs fordable at low water.

4.—Road leads along the sea beach. Pretty good encamping ground, but water scarce and no supplies.

5.—Road along the sea beach. Ground for encampment; and water procurable, but no supplies.

6.—Road inland and through jungle; a large plain for encampment and good water.

7.—Supplies procurable on previous notice. Water bad. Road as in last stage.

8.—Supplies procurable by means of palan. Good encamping ground and excellent water about 2 of a mile from the Thanna. The Naaf is about 2 miles broad, and is easily crossed in an hour during the fair season, but as it is open to the west like the Myoo, some but large boats will venture to cross it during the South-west Monsoon. From Mungloo, there is a fair nullah leading into the Naaf, and boats can proceed out at all times; but on the opposite side there is a broad shoal near the ghat, which boats can only get over at high water.

9.—Supplies procurable by means of the palan after due notice; encamping ground and water very good. The first 5 miles of road is inland and through jungle, the remainder is along the sea beach, and is excellent. Nullahs fordable.

10. Supplies procurable as above. Road very good along the beach. Nullahs fordable, Menakalee passed by ferry.
 11.—Ditto ditto ditto. Nullahs fordable at low water.
 12.—Ditto ditto ditto, last 2 miles of road inland having the Rajoo river on the left.
 13.—Supplies and water procurable in abundance. Road good; cross the Bangkalee by ferry at the end of the march.
 14.—Supplies furnished by zemendars after due notice. Road good.
 15.—Supplies procurable after due notice. Water plentiful. Country hilly and covered with jungle; road good.
 16.—Ditto ditto ditto. Soil clayey. Road good.
 17.—Cross the Moree or Mattamoree, by ferry at the commencement of the march. Supplies furnished by zemendars after due notice. Ground for encampment confined and bad.
 18.—Country hilly. Road good, but closely lined with jungle. Supplies procurable in abundance; water plentiful.
 19.—Country flat and well cultivated. Road good. Nullah fordable. Supplies procurable as above; water plentiful.
 20.—Ditto ditto ditto. Cross the river by ferry at the end of the march.
 21.—Ditto ditto ditto. Nullahs fordable.
 22.—Ditto ditto ditto. Ferry the river at Buckaltiah ghat, 3¼ miles from cantonments.

No. 18.—FROM ALLAHABAD CANTONMENT TO BANDA
BY THE RAJAPOOR FERRY.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Not.	
			M.	F.				
British	Allahabad	Bugwautpoor	11	0	..	..	1
		Buswar	12	4	..	..	2
		Kuralce	8	2	..	..	3
		Shahpoo	16	0	..	..	4
		RAJAPOOR	3	4	Jumna	..	5	
		Pabaree	14	6	Ohun	..	6	
	Banda		Singpoor	10	2	Pysonee and Bagun	}	2
			Amoah	12	0				..	1
			Suhewa	11	4	..	1	
			BANDA Cantonment	11	4	..	1	
10 Total..			111	2	miles.			

1.—A small village. Water from wells. Supplies from surrounding villages. Country flat and well cultivated. Road indifferent. At 2¼ miles enter the city of Allahabad, and at 4¼ pass out of it at Hematungee. Pass Oomree at 2¼ miles.

2.—A small village. Supplies from Mehewa 2 miles west and from surrounding villages. Water from wells. Country and road as in last stage. Pass Begumpoor at 1½. Lockreegong a large village and bazar at 5, Peerye at 7, Douja at 9, Jyanteepoor at 10½, and Thumnee at 11¼ miles.

3.—A large village and bazar. Supplies and water abundant. Country well cultivated and road good. Pass Byragpoor at 1, Mehewa at 2, Bendoee at 4, and Tamba at 6 miles.

4.—A small bazar. Supplies and water procurable in abundance. Country well cultivated and road bad and winding. Pass Jumdoe at 2, Dandpoor at 4, Mahowa at 5½, Poonwar at 7, Puchum at 8, Rujawa at 10, Kootua at 11½ and Byrumpoor at 11¾ miles. The Nullah is usually crossed by a temporary bridge.

5.—A small bazar. Water from the Jumna. Country highly cultivated. Road bad for carts. Cross the Jumna by ferry. The bed sandy and about 800 yards wide. The stream occupying about one half of that space in dry season, left bank sloping, right bank steep. There are 8 boats belonging to this ferry, which is private, and ferry charges must be paid.

6.—Supplies from surrounding villages. Water from wells. Country flat and well cultivated. Road very good.

7.—A middling village. Supplies procurable. Water from wells. Country and road as in last stage. Ford the *Pyraon* at the 8th mile and the *Eagan* at the 13th. Water shallow, but banks steep and difficult for packtrains.

8.—Supplies from adjoining villages. Good water from wells. Country flat and well cultivated. Road good.

9.—*Ditto ditto ditto ditto.*

10.—*Ditto ditto ditto ditto.*

No. 19.—FROM ALLAHABAD CANTONMENT TO BANDA BY
FUTTEHPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nudaka.	Nots.
			M.	F.			
British	Futtehpoor ...	FUTTEHPOOR, as	80	4	...	...	...
		No. 1, Part 5, ...	...	...	...	...	...
		Bowah ...	15	0	...	...	1
		Chillah Tara ...	9	6	Jumna	...	10
		Banda ...	Piperinda ...	12	0	...	...	3
		BANDA CANTONMENT ...	10	0	...	...	4
		10 Total...	127	2	miles.		

1.—A large village and bazaar. Water from wells and a tank. Country flat, well cultivated and studded with small villages. Road good. Pass *Dakrota* at 4 $\frac{1}{2}$, *Shah* at 7 $\frac{1}{2}$, near *Bahabpoor* at 10 *Kattowah* at 11 $\frac{1}{2}$, and *Lodigson* at 12 $\frac{1}{2}$ miles.

2.—A small hamlet and supplies from neighbouring villages. Water plentiful. Country fertility cultivated. Road good. Pass *Bandwa* at 4 $\frac{1}{2}$, and *Lakrota*, a large village, at 5 miles. Cross the *Jumna* by ferry at the end of the March, only 2 boats belonging to the *ghat*, but others can be procured, but 1 of a mile wide, and heavy sand for about 2 miles at that distance. Rivers in dry season usually run under the right bank; banks steep and only one exit from the *ghat* through a deep ravine.

3.—A large village and bazaar. Water plentiful, country flat, soil black mould and well cultivated. Road good. Pass *Sakropat* at 4 $\frac{1}{2}$, *Pattwa* at 5 $\frac{1}{2}$, and *Orrotat* at 7 miles. 4. Supplies and water abundant. Country and road as in last stage. Pass *Lerna* at 7 $\frac{1}{2}$, and *Shawai* at 8 miles.

No. 20.—FROM ALLAHABAD CANTONMENT TO CALPEE.

British	Futtehpoor ...	Futtehpoor, as in	80	4	...	...	...
		No. 1, Part 5, ...	...	...	...	...	...
		Khoospoor ...	10	2	...	...	1
		Kudwah ...	10	4	...	...	2
		Jehanabad ...	15	0	...	...	3
Cawnpoor ...	...	Ghautumpoor ...	10	4	...	...	4
		MOORANUGUR ...	12	0	...	...	1
		DOWLETTPOOR ...	13	6	Singoor Nudly ...	...	6
Hameerpoor ...	CALPEE, (Old Fort)	2	6	Jumna	...	7	
		13 Total...	153	2	miles.		

1.—A middling village and a few Buniachs' shops. Water from wells and a tank. supplies from adjacent villages. Country flat and partially cultivated. Road good. Pass Aboonugur at 1, Horace at 4½, Chunkhara at 7½, and Serai at 8½ miles.

2.—A bazaar and water plentiful. Country and road as in last stage. Pass Bindkee, a large village and bazaar, at 7½ miles. The road from Cawnpoor to the Chilla Tara ferry passes through Rudjwah.

3.—A town and bazaar. Supplies and water plentiful. Road bad, through ravines for some distance.

4.—A small bazaar. Supplies and water plentiful. Road very good.

5.—A bazaar. Water and supplies plentiful. Road much cut in parts, but tolerably good in general. Pass Bhaindee at 3½, Nuwaree at 5½, Sreenugur at 7, and Bankha at 10 miles. Nullah fordable.

6.—A middling village. A few Buniachs' shops; supplies procurable from Calpee and from neighbouring villages. Water plentiful from wells and from the Jumna. A bad and difficult road, running through deep narrow ravines great part of the way. At 3 miles ford the Singoor nuddy at Chuppugatee.

7.—Supplies abundant from the town. Water from wells and the Jumna. Ground for the encampment of a regiment close to the gateway of the old fort. The Jumna, at the Raj Ghat, Calpee is about ¼ mile wide. Half of which is heavy sand during the dry season when the stream usually runs under the right bank. Banks high, but pretty well sloped off at the Ghat. There are boats belonging to this ferry.

No. 21.—FROM ALLAHABAD CANTONMENT TO ETAWAH.

Territory.	Civil Authorities.	Name of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Cawnpoor	Moosanugur, as in } No. 20, ... }	136	6			
		Boghnee ...	10	4	Singoor } Nuddy }	...	1
		SHAHJEHANPOOR ...	7	0	...	...	2
		Secundra ...	10	0	...	...	3
	Etawah	OOREEAH ...	10	4	...	...	4
		Ajectmull ...	14	2	...	...	5
		Buckewar ...	11	0	...	...	6
		ETAWAH Cantonment	14	0	...	...	7
		18 Total...	215	0	miles.		

1.—Supplies and water plentiful. Road bad and difficult, running chiefly through deep narrow ravines. Pass Chuppugatee at 3½, Dooragadas at 5½, Nuttuar at 6½, and Gourh at 7½ miles. At 2 miles ford the Singoor nuddy.

2.—A small bazaar. Water from wells. Country fertile and road pretty good. At 2 pass Mhow and at 4½ miles Rootgaon.

3.—A bazaar and water plentiful. Country partially cultivated. Road pretty good. Pass Zillahpoor at 1½, Rajpoor, a large village, at 4, and Sirdarnugur at 7 miles.

4.—bazaar. Water plentiful. Country and road as in last stage. Pass Pectumpoor at 2½, Khojaphool at 3½, Mutowlee at 5, and Bhowpoor at 7½ miles.

5.—Supplies and water abundant. Country flat and pretty well cultivated. Road bad and heavy in many parts. Pass Chiroowee at 3½, Mahowlee at 5, Futtehpoor at 6½, Jugutpoor at 8½, Dalabnugur at 10, and Amiscea at 13 miles.

6.—Supplies abundant and water plentiful. Country as in last stage. Road indifferent. Pass Bhawutpoor at 1, Moharee at 2½, Annutram at 4½, and Oojancee at 8 miles, with many other small villages at short distances on right and left.

7.—Abundant supplies from cantonment bazaar and city. Water plentiful. Country as above. Road good. Pass near Mardan Singh ke Serai at 1½, Byowlee at 2½, Kurwakhara at 4½, Jugmohunpoor at 5½, Beraree at 6½, and Ekdil Serai at 8 miles, with many other small villages on right and left.

No. 22.—FROM ALLAHABAD CANTONMENT TO JUANPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Allahabad ..	Jhoosee ...	4	6	Ganges ..		
		Phoolpoor ..	14	6	..	...	1
	Juanpoor ..	Badshapoor ...	10	6	..	...	2
		Muchleeshehur ..	15	0	...	...	3
		Goolzargunge ..	8	1	...	...	4
		Juanpoor Cantonmt.	13	0	Sye ..	...	5
6 Total...			66	1			

In proceeding by the Popamow Ferry, the stages are, Popamow 4, Surson 9, and Phoolpoor 8 miles.

1.—A town and good bazar. Water from wells and a tank. Country well cultivated and studded with villages. Road good. Pass Raheempoor at 3½, Eesepora at 4½, and Surson at 6½ miles.

2.—A large bazar. Water good and plentiful. Country flat and but partially cultivated; road much traveled and heavy.

3.—A large bazar. Supplies and water plentiful. Country and road as in last stages.

4.—A small bazar. Supplies procurable from adjacent villages. Road heavy and country partially cultivated. Pass Somadgunge, a small bazar, about half way.

5.—Supplies and water abundant. Road heavy in some places, but generally good, passing through a rich and highly cultivated country. At 12 miles cross the Sye by a fine pucca bridge, and pass through part of the city of Juanpoor, near the end of the stage.

No. 23.—FROM ALLAHABAD CANTONMENT TO JUBBULPOOR BY THE KUTRA PASS AND REWAH.

British	Allahabad ..	Himmatgunge near Arrail ...	4	0	Jumna ..	1
		Hurrey ...	13	0	...	2
		RAMNUGGER ..	9	0	Tonse ...	2
		Bahrutgunge ..	13	4	Kurmahu } Nuddy }	4
		Mirzapoor ...	LALLGUNGE ..	8	0	..	5
British	Allahabad ...	Kutra Pass (foot of)	15	6	Belun and Seotie }	6
		Hunumuna ..	11	0	...	4
Rewah	G. G.'s Agent Jubbulpoor.	Khutkurrie ...	9	0	Goorma ...	3
		Mowgunge ..	7	7	Burghat and Gara }	4
		Lour ...	10	7	Silar and Odda }	10
		Near Mungawa ...	9	2	Pukriar and Singree }	11
		Ryepoor ...	9	5	Mohana ...	3
		REWAH or Remah ..	11	0	..	3
		Kutra Mowbarce ..	11	7	Beehur ..	14
		Near Umurpatun ...	12	7	...	15

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	
			M.	F.		N.	No.
Mybeer	G. G.'s Agent Jubbulpoor...	MYHEER ...	15	3	Tonse ...	4	16
		Goonwara ...	12	3	Goosroo ...	15	17
		Sewagunge ...	13	2	... ..	18	18
		Chaka ...	12	0	... ..	26	19
		Newar Nuddy ...	9	7	Kuttee & } Newar }	10	20
British	Asst. Comr. Jubbulpoor ..	Kutnee Nuddy ...	11	0	Kutnee ...	...	21
		Sehora ...	14	1	Kinarie ...	...	22
		Gosulpoor ...	7	5	Herun ...	...	23
		Punagurh ...	9	2	... ..	...	24
		JUBBULPOOR Cant....	10	3	Prait or } Purchut }	...	25
25 Total...			271	7	miles.		

1.—A small village on right bank of the Jumna at Gao Ghat. Supplies from Allahabad and Kiddyunj and water from the river. Ground for encampment much confined by cultivation. The Jumna at Gao Ghat is $\frac{1}{2}$ of a mile wide, and the stream in the dry season occupies nearly the whole of that space. Left bank rather steep and right sloping. There are plenty of boats belonging to this ferry.

2.—A middling village and four buniyahs' shops. Supplies procurable from Piperson at $\frac{1}{2}$ miles east and from adjacent villages. Water from wells and a tank; country fertile and road pretty good. Pass Futeh meah ke Poorwa at $\frac{1}{2}$ Shaljeeka Poorwa at $\frac{1}{2}$ Mowaree at $\frac{1}{2}$, and Moongaree, a large village, at $\frac{1}{2}$ miles. Nullahs easily passed.

3.—A small bazaar, and supplies from Sirsah distant $\frac{1}{2}$ miles north-west. Country well cultivated. Road a good deal cut by ravines in some places. Pass Mujhwa at $\frac{1}{2}$ Piperson at $\frac{1}{2}$ Panassah, a large village and bazaar, on left bank of the Tonse, at $\frac{1}{2}$ Ooperouraka Poorwa at $\frac{1}{2}$, and Emliera at $\frac{1}{2}$ miles. The bed of the Tonse at the Panassah Ferry is about 400 yards wide and the stream in the dry season usually runs under the left bank, and is 150 yards wide; left bank steep, right sloping. There are boats at the ferry.

4.—A large village and bazaar. Supplies and water plentiful. Country level, well cultivated and studded with small villages. Road pretty good. Pass Ouchadee at $\frac{1}{2}$ near Goozah at $\frac{1}{2}$, Ootah at $\frac{1}{2}$, Moondee at $\frac{1}{2}$, Bomnee at $\frac{1}{2}$, Tikeree at $\frac{1}{2}$, Chibhillah at $\frac{1}{2}$, Chukdee at $\frac{1}{2}$, Chowharree at $\frac{1}{2}$, and Rutawal Rajpooor at $\frac{1}{2}$ miles. A road strikes off from Chibhillah to Mirzapoor.

5.—A small bazaar, water from wells and a nullah.

6.—Supplies scarce and must be collected from neighbouring villages. Water from the Seotee river. Road excellent. Country undulated and partially cultivated.

7.—Water from tanks. Supplies scarce; ascend the Kutra Ghat by Drummond's road, which is excellent.

8.—A bazaar. Water from wells, tanks and a nullah. Country undulated and well cultivated. Road excellent.

9.—A bazaar. Water plentiful. Country undulated and highly cultivated.

10.—Supplies scarce, and must be collected from neighbouring villages. Water from wells and tanks. Country undulating, well-wooded, highly cultivated and exceedingly beautiful.

11.—A large bazaar, and water plentiful. Country as above; distant hills right and left. The road from Rewah direct to Allahabad by the Sahagie Ghat, strikes off here.

12.—A small bazaar. Water from wells, tanks and a nullah. Country and hills as above.

13.—A large town and bazaar. Residence of the Rewah Raja. Water and supplies plentiful. Country a beautifully cultivated plain. Hills at a distance on right and left.

14.—A small village. Supplies scarce, and must be collected from the adjacent villages.

15.—A large bazaar and water plentiful.

16.—A large town and bazaar, and the chief place in the district belonging to Thackoor Bishen Singh. Water plentiful. Country level and partly cultivated. Cross the Tonse by an indifferent ford; bed 250 yards wide. Stream in dry season 60 yards, and from 1 to 2 feet deep. Right bank steep, left shelving.

17.—Eight buniyahs, and supplies from neighbouring villages. Water from wells and 2 tanks. Country gently undulated. Bandair hills west and parallel to the Road. Jungle and partial cultivation.

18.—Twelve buniyahs, and supplies from adjacent villages. Seven Pucca wells and 2 tanks. Country slightly undulated, much uneven ground, shallow nullahs, and small ravines. Jungle and partial cultivation.

19.—A small village. Three buniahs. Supplies scarce. Water from one well and 2 tanks. Country slightly undulated. Partial cultivation and open jungle.

20.—Supplies must be collected from Belharae, distant 3 miles and from other villages. Water from the Newar. Cross the Katanee at the 4th mile. bed 60 yards wide and gravelly. Depth of water in dry season 2 feet. The Newar is 40 yards wide, with steep banks and gravelly bed.

21.—Supplies from Chappra 3 miles and from Teorie 2½ miles, and other villages. Water from the Katanee.

22.—A large bazaar. Water plentiful.

23.—A bazaar. Water plentiful.

24.—A bazaar and water abundant.

25.—Cantonment bazaar and supplies from the town of Jubbulpoor, distant 2½ miles. Good made road all the way.

No. 24.—FROM ALLAHABAD CANTONMENT TO JUBBULPOOR BY THE SOHAGEE PASS AND REWAH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Not.
			M.	F.			
British.	Allahabad ...	Himutgunge ...	4	0	Jumna ...		
		Kantee ...	12	0	... ..		1
		Sooroul ...	11	4	... ..		2
		Sohagee, ...	9	0	Tonse ...		3
Rewah.	G. G.'s Agent Jubbulpoor ...	Top of Sohagee } Ghat near a Tank. }	3	6	... ..		4
		Tindooa ...	10	4	... ..		5
		Near Mungawa ...	11	0	Pukrair and Sengree }		6
		Ryepoor ...	9	5	... ..		7
		Rewah ...	11	0	Mohana ...		8
		Jubbulpoor, as in } No. 23 ... }	140	0			
		21 Total ...	222	3			

1.—A village of 100 houses. Some buniahs and supplies from surrounding villages. Water from tank and wells. Country open and cultivated. Road, a good cattle track, practicable for carts.

2.—Forty houses. 4 buniahs. No wells, but 2 good tanks which never dry. Country and road as in last stage.

3.—One hundred and twenty-five houses. 12 buniahs. 1 pucca well, and water from a large tank, which never dries. Country as above, but the road for the most part a bad winding path, never frequented by carts. Ford the Tonse at the Chak ghat, at the end of the 4th mile. Bed of river rocky and banks steep.

4.—Ascend by the Sohagee ghat to the tableland of Rewah. At 5 furlongs from the village of Sohagee the ascent commences and continues for about a quarter of a mile very steep and rugged, path winding and practicable for laden cattle with difficulty, remainder of the road rugged and rocky, but comparatively level, passing through jungle. Two easy ascents of about 100 yards each near the end of the stage. No village. Water from tank in jungle.

5.—Supplies procurable, and water from a tank which never dries. Country covered with light jungle for the first 2 miles, and afterwards open and partially cultivated. For the last 3 miles the road is practicable for carts.

6.—A large bazaar and water plentiful. Country open and cultivated. Road practicable for carts. Join Drummond's road.

7.—A small bazaar, water plentiful. Country undulated, well wooded, and cultivated. Excellent made road.

8.—A large town and capital of the Rewah state, and residence of its Rajah. Supplies and water abundant. Road excellent through a beautiful and fertile country.

**No. 25.—FROM ALLAHABAD CANTONMENT TO KALLINJER
BY TEROWAH.**

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	
			M.	F.		N.	Nos.
British Terowah.	Banda ...	Rajapoor					
		Vide No. 18	52	2			
British Terowah.	G. G.'s Agent Banda ...	Nandee Tora ...	10	0	Ohun ...	...	1
		Terowah ...	11	4	...	...	2
British.	Banda ...	Bhurtkoop ...	10	0	Pysonee and a Nuddy	}	...
		Russun ...	8	4				...	3
		Surha ...	11	2	...	5	
		KALLINJER ...	8	4	...	6	
11 Total ...			112	0	miles.		

- 1.—Two small villages. Supplies procurable from adjacent villages and from Paharee 3 miles west and Gohanee 3 miles east. Country level and well cultivated. Road good.
- 2.—A large bazaar. Supplies abundant, and water from wells and the Pysonee Nuddy. Road good across a flat partially cultivated country. Hills 3 miles south.
- 3.—A small village. Supplies scarce and must be collected from adjacent villages. Water plentiful from wells and a nullah. Cross the Pysonee close under Terowah and the Nuddy at about half way, both having steep banks cut into deep ravines. Road very good. Country flat, fertile, and very beautiful. Hills on left and approaching the road at Bhurtkoop.
- 4.—A small village. A few buniahs. Supplies must be collected from neighbouring villages. Water from wells and a tank. Country and road as in last stage. Hills on left.
- 5.—A middling village. Water plentiful and supplies procurable from adjacent villages. Road good and country as above.
- 6.—A large town and bazaar, at the foot of an extensive hill fort. Supplies and water plentiful. Ground for encampment at the foot of the hill on the east side of the town. Road good over level well cultivated country. Hills on left and in front.

**No. 26.—FROM ALLAHABAD CANTONMENT TO LUCKNOW
CANTONMENT.**

British Oude.	Allahabad ...	POPAMOW ...	4	0	Ganges ...	...	1
		Nuwabgunge ...	8	2	...	...	2
		Chutturgurh ...	12	2	...	...	3
		Manickpoor ...	14	0	...	...	4
		Mustufabad ...	13	4	...	...	5
		Nuwabgunge ...	11	4	...	...	6
		Rae Bareilly ...	10	0	Sye ...	...	7
		Thulendee ...	13	0	...	...	8
		Rattee ...	12	4	...	...	9
		Bijnour ...	15	0	...	...	10
		Char Bagh (Luck- now) ...	7	0	...	...	11
		Lucknow Cantonmt.	7	0	Goomy ...	...	12
12 Total ...			128	2			

1.—Supplies procurable from Popamow and surrounding villages. Water plentiful. First 2 miles of road to right bank of the Ganges very good, and the remainder after crossing the river more or less heavy sand. The bed of the Ganges is here 1½ miles wide, and the stream in the dry season usually occupies one-sixth of that space. There are boats belonging to this ferry.

2.—A few buniah's shops. Supplies from adjacent villages. Water from wells. Country fertile and studded with small villages, road bad. Pass Mullaka at 2½, Sewpoor at 3, Hutgeea at 3½, Kusaree at 6, and Kowrear at 6½ miles.

3.—A small bazaar. Water plentiful. Supplies procurable in abundance on due notice being given to the Oude authorities. Road very bad.

4.—A large bazaar. Supplies and water abundant. Road pretty good. Cross the nullah by a pucca bridge.

5.—A small bazar. Water and supplies procurable in abundance. Road very narrow, and had the greater part of the way. Nullahs fordable—the first occurs near Manickpoor and is rather deep.

6.—A very small village. Supplies scarce and collected from a distance. Water plentiful. Road pretty good.

7.—A large bazar. Supplies and water in great abundance. Road good. Cross the Sye by pucca bridge, about 3 miles from Rae Bareilly.

8.—A small bazaar. Supplies and water in abundance. Road very good.

9.—A small bazaar, water and supplies procurable. Road indifferent.

10.—A small bazaar. Water plentiful. Road pretty good.

11.—Supplies from the city. Water from wells, plentiful. Ground for encampment confined. The Char Bagh is 2 miles from the British residency, Lucknow.

12.—Supplies from cantonment bazaar. Water plentiful. Road very heavy, particularly between the Goomty and cantonments. Cross the Goomty by pucca bridge.

No. 27.—FROM ALLAHABAD CANTONMENT TO MIRZAPOOR BY RIGHT BANK OF THE GANGES.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Allahabad	RAMNUGUR					
		as in No. 23	26	0			
		Chilbillah	9	4			1
		Besserah	9	4			2
		Bindachul	8	0	Kumou- lee Nudy		3
Mirzapoor	MIRZAPOOR Cantnmt	8	0	Oojlah		4	
		7 Total	61	0			

1.—A small village. Supplies procurable after due notice, and water from wells. Road pretty good. Pass Onchadee at 1½, Onteh at 4, and Bominee at 7½ miles.

2.—A small bazaar and water plentiful.

3.—Supplies and water abundant. Road pretty good. Nullah fordable in dry season, and there are 2 boats which ply on it in the rains.

4.—Road good, cross the Oojlah by ferry and pass through the town of Mirzapoor.

No. 28.—FROM ALLAHABAD CANTONMENT TO MIRZAPOOR BY LEFT BANK OF THE GANGES.

British	Benares	Ooj ke Chokey, as in No. 1, Part 4	32	1		
		Gopeegunge	7	2		1
		MIRZAPOOR Can- tonment	14	0	Ganges	2
		5 Total	53	2		

1.—A bazaar and water abundant. Country low, flat and partially cultivated. Road excellent.

2.—Road pretty good, through a fertile country. Cross the Ganges by good public ferry, at the Nar Ghat opposite town of Mirzapoor, nearly 4 miles above the cantonment.

No. 29.—FROM ALLAHABAD CANTONMENT TO PERTABGURH, OUDE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
		Popamow, as in No. 26...	4	0	Ganges ...		
Oude	{ Resident at Lucknow... }	Mhow ...	13	0	...		1
		PERTAB GURH Cantonment ... }	14	0	...		2
		3 Total ...	31	0			

1.—A bazaar, water and supplies abundant, country flat and partially cultivated. Road pretty good. Pass Goorvee at 24, Sewchut a large village at 41, with many small villages at some distances right and left.

2.—Supplies and water abundant. Road indifferent.

No. 30.—FROM ALLAHABAD CANTONMENT TO SAUGOR BY THE KUTRA PASS AND REWAH.

		Rewah, as in No. 23.	131	7			
Rewah	{	Rampoor ...	15	4	Bechur ...	1	1
		Puttrahut ...	11	1	...	3	2
Sohawal.	{ G. G.'s Agent Jubbulpoor ... }	Sohawal ...	10	0	Tonse or Tumse ... }	...	3
		Nsgond ...	11	3	Sutnee & Umrun ... }	4	4
Oon- chera.	{	Silgee ...	8	5	...	2	5
		LOHARGONG, Old } Cantonment ... }	9	7	...	2	6
Adjergurb.	{ G. G.'s Agent Banda ... }	MEHEWA ...	14	1	...	12	7
		Tighura ...	12	7	Kane ...	4	8
Pun- nah . }	{ Assistant Com. Dummow ... }	Gysabad ...	10	6	Bearmee ...	3	9
		Hinnota ...	7	0	...	...	10
British.	{ Assistant Com. Saugor ... }	Huttah ...	9	2	...	2	11
		Nuggur ...	11	7	Kopra ...	5	12
		Uslana ...	11	7	...	...	13
		PUTTURAM ...	9	0	Sonar ...	3	14
		Shahpoor ...	9	6	...	4	15
		Left Bank Beos } near Sunoda ... }	8	4	Sailee and Beos... }	...	16
		SAUGOR Cantonment.	10	4	...	5	17
		30 Total...	313	7	miles.		

1.—A large village and bazaar, water from wells and a nullah. Country level, fertile and thickly studded with mango groves and tanks, distant hills on right and left. Road good. Pass Emileea at 2½, Agmar at 5, Omerce at 6, Kothar at 9, Rewar at 11½, and Kurria at 14 miles. Ford the Beehur under Rewah, bed 80 yards wide. Stream in dry season 15 yards wide and knee deep. Good ford. Ford the nullah at the end of the march.

2.—A large village and bazaar. Water from wells and the Sonae river. Country open and fertile, detached hills left, distant low range right. Road good, with exception of the ford on the Muggurda nullah which occurs at the 6th mile, and is rocky and bad. Pass near Kundala at 2½, near Bogunda at 5, Dootjunpoor at 6½, and near Simra Lohura at 9 miles.

3.—A town and bazaar. Water from wells and the Sutnee river. Country for the first 2 miles well cultivated, then covered with bush jungle for 3 miles, and during the remainder of the march well cultivated. Cross the Touse close under Puttrahut by bad rocky ford, bed 200 yards wide, and stream during the dry season about 30 yards wide, and knee deep. Road indifferent. Pass Ghosoda at 4½, and Burdadee at 5 miles.

4.—A large village and bazaar. Good water from wells and the Umrin. Country nearly level and well cultivated. Road good. Cross the Sutnee by a pretty good ford close under Sohawal, bed 50 yards wide. Stream about 30 and 2½ feet deep, banks rather steep, and the Umrin by a good ford at the end of the march. Road good. Pass Sitpora at 2½, Mowbaree at 4½, Butta at 5½ and Rirwa, at 8 miles.

5.—A small village. Supplies must be collected from neighbouring villages. Water from wells and a nullah. Country undulating and pretty well cultivated. Hill at a distance on left and the low ridge on right, almost disappears in the distance from the road on right and left.

6.—A small bazaar and supplies procurable from surrounding villages. Water from tanks and wells, rather scarce in hot season. Country undulating and very partially cultivated. Hills at a distance on right and left. Road good. Pass Tirwar at 1½, and Lohargoug (village of) at 8½ miles.

7.—A large village and bazaar. Supplies and water plentiful. Country much undulated and barren. Road good. Pass Tourea Ghonour at 6½, Jhoomta at 7½, and Hinouttee at 9½ miles. Nullahs become dry after the rains.

8.—A small village. Supplies scarce and must be collected from surrounding villages. Water from the Kane river which is crossed at the end of the march by a rocky ford, bed 160 yards wide, stream 30, and 2½ feet deep, banks steep. Country open, less undulated, and partially cultivated; distant hills on right and left. Road good. Pass Terce at 3½, Koodra at 6½, Rungia at 10½, and Pooremah at 11½ miles. Nullahs become dry at the close of the rains.

9.—A small bazaar and supplies procurable from adjacent villages, water from wells and the Beornee which is crossed at the end of the stage by a tolerably good ford, bed 220 yards wide, stream 40 yards and about knee deep during dry season. Country and hills much the same as in last stage. Road good. Pass Chikka at 2½, Simmoria at 4½, and near Rekra at 7½ miles. Nullahs become dry.

10.—A small bazaar. Supplies scanty, water from tank and wells. Country open, pretty level and partially cultivated, road excellent. At 2 miles pass Gurrehoo, distant hills right and left.

11.—A large town and bazaar. Water plentiful. Country, road and hills as above. Pass Gottaerea at 3, Hurdoa at 4½, Kurrya at 5½, and Bintee at 7 miles. Huttah is situated on the right bank of Sonar river, and is the residence of a principal assistant to the commissioner in the Saugor and Nerbudda territories.

12.—A small bazaar; water from wells and the Sonar river. Country undulated and chiefly rocky and barren. Hills on right and left at a distance. Road good. Pass Jumonia at 2½, Kohra at 6, and Kotree at 9 miles. At 10½ miles cross the Kopra by a bad rocky ford. Banks steep, bed 40 yards wide, stream 20, and knee deep in dry season. The road from Heersapoor to Jubbulpoor crosses this stage at Jumonia. Nullahs become dry.

13.—A small bazaar. Water from wells and the Sonar river. Country as in last stage. Road bad and much intersected by ravines. Pass Nursiagurh, a large village, at 5, Kissungunge at 7½, and Cheroia at 9½ miles.

14.—A bazaar. Country beautifully undulated and pretty well cultivated; distant hills on right and left; low hills approach close to Patturia. Road indifferent and intersected by several ravines. At 6 miles cross the Sonar by good ford, bed 60 yards wide, stream 20 and knee deep.

15.—A large village. Supplies plentiful after due notice. Water from wells and a nullah. Country barren and covered with stunted jungle, low hills on left of the road whole way. Road stony in some parts.

16.—Supplies from Sunoda. Water from the river; ford the Sailee at the commencement of the march, and the Beos at the end of it. There is also an iron suspension bridge on the Beos at this ghat. Road good. Between the 4th and 5th miles there is an easy ascent, and at the 6th mile pass Parrures.

17.—Sudder bazaar. Water plentiful. Country undulating and partially cultivated, low hills on right and left. Road pretty good.

No. 31.—FROM ALLYGURH CANTONMENT TO BAREILLY
BY RAMGHAT AND CHANDOUSEE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs. Nos.	
			M.	F.			
Allygurh	Allygurh ...	Hurduagunge, ...	7	4	Kalli Nuddy	1	
		Atrowlye, ...	10	0		2	
		Boohundshehr ...	12	6	Ganges	2	
		Budaon ...	2	4		3	
		...	Shahzadbaree ...	15	4	Mohao & Chooia Nuddies.	0
Moorshedabad ...	CHANDOUSEE ..	13	1	Soot or YarWuf-fadar.	4		
British	Budaon ...	Sikiree ...	9	1	Aril or Ah're Nuddy.	5	
		Bareilly ...	Hurdashpoor ...	11	1	Chooia Nuddy.	6
			Gaenie ...	13	4	Peeria Nuddy.	7
Bareilly	BAREILLY, Cantonment ..	BAREILLY, Cantonment ..	11	2	Ramgun-ga and Dojorah	8	
			10 Total...	106	3	miles.	9

1.—A large village and bazaar. Water from wells. Country flat and partially cultivated. Road good. No villages immediately on the road.

2.—A large town and bazaar. Surrounded by fine mangoe groves and cultivation. Supplies and water plentiful. Country flat and partially cultivated. No villages immediately on the road. At 3½ miles cross the Kalli nuddy by a bad ford. Twenty-five yards wide, 2 feet deep, firm sandy bottom, low swampy banks. No boats. Crossed by raft constructed on earthen pots in rains.

3.—A small bazaar, water from wells and the Ganges. Country as in last stage. Road pretty good. Pass Raopoor at 4½, Jerowlee at 5½, Mulipora at 7, Jergawa at 9, and Gunga Gurh at 10½ miles.

4.—A small bazaar and supplies procurable from adjacent villages. Water from wells. The bed of the Ganges at Ramghat is about 1½ miles wide, and the stream in the dry season usually occupies about one-third of that space, and is sometimes divided into two or more channels. The road in the dry part of the bed of the river is heavy, and is more or less so on to Assudpoor. Right bank is steep and left low. There are boats belonging to this ferry.

5.—A small village, with a few bunish's shops. Supplies for a large detachment must be collected from Rampoor, distant 3 miles, and from surrounding villages. Water from wells. Country for the first 5 miles flat and well cultivated, next 5 miles patches of thin bush jungle and cultivation, and the remainder open and very partially cultivated. Road heavy in parts but generally it is a tolerably good hackery track. Pass Dubuthra at 1½, Serai at 2½, Rewara at 4½, Jukowra at 6, Phoosawulee at 7½, Danoura at 9, Sonqar at 11½, Khujoora 13½, Sutnowlee at 14½ miles. At 8½ miles cross the Mohao, at 10 miles the Chooia, both fordable, former 15 yards wide, sandy bottom and 1½ feet deep in the dry season, the latter 20 yards wide, firm bottom, 2½ feet deep, low banks.

6.—A large town and bazaar, surrounded by a low mud wall. Supplies and water in great abundance. Country open and very partially cultivated. Soil sandy and road pretty good, with exception of a short distance on each side of the Soot. Pass Rampoor at 7½ and Manjoollee at 6½ miles. At 8½ miles cross the Soot sometimes by a very bad and deep ford, but usually by a bund or fascine bridge constructed across it. Width at the ghut 10 yards.

7.—A small bazaar and weekly market. Water from wells. Country open; patches of bush jungle and cultivation. Road good. Pass Chamarpora or Alladadpoor at 2, and Mahowlee at 2½ miles, and Leroree at 8 miles. Cross the Aril by a bund at the 5th mile, 15 yards wide, miry bed and low banks; usual depth of water 4 feet.

8.—A small bazaar and market twice a week, on Tuesdays and Saturdays. Country open and pretty well cultivated; a few patches of bush jungle along the banks of the Chooia. Road good, except for a short distance on either bank of the Chooia where it is usually much cut up. Pass Goolurea at 3½, Suketta at 5½, Nuwabgunge Khora at 6½ and Jughatpoor at 9½ miles. At 1½ miles cross the Chooia. An old puera bridge of 3 small arches, passable for foot passengers only, a bad ford just below the bridge; depth of water 3½ feet.

9.—Country flat and well cultivated; only a few patches of jungle on east bank of the Peeria. Road for the first half of the march bad and Hackery ruts deep, the remainder pretty good. Pass Juggernathpoor at 1, Kuthowlee at 2½, Rajpoor at 7, Putpurgunge at 8, Mahowlee at 9, and Allygunge at 11½ miles. At 2½ miles cross the Peeria by a fascine bridge, and the dry bed of nullah close under Rajpoor.

No. 32.—FROM ALLYGURH CANTONMENT TO BAREILLY BY RAMGHAT AND BISOWLEE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	
			M.	F.		Names.	Nos.
British.	Subeswan Bareilly	Assudpoor, as in No. 31 ..	32	6			
		Kaderabad ...	10	0	Burdmar ...	1	
			Nadha ...	9	0	...	2
			Bisowlee ...	15	0	Soot ...	3
			Aonlagunge ...	14	0	..	4
		Hence to BAREILLY, as in No. 5 ..	21	2			
10 Total ..	102	0					

1.—Road tolerably good. Supplies procurable, and water from the Burdmar, which is crossed at the end of the stage by ford in dry season, and by raft in rains.

2.—Supplies procurable after due notice to local authorities. Road pretty good.

3.—Supplies and water abundant. Road bad through dak jungle. Ford the Soot river during the fair season, and pass it by raft or boat in rains.

4.—A town and large bazaar. Water abundant. Road tolerably good.

No. 33.—FROM ALLYGURH CANTONMENT TO BAREILLY BY KHASGUNGE.

British.	Allygurh Budaon	Jellalce ...	12	7	Kalli Nuddy Nuddy	}	1 2 3
		Gangheree ...	13	1			
		KHASGUNGE ..	12	3			
		From Khasgunge, to Bareilly, as in No. 5 ..	74	5			
		10 Total ..	113	0			

N. B.—A road is being made from Penhattee to Hindcrany, passing Pebkanah, Cowrengunge and Mulsie, leaving Gangheri on the right—when completed the stages will be from Allygurh to Pebkanah, Mulsie to Khasgunge.

1.—A bazaar and market twice a week on Mondays and Fridays. Well water plentiful. Country open and but partially cultivated. Road good. Pass Coel at 1½, Yakootpoor at 5, Ikeri at 7½, Mahmoodpoor at 8½, and Jumalpoor at 9½ miles.

2.—A small bazaar and market on Sundays and Thursdays. Water plentiful from wells. Country as in last stage. Road good in parts, and in others very heavy. Pass Cowreangunge, a large village and bazaar, at 3½, Kootubpoor at 7, and Hideramy at 10 miles. At the 9th mile cross the Kalli nuddy by a Pucca bridge.

3.—Road tolerably good generally, but heavy in some parts. Pass near Mulsei at 1½, Bhamunnagra at 3, Dhoolna at 5, Belraon, (a large village and small bazaar,) at 8, and Burkhurderpoor at 10 miles, cross the Neem Nuddy by a Pucca bridge between Gangheroo and Mulsei.

No. 34.—FROM ALLYGURH CANTONMENT TO ETAWAH CANTONMENT.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Allygurh	Sasnee	14	4	...	...	1
		Mhow	12	5	...	...	2
	Muttra	Jullaisir, (S.E. side of)	9	2	...	...	3
		Omergurh	8	0	Eesun	...	4
	Agra	Kotelah	9	2	...	...	5
	Mynpoorie	Shekoabad	14	4	...	...	6
Etawah, as in No. 8.		32	6	...	...	...
9 Total			100	7	...	...	...

1.—A good bazar, water and supplies in abundance. Country open and partially cultivated. Road good. Pass through the town of Coel between the 1½ and 2½ miles, and pass Murrurrae at 8 miles.

2.—A small bazar and market, on Wednesdays and Saturdays. Water from wells. Soil sandy. Country open and well cultivated. Road good. Pass Ruttinngur at ½, Tillowtee at 1½, Lootson at 3½, Derriapoora a large village and bazar at 5, Hajeepoor at 8, near Buggeehar at 10½, and Mahasingpoor at 11½ miles.

3.—A large open town and good bazaar, good water from wells and tanks. For the first 6 miles, the road is good and country well cultivated; and thence on to Jullaisir, the road is very heavy, the country waste, sandy and undulated, the road for the last ½ of a mile passes through the town. Pass Mohabutpoor at 1½, Kesupoor at 3, and Kunpoor at 5½ miles.

4.—A few buniabs' shops and market on Mondays. Water from wells. Soil clayey. Country open and well cultivated. Pass Mohunpoor at 1, Mouzimpoor at 2½, Bussei at 3½, Sera at 5½, and Kootubpoor at 5½ miles. The Eesun is crossed close to Omergurh and is dry immediately after the rains, no lah dry also.

5.—A small bazar. Supplies from surrounding villages. Water from wells. Country well cultivated and road heavy the greater part of the way.

6.—A bazar. Well water plentiful. Country open and cultivated. Road good. Pass Bheer ke Nagra at 3, Shekpoor Halhan at 4, Furtabpoor at 5½, Senowra at 6½, Hussunpoor at 8½, Kuekraia at 8½, Lubow at 10, and Dektowlee at 12 miles.

No. 35.—FROM ALLYGURH CANTONMENT TO MEERUTT CANTONMENT.

British.	KHOORJA, as in No. 1 ...	...	29	7	...	...	...
		Boolundshehr ...	BOOLUNDSHEHR,	11	1	...	...	1
			Civil Station ...	...	...	...	...	...
		Meerut	Golauttee	13	4	...	...	2
			Haupper	9	4	...	...	3
			Kurkowda	8	2	...	...	4
MEERUT Cant.	11		2	...	...	5		
Total...			83	4	miles.	...	...

1.—A town and bazar. Supplies abundant. Water from wells and the Kali Nuddy. Country open and partially cultivated. Road good. Pass Mamun at 5½, Hatimabad at 6½, Neemkhera at 7 miles.

2.—A large village and bazar. Water from wells plentiful. Country open and partially cultivated. Road good with exception of the first 2¼ or 3 miles which is heavy.

3.—A large town and bazar. Country open and well cultivated. Road excellent.

4.—A small bazar. Supplies procurable from adjacent villages. Water plentiful. Country open and partially cultivated. Road good.

5.—Sudder bazar. Water plentiful, open and pretty well cultivated. Road heavy in parts, and particularly so near the town of Meerut, which is passed at the 19th mile. Good ground for encampment between the lines of His Majesty's Dragoons and foot, nearly in the centre of cantonments.

No. 36.—FROM ALLYGURH CANTONMENT TO MORADABAD CANTONMENT.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Allygurh	Chittaree	14	6			1
		Boolundshehr	Danpoor	7	4	Kali Nuddy		2
	Budaon	ANOOSHEHR	12	0			3
		Choupoor	3	0	Ganges		4
	Moradabad	Raniwala	13	3	Mohao Nukta & Chooi		5
		Sumbhul	11	5			6
		Minatere	11	2	Soot or Yarwuff fadar		7
		MORADABAD Cantt.	11	4	Gangun		8
8 Total...			85	0			

N. B.—The following stages are considered preferable with reference to the facility of procuring Supplies, viz. Gumma (crossing the Ganges at Deepoorahat 3 miles above Anoopshahr) 8½; Soondun Serai 10½; Tumbul 9½; Mahmoodpoor 8½, and Moradabad cantonments 15 miles.

1.—A large village and bazar, surrounded by a mud wall and ditch; water from wells. Country open, soil clayey and partially cultivated. Road good. Pass Jumalpoor at 1½, Cheerut at 4½, Nigola at 7½, Bura Joon at 9, and Bhyatpoor at 12 miles.

2.—A large village and bazar. Water plentiful. Country open and pretty well cultivated after crossing the Kali Nuddy. Road good. Pass Byramnagar at 1½, Chourera at 3½, and Resoolpoor-Narainpoor at 5½ miles. Ford the Kali Nuddy at 3½ miles, 40 yards wide, low banks and muddy bottom, usually 2 feet deep in dry season. This is a bad ford, and a fascine bridge is required to enable a corps to pass without difficulty and delay.

3.—A town and bazar. Water from wells plentiful. Country open, soil sandy and partially cultivated. Road very good. Pass Jerowie at 6, and Rajour at 8½ miles.

4.—A small village. 3 buniahs' shops. Supplies must be collected from neighbouring villages. Water from wells. The bed of the Ganges opposite Anoopshahr is about a mile wide, and the stream in the dry season usually occupies about one-fifth of that space, the dry part of the bed of the river is heavy sand, and from the left bank to Choupoor the road leads through jhao and grass jungle. There are boats belonging to this ferry.

5.—A small village. Supplies must be collected from surrounding villages. Water from wells and the Chooia Nuddy. Flat low country, partially cultivated. Road bad. Pass Dabuta (Thackoor Daske) at 1½, Kurkolee at 3½, Gumma, a midling village, 4 buniahs' shops and weekly market, at 6½, Singota at 9, Talabura at 11, and Bahadurpoor at 12 miles. At 5½ miles ford the Mohao Nuddy, 50 yards wide, firm sandy bottom and 3 feet depth of water. At 10½ cross the Nukta, 60 yards wide and from 7 to 8 feet deep. Foot passengers are crossed by a raft constructed on earthen pots, and carts are obliged to make a considerable detour to the left to cross by a bund constructed across the nuddy near Adampoor. At 12½ miles ford the Chooia 12 yards wide, bottom muddy, and depth of water 1 foot.

6.—A large straggling town and good bazar. Water and supplies in abundance. Country open and very partially cultivated. Road good. Pass Soondun Serai at 2, Kootukpoor at 4½, and Butowla at 5 miles. Nullahs small and dry.

7.—A small village. Supplies should be taken on from Sirsee and Mahmoodpoor or from Moradabad according to the direction of the march. Water from one pucca well. Country open and pretty well cultivated. Road good with exception of half a mile on left bank of the Soot where it is low and swampy. Pass Peerozpoor, a large village, 3½. Sirsee a large village and bazaar at 6, and Mahmoodpoor, a small bazaar, and market on Mondays, at 8 miles; at 3½ miles cross the Soot by a bad pucca bridge.

8.—Supplies and water abundant. Country open, soil sandy and partially cultivated. Road good. Pass Tahirpoor at 3½, Jetpoora at 4½, and Fureedpoor at 7 miles. Cross the Gangan at 7½ miles, 60 yards wide, sandy bottom, banks steep and depth of water usually about 3½ feet.

No. 37.—FROM ALLYGURH CANTONMENT TO MUTTRA CANTONMENT.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Allygurh	Kaku or Kanka ..	14	4	..	..	1
		Joar ..	9	4	..	..	2
	Muttra	Rao or Rayah ..	8	1	..	..	3
		MUTTRA Cantt. ..	9	1	Jumna	..	4
4 Total...			41	2	miles.		

1.—A small village, only 2 buniahs' shops, but supplies are procurable from adjacent villages, and a toll has been established for the supply of fuel, earthen pots and other Burdast articles. After passing through the town of Coel the country is open, soil sandy and partly cultivated. Road in general very good. Between the 1½ and 2½ mile pass through coel, at 3½ pass Hurnarain Sera, at 5½ Bukhara, and at 7½ miles Eesee.

2.—A large village and bazar. Supplies and water plentiful. Country as in last stage. Road heavy in parts and much cut up by Hackery whees. Pass Nougawa at 2, Belout at 3½, Karis at 4, and Raiipoor at 5½ miles.

3.—A small bazaar and market, on Mondays and Fridays. Water from wells. Country well cultivated and studded with small villages. Road heavy and bad for carts. Pass Kohuniga at 2½, Kohma Sera at 4½, Berhuna at 5, and Pursood at 5½ miles.

4.—Supplies and water abundant. Country open, soil sandy and partially cultivated. Road as in last stage. Pass the village of Goosuna at 4½ miles, and cross the Jumna at the 7th mile by a bridge of boats at all seasons, except in the height of the rains, when plenty of good ferry Boats are procurable.

No. 38.—FROM ALMORAH CANTONMENT TO BAREILLY CANTONMENT.

British.	Commissioner at Almorah	Purah or Peorah ..	8	6	Sawal	..	1	1	
		Ram Gurh ..	10	5	..	..	2	
		Bheem Tal ..	11	7	..	..	3	
		Bumource ..	11	6	Bulleah	..	4		
		TANDAH or Tarah ..	15	3	..	..	5	
British.	Bareilly	G. G.'s Agent Bareilly	Manpoor ..	13	3	..	1	6	
			Seesgurgh ..	13	7	Kullee	..	2	7
British.	Bareilly	..	Shahee ..	14	2	Bhagool	..	3	8
			Sunka Nuddy at } Puca Bridge .. }	8	6	Sunka	..	2	9
			BAREILLY Cantonmt.	10	4	Jooa	..	10	
			10 Total ..	110	3	miles.			

1.—Supplies abundant. Water scarce. Road pretty good. Confined encamping ground near public bungalow. Cross the nullah at the 3rd and the river at the 6th mile, both by suspension bridges.

2.—Supplies procurable in abundance, water distant and scarce. A pretty good hill road. Cross several small hill streams. Ground for encampment confined near the stage bungalow.

3.—Supplies and water plentiful. Road pretty good. Ground for encampment as at last stage.

4.—Supplies must be collected, but are procurable in abundance on due notice being given to the civil authorities. Road indifferent and intersected by several small hill streams. Cross the Bulleah at the 7th mile by suspension bridge.

5.—Supplies must be brought from Rudderpoor, distant 7½ miles; a good made road through forest all the way. Water from a nullah.

6.—A large village on right bank of the Bhagool Nuddy. Supplies and water plentiful. Country flat and covered with grass jungle to Rudderpoor, thence it is pretty well cultivated. The road is good for 8 miles, the rest very bad. Pass Rudderpoor Rampora at 7½, and Inderpoor at 10 miles; cross deep bedded nullah close to the last named village.

7.—A bazar and market on Tuesdays and Saturdays. Water plentiful. Country open and well cultivated. Road bad. Pass Khatu at 2, Gohadee at 3½, Dhamnee at 6, Khujureea at 8½, Udumpoor at 9½, and Aheero at 11 miles. Cross small dry nullah close under Dhamnee, and second nullah by fascine bridge, near Udumpoor. The Kullee intersects the road at the 16th mile, 10 yards wide and 2½ feet deep, bottom sandy and banks rather steep.

8.—A small bazaar and market on Tuesdays and Saturdays. Water from the Bhagool. Country open and well cultivated. Road a tolerably good hackery track. Pass Giridhurpoor at 1, Jufferpoor at 2, Boocha at 2½, Busehal at 6½, Dunka at 9½ Anundpoor at 11, and Agroura at 11½ miles. Ford the Bhagool at the end of the march, 220 yards wide, sandy bottom and steep banks. The stream in the dry season is usually 60 yards wide, and from 2½ to 3 feet deep.

9.—No village. Supplies from Futtehgunge, distant 2½ miles, and water from the Sunka. Country low, flat and very partially cultivated. Road good. Pass Lubkun at 1½, Kursemie at 3½, and Agrass at 5 miles.

10.—Sudder bazaar. Water plentiful and good. Country flat and well cultivated. Road good. Pass Kulleepoor at 4, Mubespoor at 5, enter the city of Bareilly at 6½, and pass out of it at 8 miles. Ford the Jooa nuddy at the entrance to Bareilly. Low banks, firm, sandy bottom, and from 1 to 1½ feet depth of water.

No. 39.—FROM ALMORAH CANTONMENT TO DEHRA BY SRINUGUR AND HURDWAR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.		
			M.	F.					
British.	Commissioner at Almorah	Gullee Bussoor ...	12	0	Causilla ...		1		
		Dewara Hath ...	13	0	...		2		
		Gunnee ...	11	0	Ramgunga ...		3		
		Guernanda ...	12	0	Ramgunga ...		4		
		Adbhudree ...	11	0	...		5		
		Kurnprag ...	12	0	...		6		
		Sewanundee Manda ...	11	3	...		7		
		Dharee Debee ...	16	1	...		8		
		Srinugur ...	10	0	...		9		
		Seetakotee ...	10	2	...		10		
		Byat ka Sera ...	14	4	...		11		
		Chandpoor ...	10	0	Nyar ...		12		
		*Byragur ...	12	0	Hewul ...		13		
		Koonao ...	14	0	...		14		
		Chandee Ghat ...	13	0	...		15		
		Seharunpoor ...	HURDWAR	1	4	Ganges ...		16	
		P. A. Dehra	...	Khansroo Chokie ...	12	0	...		17
				Lucheewala ...	8	2	Sooswah ...		18
				DEHRA Cantt. ...	11	0	...		19
19 Total...			215	0	miles.				

* From Byragur to Rickhikhes 10 miles, (crossing the Ganges at the end of the stage by ferry boat, or by a rope bridge at Tapoband 2½ miles above Rickhikhes,) Lucheewalla 1½, and Dehra 11 miles.

- 1.—Encamping ground near a stream $\frac{1}{2}$ mile from the village. Cross the Causilla by an iron suspension bridge. Common Zimeendaree road.
- 2.—Encamping ground at Temple of Kalka, 900 yards beyond the village of Dewara from which supplies are procurable. Road as in last stage.
- 3.—Supplies procurable from adjacent villages. The Ramgunja is fordable, except in the rains, when it can be crossed by a spar bridge, at Masee, 1 mile below Gunacee. Road as above.
- 4.—Encamping ground on the left bank of the river over which is a spar bridge. Supplies procurable from surrounding villages. Fine made road.
- 5.—Encamping ground near the temple at which there is a Buniah's shop. Fine made road.
- 6.—Encamping ground on the left bank of the Pindur river opposite to Kurnprag, at which is a Buniah's shop. Good made road.
- 7.—A Dhurumsala, with a Buniah's shop. Capital made road.
- 8.—A Dhurumsala with Buniah's shop. Good made road. Doongreepunt, a small village, 13 miles from Sewanudee, would be a better division of distance, but there are no supplies there.
- 9.—A bungalow, bazaar and Police Thanna. Good made road.
- 10.—A Dhurumsala with Buniah's shop. Made road.
- 11.—Ditto ditto ditto, excellent made road.
- 12.—Ditto ditto ditto. The Nyar river is fordable except in the rains when a rope bridge is established.
- 13.—Dhurumsala with Buniah's shop. Excellent road, and the Hewul fordable.
- 14.—A small village at the foot of the hills, at which is a Buniah's shop, and to which hackeries can be brought from the plains. Road as before.
- 15.—A Police Thanna with Buniah's shop. Made road.
- 16.—Cross the Ganges by ferry (2 Boats) to Hurdwar in which there is a good bazaar.
- 17.—No village. Encamping ground in the forest. Water from one well and the Sooswah river. Road excellent the whole way and practicable for carts.
- 18.—A small village. Supplies must be collected. Water from an irrigation canal cut from the Song river. Road very good, with exception of the ford on the Sooswah, which is stony, and bad for cattle and carts.
- 19.—Water and supplies abundant. Road excellent.

No. 40.—FROM ALMORAH TO LOHOOGHAT.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Commissioner at Almorah ...	Dole ...	15	2	Suwul ..	..	1
		Dec ...	14	6	..	..	2
		Phurka ...	14	2	..	..	3
		LOHOOGHAT ...	8	6	..	..	4
		4 Total...		53	0	miles.	

N. B.—From Almora to Lohooghat there is a good made road kept in repair by Government.

- 1.—A stage Bungalow with encamping ground and water near. Supplies procurable from the village of Dole, distant $\frac{1}{2}$ mile.
- 2.—A stage Bungalow. Encamping ground and water near; but no Buniah, and villages distant.
- 3.—A stage Bungalow. Water and encamping ground near. No Buniah but supplies procurable from adjacent villages.
- 4.—A Military Post.

No. 41.—FROM ALMORA TO MORADABAD BY BAMOUREE
AND RAMPOOR.

Territories.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Villages.	Nos.	
			M.	F.				
British Moradabad Rampoor	Bareilly ... G. G.'s Agent at Bareilly ...	Tanda, as in No. 38..	52	6				
		Rudderpoor ...	7	4	...	...	1	
		Billaspoor ...	11	6	...	...	2	
		Boht or Bohit ...	9	4	...	...	3	
	Moradabad ...	}	Rt. Bk. Causilla } Riv. near Rampoor }	10	0	Causilla	...	4
			Rt. Bk. Rujhera } Nuddy at Pucca }	8	4	Rujhera	...	5
			Bridge ...					
			MORADABAD Can- tonment ... }	7	0	Ramgunga..	1	6
			11 Total ...	107	0			

1.—A bazaar. Supplies and water in abundance. Road good. Country flat and covered with grass jungle. Rudderpoor is on the east or left bank of the Bhagool nuddy, and the ground of encampment is at Rampoor, on the west or right bank immediately opposite.

2.—Supplies procurable after due notice. Water plentiful. Road indifferent.

3.—Supplies and water as in last stage. Road very bad, intersected by many water courses with steep banks.

4.—Supplies from Rampoor. Water from the Causilla. Road bad as in last stage.

5.—Supplies procurable from adjacent villages; water from the nuddy. Road pretty good.

6.—Supplies and good water plentiful. Country flat and well cultivated to the left bank of the Ramgunga. Road good, with exception of the bed of the river, which is of heavy sand and bad for carts. At 34 miles enter the bed of the Ramgunga which is here 1 mile wide, and the stream in dry season is usually divided into 2 or 3 branches, and from 1 to 3 feet deep, with uneven sandy bottom. 2 small ferry boats ply at this ghat in the rains.

No. 42.—FROM ALMORA TO MORADABAD BY CHILKEA
AND KASSIPOOR.

British Bijnour Moradabad	Commissioner at Almora ...	Munras ...	10	6	Suwul ...	1	1	
		Ghutgarh ...	11	0	Causilla ...	...	2	
		Khance ...	13	0	Dubka ...	...	3	
		Polegurh ...	9	2	...	...	4	
	Bijnour ...	}	Chilkea ...	8	4	Dubka and Causilla	...	5
			Cassipoor ...	15	0	...	...	6
			Pudianugra ...	11	1	...	...	7
	Moradabad ...	}	Bhojpoor ...	10	1	...	...	8
			MORADABAD Can- tonment ... }	9	6	Ramgunga ...	...	9
	9 Total ...		98	4				

- 1.—Supplies procurable from the village and water from a well. Good encamping ground below the village. Cross the Suwal river by an iron suspension bridge. Made road.
- 2.—Encamping ground on the bank of the stream. Supplies procurable from surrounding villages, distant 1 to 2 miles. The Causilla river is twice crossed by iron suspension bridges in this stage. Made road.
- 3.—Encamping ground on the left bank of the Dubka below the village. Supplies procurable from a Buniash's shop at Kotah on the opposite bank of the river. The Dubka is fordable at all seasons of the year. Made road.
- 4.—A Mundee on the left bank of the Dubka river at the foot of the lower range of hills, containing a bazaar and Police Establishment. Made road.
- 5.—A considerable Mundee. All kinds of grain procurable and water from an irrigation canal. The Dubka and Causilla are fordable at all seasons. Good road.
- 6.—A large town and bazaar. Supplies and water in abundance. Good encamping ground on the East side.
- 7.—About 60 families of Jats and 3 Buniash's shops. Water from wells. Country open, low, flat, and partially cultivated. Road bad for carts. Pass Tara at 1, Dukea at 1½, Gaineer Khara at 2½, Bauskhara at 3½, Girdhai at 4, Bhowrnpoor at 9½, and Bilabaree at 10 miles.
- 8.—A bazaar and market on Sundays. Well water abundant. Country and road as in last stage. Pass Lalpoor at 1, Byherree at 2½, Dholpooree at 3½, Kuchnar at 4½, Jahidpoor at 6½, and Davidpoor at 7½ miles.
- 9.—Road pretty good, with exception of the bed of the Ramgunga, which is of heavy sand. Pipursena at 1½, and Schul at 4 miles. At 6½ miles enter the bed of the Ramgunga at Newpoora ghat where it is 1 mile wide. Ford the stream, which from November to June is usually divided into two or three channels, and varies in depth from 1 to 3 feet with uneven sandy bottom. There are 4 small ferry boats ply at this ghat, in the rains.

No. 43.—FROM ALMORA TO PETORAGURH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Commissioner at Almorah ...	Chanee Soopee ...	8	0	Suwal ...	...	1
		Boora Jageshur ...	11	6	...	...	2
		Gunglee Haith ...	15	6	Surjoo ...	...	3
		Bans ...	9	0	Ramgunga..	...	4
		PETORAGURH ..	8	6	..	..	5
		Total ...	53	2			

N. B.—From Almorah to Petoragurh there is a good made road kept in repair by Government.

- 1.—Encamping ground near a temple on the left bank of the Suwal, which is fordable at all seasons. No Buniash's shop; but supplies procurable from surrounding villages.
- 2.—Confined encamping ground near the temple of Boora Jageshur. Water from a Bowlee. No Buniash's shop, and villages distant one or two miles.
- 3.—Encamping ground close to the village, from which supplies are procurable. Water from a Bowlee. The Surjoo is crossed by an iron suspension bridge.
- 4.—Encamping ground near the village. No shop; but supplies procurable from adjacent villages.
- 5.—A bazaar and Military Post.

No. 44.—FROM ALMORAH TO THE THIBET FRONTIER BY THE JOORWAIR PASS.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Commissioner at Almorah ...	Sutralee ...	17	3	...	...	1
		Bageshur ...	11	5	Gowmuttee	...	2
		Uethan ...	14	0	Surjoo & } Nakooree }	...	3
		Nowkooree ...	10	0	...	...	4
		Ramaree ...	14	0	...	...	5
		Girgaon ...	14	0	Rangunga	...	6
		Jullut ...	12	0	...	...	7
		Lillum ...	9	0	...	...	8
		Bugodyar ...	12	0	...	...	9
		Rilkote ...	9	4	Bugoo- dyar and } Luspa } Loan- garh }	...	10
		Melum ...	10	0	Goree	...	11
		Doon ...	11	0	...	...	12
		CHOORCHIN ...	12	0	...	...	13
13 Total...			156	4	miles.		

1.—Encamping ground near a temple on the bank of a stream, supplies procurable from surrounding villages, beyond Hawil Bagh, the road is made and repaired by the zemindars.

2.—A bazar with plenty of supplies. The Gowmuttee is always fordable except after very heavy rain.

3.—Both rivers are crossed by spar bridges. Encamping ground on left bank of the Surjoo near the village of Uethan, from which supplies are procurable.

4.—Encamping ground below the village on the bank of a stream. Supplies procurable.

5.—Encamping ground near a spring between the road and the village. No supplies procurable here.

6.—River fordable except in the rains, when a Julha or rope bridge is thrown across it. Encamping ground on the bank of a stream ¼ mile south of Girgaon. Supplies procurable from surrounding villages.

7.—Supplies procurable and encamping ground near a fountain in the village.

8.—Encamping ground near a stream of water. Only one house in Lillum, and no supplies procurable.

N. B.—Above this point the ghat opens in May and closes in November.

9.—Encamping ground on the right bank of the Bugodyar nullah; no village near, and no supplies procurable.

10.—Encamping ground ¼ mile south of the village on the right bank of the Goree-gunga. Supplies scarce. Bugodyar fordable. Luspa crossed by a spar bridge.

11.—Encamping ground on the left bank of the Goree-gunga which is crossed by a spar bridge. Supplies procurable from Melum. Cross the Loan-garh by a spar bridge.

N. B.—Above this point the ghat opens in June and closes in October.

12.—Encamping ground on the bank of a stream. No fire wood or supplies procurable. The former article must be carried from 3 miles below. Road in some parts difficult.

13.—Encamping ground on the bank of a stream at the Northern base of the Himalaya range. A few stunted bushes to be found for fire-wood. No supplies. The Thibet Frontier is distant 4 miles North, marked by a low wall. The road in this stage crosses the Oots Dhora Pass, on which snow lies 11 months in the year. Road in some places difficult.

No. 45.—FROM AZIMGURH TO GHAZEEPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Not.
			M.	F.			
British.	Azimgurh ...	Tihanagunge ..	10	0	Touse ...	...	1
		Chuppra ...	10	0	...	...	2
	Ghazeepoor ...	Sickree ...	10	0	...	...	2
		GHAZEEPOOR Cantt.	14	0	Bysoo & } Munghie }	...	2
		4 Total...	44	0	miles.		

The road between Azimgurh and Ghazeepoor generally is kept in good repair during the cold and hot seasons, but in the rains it becomes quite impassable for troops. The Bysoo is crossed by a Pucca bridge and the Munghie which is fordable during the cold and hot seasons becomes unfordable in the rains, and is then crossed by means of a private ferry boat kept up for the purpose. The country traversed by this route being in general high and dry, there is no where any difficulty in selecting good ground for encampment and the requisite supplies are procurable on due notice being given to the local authorities.

- 1.—A good cart road. Cross the Touse under Azimgurh constructed on Dingies.
- 2.—Road good. Little or no traffic on it.

No. 46.—FROM AZIMGURH TO GORRUCKPOOR.

British	Azimgurh ...	Beeltriagunge or } Beeliriagunge }	10	0	Sooksoe } and Kyar }	...	1
		Rounapoor or } Rounapar }	8	0	Chota } Surjoo }	...	2
	Gorruckpoor ...	Gopalpoor ...	16	0	Gogra ...	...	3
		Mircha ...	10	0	...	...	4
		Unoula ...	10	4	...	...	5
		GORRUCKPOOR } Cantonment }	13	0	Aumee & } Rapteee }	1	6
	6 Total...	61	4	Miles.			

For some years back (from the present, 1831,) a chur or island has formed in the middle of the Gogra at Neinejore Ghat which makes the crossing inconvenient, and the following Route is consequently preferred by some travellers, but troops have not been accustomed to proceed by it owing to the greater difficulty of procuring supplies.

- 1.—A small bazar and supplies procurable from adjacent villages. Water plentiful. Country open and very partially cultivated. Road good. Nuddies fordable except after very heavy rain when they must be passed on rafts or dingies.
- 2.—A few Buntiahs' shops. Supplies from adjacent villages and water plentiful. Country level and intersected with patches of cultivation and low jungle. Road good. Cross the Chota Surjoo at Chandputtee ghat; it is fordable for eight months in the year and two dingies ply on it in the rains. A temporary bridge is sometimes necessary for the passage of a corps marching this way.
- 3.—A good bazar. Supplies and water plentiful. Country and road as in last stage. Cross the Gogra at the Neinjore ferry by two large boats and 10 dingies.

4.—A few Baniash' Shops. Supplies procurable in abundance on due notice being given to the Local Authorities. Country much covered with thick jungle. Road usually much cut up by Hackery wheels.

5.—Supplies procurable as at Mircha. Country and road as in last stage. The nullahs are crossed by Pucca bridges.

6.—Supplies and water abundant. The country for six miles covered with thick jungle the remainder open and well cultivated. Road as in last two stages, and between the Aumee and Raptee a distance of 6 miles, it is often during the rains entirely under water. The Aumee and Nullah are crossed by bridges, and the Raptee by ferry, the Farmer of which is bound to pass troops and public stores free of expense.

No. 47.—FROM AZIMGURH TO GORRUCKPOOR.

SECOND ROUTE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	No.
			M.	F.			
British.	Azimgurh ...	Jeewunpoor ...	15	0	Sooksoee and Kyar	...	1
		Lott Ghat ...	8	0	Chota Surjoo	...	2
		Burhul ...	11	0	Gogra	...	3
	Gorruckpoor ...	Gugya or Ghuga ...	15	0	..	...	4
		Bellipar ...	10	0			
		GORRUCKPOOR Cantonment ...	12	0	Aumee & Raptee	...	5
6 Total...			65	0	miles.		

The Road on the above route is tolerably good from November to June, but impassable in the rains. Sufficient encamping ground for a regiment at all the stages, and supplies procurable after the due notice to the local authorities.

- 1.—The nuddies are almost impassable in the rains.
- 2.—The Surjoo at Lott Ghat is passed by a dingle in the rains.
- 3.—A bazar. The Gogra at Dhoorie Burhul Ghat is confined to one channel, and is crossed by ten good ferry boats.
- 4.—Nullahs crossed by small boats free of expense to troops and public stores.
- 5.—Cross the Aumee by a temporary bridge, and the Raptee by ferry at the Bhowapaur Ghat.

No. 48.—FROM AZIMGURH TO JUANPOOR.

British.	Azimgurh ...	Rance Serai ...	8	4	Touse	...	1
		Tekmah ...	13	0	Munghie	...	2
	Juanpoor ...	Badshahpoor Gourah ...	12	4	...	...	3
		JUANPOOR Cantl. ...	3	0	Goonty	...	4
4 Total...			43	0	miles.		

This road, especially in the two middle stages, is formed in a deep sandy soil and is never in good condition owing to the great number of cotton carts, &c. which pass along it. It is however always passable even in the height of rains.

1.—A small bazar. Water plentiful. Country open and partially cultivated. Road rather heavy. Cross the Touse under the town of Azimgurh by a bridge constructed on dingles.

2.—A middling village and small bazar, water plentiful. Country open and very partially cultivated. Road very heavy and much cut by Hackery wheels. At 8 miles pass Gumeerpoor, a large village and bazar, and at 11 miles cross the Munghie Nuddy by a pucca bridge.

3.—Two adjoining villages with a long bazar street in each. Water from wells and a tank. Country and road as in last stage. Nullahs fordable.

4.—Supplies and water plentiful. Road and country as above. Pass through the city of Juanpoor and cross the Goonty by a fine pucca bridge near the end of the march. The nullah is fordable.

No. 49.—FROM AZIMGURH TO SECRORA.

Territory.	Civil Authorities.	Name of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British Oude.	Azimgurh ...	Captain Gunge ...	12	0 ...	...	1	1
		Utroulia ...	12	0 ...	...	1	1
	Resident at Lucknow ...	Buskarie ...	10	0			
		Kusbah Tanda ...	12	0			
		Utafunge ...	10	0			
		Begumgunge ...	10	0			
		Poorae ...	10	0			
		Fyzabad ...	10	0			
		Left Bank of the Gogra River op- posite Fyzabad... }	2	0			
		Wazeergunge ...	12	0			
		Goondah ...	12	4			
		Ballapoor ...	9	0			
		SECRORA ...	7	0			

No. 50.—FROM AZIMGURH TO SOOLTANPOOR, OUDE.

Oude. British	Azimgurh ..	Kudwah ...	12	0		
		Mahoul ..	12	0		
	Juanpoor ..	Buragaon ..	12	0		
		Soorahpoor ..	10	0		
	Resident at Lucknow ..	Luchmunpoor ..	10	0		
		Purusputtee ..	10	0		
		SOOLTANPOOR ..	12	0		
7 Total.			78	0	miles.	

This road is a mere bridle track, impassable for wheel carriages. The best route is via Juanpoor.

No. 51.—FROM BAITOOL CANTONMENT TO GURRAWARA
BY HOSHUNGABAD.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.		
			M.	F.					
British.	Assist. Commissioner Baitool	Neempanee ..	13	4	...	...	9 1	
		Shahpoor ..	9	1	...	...	8 2	
		Bhora Nuddy ..	7	1	Machna & Bhora	Dhar and Sook- towa	}	9 3	
		Kaisla ..	14	0					
	Assist. Commissioner Hoshungabad	Itarsee ..	HOSHUNGABAD*	10	5	...	...	9 5
			Gowa River Right } Bank .. }	11	5	...	...	5 6
		Babye ..	6	1	...	Towa	...	6 7	
		Saimree ..	10	2	...	...	...	12 9
		Sohagpoor ..	7	4	Puluck- motee	}	}	8 10	
		Hutwas ..	11	1	...				
		Bunkhere ..	12	5	Koorinee & Anjun	}	}	11 12	
		Nandnair or Nadnair	15	0	Doodye & Omar				
		Assist. Commissioner Gurrawara	Bhowanee ..	11	4	Sukkur	...	8 14	
			Kureilee ..	15	3	...	...	9 15
			GURRAWARA or } Nursingpoor Cnt. }	9	3	Burerwa & Singree	}	}	4 16
			16 Total...	173	6	miles.			

1.—A small village. Supplies scanty but procurable after due notice. Water plentiful. Road good. Valley of Baitool highly cultivated. Nullahs small and fordable.

2.—A bazar, water from wells, and the Machna nuddy. Country hilly and covered with jungle. Road indifferent, leading down the Neempanee ghat and over several slight ascents and descents. The ghat forms a long and stiff pull for carts proceeding to Baitool by this route.

3.—One Buniash. Supplies scarce. Water plentiful. Country hilly and covered with jungle. Road good. The nuddies and nullahs all fordable.

4.—A small bazar. Water from nuddy, scarce in hot season. Country and road as in last stage. Nuddies and nullahs fordable, most of them dry after the rains.

5.—Supplies from neighbouring villages. Water from wells and a nullah. Country hilly and covered chiefly with wood and grass jungle. Road pretty good generally, but stony in parts and there are several ascents and descents in this march, but none of them difficult. The last two miles level ground. Nullahs dry after rains.

6.—Supplies and water abundant; country level and well cultivated. Nullahs dry during the cold and hot seasons.

7.—Supplies from neighbouring villages; water from the river. Country flat and cultivated. Road good. The Tow becomes fordable soon after the close of the rains. Bed about 1/2 of a mile wide and heavy sand. Nullahs dry.

8.—A bazar. Water plentiful. Country flat, covered with tree jungle. Hills at a distance on right. Road good. Nullahs dry.

9.—A small bazar. Water from wells. Country flat and well cultivated. Road good. Nullahs dry.

* Hoshungabad may be avoided by going from Kaisla to Scindkhers 14, and thence to Babye 19 miles.

10.—A large town and bazar. Water and supplies abundant. Country and road as in last stage. Nuddy fordable and nullahs dry.

11.—A large village on the left bank of the Koorinee nuddy. Supplies and water procurable in abundance. Country, road and nullahs as above.

12.—A small village. Supplies from Futehpoor, a large place in the hills four miles south. Water from wells. Country flat and partly cultivated. Road good through low jungle in parts. Cross the Koorinee at starting, fifty yards wide and shallow water. The Anjun is dry and its bed sandy. The nullahs are all fordable, and of the eleven which intersect the road in this stage only three retain any water in the hot season.

13.—A good sized village. Supplies procurable in abundance after due notice, water plentiful. Country flat, partial cultivation and a good deal of jungle. Hills at a distance on the right. At 7 1/2 miles cross the Doodye, which forms the boundary between the districts of Hoshungabad and Garrawara, its banks are steep, but shelving at the ghat; its bed sandy and little water in cold and hot seasons. The Omar and nullahs are all fordable.

14.—A good village, supplies and water procurable in abundance. Road good through a well cultivated country. At about half way pass the large village of Garrawara, and cross the Sukkur, 150 yards wide, sandy bed and narrow stream about knee deep during the hot season. Nullahs fordable.

15.—A large village. Supplies and water abundant. Country flat, and highly cultivated, road good. The nullahs are mostly dry, but some of them are deep bedded. They form no impediment however during the cold and hot seasons, and in the rains the whole road is bad.

16.—Sudder bazar. Water plentiful from wells and the Sinyree nuddy. Country and road as in last stage.

No. 52.—FROM BAITOOL CANTONMENT TO MHOW BY HINDIA.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Assist. Commissioner Baitool.	Machna Nuddy } near Komharee... }	9	0	Machna ...	...	1
		Chichoolee ...	9	0	...	...	2
		Cheerapatla ...	15	4	...	...	3
		Gowassain ...	10	0	...	...	4
	Assistant Com. Hoshungabad.	Ouskully ...	10	0	...	...	5
Scinde's.	P. A. Schore ...	Timurnee or Timburnee ... }	13	0	Gungill ...	...	6
		HURDAH ...	9	6	...	...	7
		Hindiah ...	14	0	...	...	8
		SUNDULPOOR ...	6	7	Nurbudda ...	...	9
		CHUNWANAH ...	8	3	...	...	10
		Kunnode ...	8	5	...	...	11
		Beejwar ...	11	5	...	...	12
		OONCHODH ...	9	1	...	...	13
Dews.	Akbarpoor ...	PEEPLEA, (HATH KA) ...	9	2	Kalli Sind ...	...	14
		Bamoree ...	...	...	...	...	...
		and Scodula ...	11	3	...	...	15
Holkar's.	Resident at Indore ...	Sonwah ...	10	5	Sipra ...	...	16
		Duttoda ...	11	2	Kanar ...	...	17
		MHOW Cantoument... }	8	4	Kanar & } Gumber }	...	18
		18 Total...	185	7			

The best route for troops from Baitool to Hindiah is by Hoshungabad. The road from Chichoolee to Ouskully being very bad, and all but impracticable for wheeled carriages.

1.—A small village. Supplies must be taken from Baitool or collected from neighbouring villages. Water from the Machna. Road pretty good, but the best road, and usual route is by Kherree & Chicholee 14 miles.

2.—A large village. Supplies and water procurable in abundance. Road tolerably good. Nullahs fordable.

3.—A small village. Supplies scarce and should be taken on from Chicholee. Water from a nullah. The first half of the road pretty good. The last half rough, stony and winding amongst hills and jungle.

4.—A small village. Supplies very scanty, and procurable only after due notice to the local authorities; water from a nullah. Road very stony and bad through hills and jungle. Nullahs fordable.

5.—A small village situated at commencement of open country. Water from a nullah. Supplies procurable after due notice. Country hilly. Road stony and bad through jungle.

6.—A bazar. Water plentiful. Country open and pretty well cultivated. Road good.

7.—A bazar. Water plentiful. Country open and cultivated. Road good. The road from Hoshungabad to Assergurh passes through Hurdah.

8.—A large town and bazar on left bank of the Nerbudda river. Supplies and water plentiful. Country for the first ten miles open and cultivated, remainder covered with jungle. A good Hackery road.

N. B. From Timurner to Hindiah there is a more direct road (passing Charkhera at 4, Fiddaygawn at 10, and Tassa at 15 miles) the distance by which is about 20 miles, and has been made in one march.

9.—A large village. Supplies procurable in abundance after due notice. Water from a tank. Country open and cultivated. The Nerbudda is fordable on this route from December to June and there are ferry boats at Hindiah. The town of Neemawur is on the right bank of the river opposite Hindiah.

10.—A middling village. Water from a nullah; supplies, if required in large quantities, must be collected from adjacent villages. Country well cultivated. Road good.

11.—A large village and bazar. Water plentiful from wells. Road good, much jungle and little cultivation. At 5 miles pass Ninwassa.

12.—A small village. Water from a nullah, heavy jungle all the way. Road pretty good. At 3½ miles pass Banghunkhera.

13.—A bazar. Water from wells. Heavy jungle for the first 6 miles. Road pretty good. A ghat of gradual ascent for nearly a mile to the table land of Malwa. At 5½, pass Dhuntalo at top of ghat.

14.—A large village, and bazar. Water from wells and Bamoree nuddy. Country open, soil black mould, slightly undulated and partially cultivated. Road good. At 2 miles ford the Kalii Sind, 30 yards broad, sandy bed, steep banks, small stream throughout the year. Pass Sangwee on left bank of the Kalii Sind and Billowtee at ½ miles. The road from Mhow to Sangor passes through Peepia.

15.—A small bazar, of six shops. Supplies from Ragoo Gurh, distant 1½ miles and from neighbouring villages. Water from wells and a nullah. Country undulated and hilly. Road a pretty good Hackery track, stony in parts, and particularly between the 6th and 8th miles, where it passes between low hills. Pass Kurnawud at 4, a Baolle at 7, and Ragoo Gurh, a middling village and small bazar at 9½ miles. The muddies and nullah are fordable with ease.

16.—A small village. Supplies from surrounding villages. Water from wells. Country slightly undulated and partially cultivated. Soil black mould, full of fissures and holes. Road pretty good in dry weather but impassable in the rains. Nullahs muddy, bedded and difficult for carts for some time after the rains. Pass Gullee at 1½, Phulee at 3½, Bowlee at 4½ and Moorud at 6½ miles. Cross the Sipra under Bowlee 15 yards wide, small rill of water, sandy bed, left bank shelving, right bank steep.

17.—A large village and bazar. Market on Mondays. Supplies and water plentiful. Country undulated and raised into detached hills on right, partial cultivation interspersed with patches of jungle. Road pretty good for carts in dry season, but impassable in rains from the soft adhesive nature of the black soil. Pass Morilla at 1½, Keorea at 3, Tillore at 5 and Peepia at 6½ miles. Cross the Kanar under Duttoda, become dry in January; firm gravelly bottom but low muddy banks. The road through Duttoda is narrow and winding, and for six weeks after the rains the banks of the Kanar swampy and difficult to pass.

18.—Suddur bazar. Supplies and water abundant. Country undulated, and here and there raised into small conical and table crowned hills. Soil black mould, full of stones and partially cultivated. Road good in dry weather. Pass Goojarkhera at 7 miles. Ford the Kanar on the west side of Duttoda and the Gumber under Goojarkhera, both easy Ghats.

No. 53.—FROM BAITOOL CANTONMENT TO NAGPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.	Rivers.	Nullahs.	Nos.
			M. F.			
British.	P. A. Baitool ...	Bayewaree ...	5 1	Machna & Sapun twice. }	0	1
		Synkhera ...	11 6	... }			8	2
		Mooltye ...	11 4	... }	11	3
		Left Bank of the } Wurda River }	7 5	Wurda	5	4
		Teegong ...	9 0	... }	2	5
Nagpore.	Resident at Nagpore ...	Seonee ...	12 2	Jamb 3 times... }	...	6
		Chicholee ...	7 3	... }			10	7
		Omree ...	11 4	... }	11	8
		Burrumpooree ...	13 2	Koolar & Chanderbaga }	5	9
		NAGPOOR Old Cant.	13 5	... }			8	10
		KAMPTEE Cantont...	9 3	... }	4	11
		11 Total...	112 2			

From Burrumpooree to the cantonment at Kamptee, the direct line of road is by Kolaree, making the distance about 16 miles, which may be divided into stages, thus: Kolaree 9½, Kamptee 6¼ miles.

1.—A small village. Supplies from the town of Baitool, distant 1 mile. Water plentiful. Country hilly but well cultivated round Baitool. Road pretty good. Ford the nullahs.

2.—A bazar. Water plentiful. Road rugged and covered with loose stones,—numerous ascents and descents in this march,—three of them rather steep. Valleys well cultivated. Nullahs all fordable, and no village immediately on the road.

3.—A good bazar and water plentiful. Road rough and bad for carts. Country wavy and cultivated in the hollows. Nullahs fordable, all having small streams of clear water. The source of the Taptee is near Mooltye.

4.—No village. Supplies should be taken on from Mooltye. Water from the river. Country hilly and thinly covered with jungle, little cultivation. Nullahs fordable.

5.—A small village. Supplies scanty and must be collected by order of the local authorities. Road to the Borowice ghat 2 miles good, it then descends for about half a mile, is steep and covered with loose stones and there are besides several ascents and descents, some of which are difficult for wheeled carriages; country below the ghat cultivated.

6.—Supplies scanty and should be taken on from Pandoorna, a large village, passed about midway. Road good in dry season but deep and miry after rain. Country cultivated.

7.—A small bazar. Supplies scanty, water plentiful. Road stony and through light jungle. Nullahs fordable.

8.—A small village. Supplies scarce. Water abundant. Road indifferent. Country undulated, wild and chiefly covered with light jungle. Nullahs fordable.

9.—A small village. Supplies must be collected. Encamp on the right bank of the Chunderbaga. Country open, well cultivated and well wooded with Mangoe and Tamarind trees. Road good. Rivers and nullahs fordable.

10.—Supplies and water in great abundance. Country open and gently undulated. Road good.

11.—Supplies from Suddur Bazar. Water plentiful. Road good, through an open and well cultivated country.

No. 54.—FROM BAITOOL CANTONMENT, NEEMUCH, BY HINDIAH AND OOJEIN.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
Scindea's. Dewas.		Oonchode, as in No. 52...	134	7				
		Newree ...	15	0			1	
		DEWAS ...	16	0			2	
		Nurwul ...	12	0			3	
		OOJEIN ...	13	0	Sipra		4	
		Kunta Kheree ...	8	4	Gumber		5	
		Ooneil ...	10	7			6	
		Peeploda ...	9	4			7	
		KACHRODE ...	11	3	Chumbul and Bageree		3	8
			Resident at Indore ...	Burowda or Bul- rowdee	10	0			3
Jowrah ...	9	4		Mullenee		3		
Dodur or Dodhur ...	9	6		Pearea		3		
Burra Dulowda ...	11	0				4		
Mundesore ...	9	4		Somnee & Sieu or Subna.		2		
Scindea's. Jowrah.		Mulhargurh ...	16	4			2	
		P. A. Neemuch ...	14	6	Raitum & Arkea.		2	
28 Total...			312	1	miles.			

1.—Supplies and water abundant. Country at first open and undulated, with distant hills, latterly hilly. Road a very indifferent hackery track.

2.—A large open town. Capital of the Dewas state, and residence of its Puars or rajas. Supplies and water plentiful. Road a very bad hackery track, intersected by several swampy-bedded nullahs. Country hilly at first, then open and undulated with a cluster of hills on left on approaching Dewas.

3.—Supplies procurable and water plentiful; country open and undulating. Road good.

4.—A large walled city on right bank of the Sipra river. Supplies and water abundant; pass through the city. Ford the Sipra at Pucha Muchan ghat, and encamp on its left bank. Road good.

5.—A small village on the left bank of the Gumber river. Supplies from surrounding villages, and water from the river. Country open, slightly undulated, and very partially cultivated. Road good. Pass Ruttura at 3 $\frac{1}{2}$, noukhera at 5 $\frac{1}{2}$, and Amoded at 7 $\frac{1}{2}$ miles. The Gumber is crossed by ford at the end of the stage, bed 50 yards wide, stream 15, and one foot deep in fair season, bottom sand and rock, banks steep and cut into ravines through which the road passes for some distance.

6.—A large town and bazar, also weekly market on Sundays. Water abundant from banes and tanks. Country undulated and raised into ridges of low hills. Road a rough hackery track, and passes over the stony ridges, one between Baloda and Peeplea, and the other between Peeplea and Ooneil. Pass Kunjura, a middling village at 4, Baloda at 5 $\frac{1}{2}$, and Peeplea at 9 miles.

7.—A middling village. Some buniahs, and market on Tuesdays. Water from the Chumbul river. Road tolerably good the whole way. Pass Noubada at 3, Akia at 4½, Nagjerie at 6½, and Bagia at 7 miles. At 1½ miles from Gouel there is an easy ascent to a table-crowned ridge, across which the road leads to Nagjerie, where it is left by an easy descent.

8.—A large open town. Supplies and water plentiful. Country open, undulated, and partially cultivated. Road pretty good with the exception of the ghat on the Chumbul, and where it is intersected by nullahs. Pass Julwal at 3½, Beekumpoor at 5½, Sirona at 7, Sipulda at 7½, and Kumurwaree at 9½ miles. At ¾ of a mile from Peepoda cross the Chumbul by a rugged ghat. Stream 30 yards wide, and from 1 to 1½ feet deep during the fair season. The Bagerie is crossed near Beekumpoor by an easy ghat.

9.—A small village. Water from a nullah, and supplies from Burowda, 1 mile north east. Country as in last stage. Road good. Pass Goorawun at 2, Ghinodr at 5, and Phunakherie at 7 miles.

10.—A town on right bank of the Peera muddy. Residence of a nuwah, (son of Guffoor Khan.) Supplies and water abundant. Country open, undulated, and partially cultivated. Road good, with exception of a short distance on each side of the Mullence, where it is narrow and winding through ravines. Pass Barodee at 2, Rajakherie at 3½, Ukula at 4½ and Bootera at 6½ miles.

11.—A small bazar and weekly market on Saturdays. Water from wells. Country as before. Road good. Pass Urna at 3, Bagakherie at 4, Reechoa at 6, and Purwota at 7 miles.

12.—A small village. Five buniahs and a bazar in Dumnar, 2 miles south east. Water from kutcha wells. Country open and cultivated, few small hills scattered on right and left. Road good. Pass Manundkhera at 2, Kuchnarea at 4½, Ackia at 7, and Lochmakherie at 9 miles.

13.—A large walled town on left bank of the Steu Nuddy. Supplies and water plentiful. Country open, undulated, and well cultivated. Road good. Pass Rojja, a small village on right bank of the Somsee at 3½ miles. Nuddies crossed by good fords.

14.—A bazar and water from wells. Country undulated, and raised into ridges and small detached hills and knolls. Road good. Pass Bhonakherie at 3½, Paria at 7, Turzode at 8, Peepia at 10½, Kachakherie at 11, Burkhera at 12½, and Sootode at 14½ miles.

15.—Sudder bazar and water from wells. Country undulated and partially cultivated. Road a very good hackery track, but ground to right and left full of fissures and holes. Pass Moorice at 1½, Chuldow at 2½, Bhaikhera at 8½, Bura Jumones at 10½, and Hingonea at 13½ miles.

No. 55.—FROM BANCOORAH TO BARRACKPORE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
British.	Bancoorah	Oondah	11	0	Dalkeesur	2	1	
		BISHENPOOR	10	0	...	3	2	
		Rajhath or Jeypoor	10	0	...	...	3
		Kotulpoor	10	4	...	...	4
		Jehanabad	14	4	Dalkeesur	...	5	
	Hooghly	Left Bank of the Damooda River	...	10	4	Damooda	2	6
			...	6	4	...	2	7
		Booragong	15	0	...	4	8	
		Ghyretty	10	0	...	3	9	
		BARRACKPOOR	3	0	Hooghly	...	10	
10 Total...			101	0	miles.			

1.—A small bazar. Water plentiful. Road good. Ford the river and nullahs. Heavy sand in the bed of the Dalkeesur.

2.—A large bazar. Water in abundance. Road good. Nullahs fordable.

- 3.—A good bazar and water plentiful. Road good.
- 4.—A small bazar. Supplies procurable after due notice. Road good.
- 5.—A small bazar. Water plentiful. Road good. Ford the river at the end of the march.
- 6.—Supplies must be collected, procurable in abundance after due notice. Road pretty good for the first 8 or 9 miles, the remainder is liable to be washed away by the Damooda in the rains, leaving sloughs and muddy bedded nullahs, which render the road nearly impassable for some time after the close of the rains.
- 7.—Supplies procurable from adjacent villages. Water plentiful. Road in general much cut up and bad.
- 8.—A small village. Supplies from Singapore and adjacent villages. Nullahs passed by ferds and bridges, the latter generally in bad repair.
- 9.—Supplies and water abundant. Road good, but the bridges on the nullahs generally in bad repair.
- 10.—Cross the river at Paltah ghat by good ferry boats.

No. 56.—FROM BANCOORAH TO MIDNAPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Bancoorah ...	Bishenpoor, as in ? No. 55, ... }	21	0			
		Bankadah ...	8	4	...	...	1
	Midnapoor ...	Betagurh ...	7	5	Salai	...	3
		Salbunny ...	16	1	...	...	3
		MIDNAPOOR Cantmt.	15	1	...	...	4
	6 Total...			68	3		

- 1.—A small village. Supplies scarce, and must be taken on from Bishenpoor. Water plentiful. Road pretty good.
- 2.—A small bazar. Water plentiful. Road good. Bridges on the nullahs, and the river is passed by ferry and the ford.
- 3.—A small bazar. Road good. Bridges on all the nullahs.
- 4.—Supplies and water abundant. Road good.

No. 57.—FROM BANCOORAH TO BURDWAN.

British.	Bancoorah ...	Baleatore ...	12	6	Goondée ...	...	1
		Soonamookee ...	12	6	...	...	2
		Kishennugur ...	11	3	...	...	3
		Khund Ghose ...	10	3	...	...	3
	Burdwan ...	BURDWAN	9	6	Damooda...	...	5
5 Total...			56	0			

- 1.—A small bazar. Water from tanks.
- 2.—A large bazar, and water from tanks.
- 3.—A small bazar. Water from tanks and a nullah.
- 4.—Supplies must be collected. Water from the Damooda river.
- 5.—Water and supplies in great abundance. Cross the river by ford or ferry, according to season.

No. 58.—FROM BANDA CANTONMENT TO CALPEE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Banda	... Kupsa	11	0	Kane	..	1
		... Moundah or Moondal	12	0	..	..	2
	Hameerpoor	... Bewur	12	4	..	..	3
		... Left Bank of Betwa } ... opposite Jellalpoor }	13	0	Beerma & } Betwa }	2	4
		... CALPEE	11	4	..	..	6
		6 Total...			68	4	miles.

1.—A bazar. Water plentiful. Road pretty good. Ford the Kane, sandy bed, and water knee deep during the fair season.

2.—A bazar. Water plentiful. One nullah has very steep banks and is difficult for carts; it also has a small stream of water in it; the other nullah is dry, and presents no impediment. Road generally very good.

3.—A bazar. Water good, and road very good.

4.—Supplies from Jellalpoor. Water from the Beerma, which is crossed about $\frac{1}{2}$ way. One nullah with shallow water, the other dry after the rains. Ford the Betwa at the end of the stage. Bed 500, and stream in the dry season 180 yards wide, bottom sand and gravel. Usual depth of water 2 $\frac{1}{2}$ feet. Right bank steep. Some small ferry boats ply at this ghat in the rains.

5.—A small bazar. Water from wells and a jheel. Country open, slightly undulated, and partially cultivated. Road heavy for the first mile or so, then good.

6.—Supplies and water abundant. Road much intersected by ravines, otherwise very good. Country for first $\frac{1}{2}$ miles open and partially cultivated, remainder cut into ravines. Encamping ground near the gate of the old Fort.

No. 59.—FROM BANDA CANTONMENT TO CAWNPOOR BY HAMEERPOOR.

British.	Banda	... Sessalur	14	0	Kane	..	..
		... Hameerpoor	12	4	Chundwur.	1	..
	Cawnpoor	... Hameerpoor	11	0	Betwa	..	..
		... Left Bank Jumna	2	0	Jumna	..	..
		... Ghautumpoor	11	4	..	..	..
		... Bidhnoo	12	0	..	..	..
		... CAWNPOOR	11	0	..	..	..
7 Total...			74	0			

No. 60.—FROM BANDA CANTONMENT TO CAWNPOOR BY CHILLA TARA.

British.	Banda	... Piperenda	10	0	..	..	..
		... Futtehpoor	... Left Bank Jumna } ... at Chilla Tara }	12	6	Jumna	..	1
	... Ghat						
	Cawnpoor	... Roudpoor	10	4	..	..	2
		... Kudjwah	10	6	..	..	3
		... Chunda Poorwa	12	6	..	..	4
		... Rameypoor	11	4	..	..	5
... CAWNPOOR Centre } ... of Cantonments }		9	0	..	..	..	6
6 Total...								77	2

1.—No village. Supplies from Chilla Tara and Lillowiee, 2 miles north. Country and road as in last stage.

2.—A small village. Supplies scarce, and must be collected. Water from wells. Country open and partially cultivated. Road tolerably good, winding round the head of the Jumna ravines between Lillowiee and Mahakherree. Pass Lillowiee at 2, Bundwaal at 4½, Mahakherree at 5½, Azmutpoor at 7½, and Surree at 10 miles.

3.—A bazar and water plentiful. Country and road as in last stage. Pass Berdera at 1½, Koorumabad at 3½, Murreraon at 5½, and Sillawn at 10 miles.

4. Road tolerably good in dry weather. Supplies procurable from Sahar, 4 miles N. W. and from surrounding villages. Water from wells. Pass Goorba at 2, Buckewur at 4, Dooheepoor at 6, Kuckrowien at 7½, Moosafir at 9, and Koornee at 11½ miles.

5.—A small bazar and supplies from adjacent villages. Road pretty good. Pass Schar at 4, Simree Herdowiee at 7, Mehjawun at 9, and near Hajeepoor at 10 miles.

6.—Road pretty good. Pass Rajaka Poorwa at 1, Bingawar at 2, Paharpoor at 2½, Harsapoor at 3½, Noubusta at 4, and Dakunpoor at 6 miles.

No. 61.—FROM BANDA CANTONMENT TO GWALIOR BY CHIRKAREE, KEITAH, JHANSI AND DUTTEAH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British Chirkaree.	Banda	Utgur	11	4	Kane	3	1
	G. G.'s Agent Banda	Chance	11	0		2	2
		Bumbouree	10	0	Chundrou.	3	3
		Chirkaree	9	0			4
British	Hameerpoor	Keitah	15	6	Urjoon & Beerma	4	5
		Kochech	9	0					6
Jhansi.	G. G.'s Agent Banda	Gurota	11	4	Dussaun and Luckaيرة	3	7
		Paharee, (Bunka)	10	0					2	8
Tehree	G. G.'s Agent Banda	Bamunwah	11	0		2	9
		Tarecher	10	4		3	10
		Burwasagur	11	4	Burwa	3	11
Jhansi.	G. G.'s Agent Banda	JHANSI	12	2	Betwa & Baraيرة	7	12
		Gwalior Residency, as in No. 16, ...	70	5				Soowun- reka	...
19 Total...			204	3			

1.—Middling village. Supplies procurable from surrounding villages. Water from wells, plentiful. Road good in dry weather. Country open and partially cultivated. Cross the Kane by good ford at Boragurb opposite the town of Banda. Steep banks, sandy bottom, and usual depth of water from November to June from 1½ to 2 feet.

2.—A small village. Supplies must be collected. Water plentiful. Country open, undulated, and partially cultivated. Road tolerably good, but not much travelled, and full of cracks and holes in parts.

3.—A middling village. Water plentiful, but supplies must be collected for a detachment marching this way. Road as in last stage. The tract intervening between Chance and Bumbouree is in the Company's Purganna of Mahoba, and well cultivated.

4.—Supplies and water abundant. Encamping ground between two low hills near a large tank, north west of the town. Chirkaree is the residence of a Rajah, and is a large irregular town, situated on the west and south of a fortified hill. Road as above, little cultivation on the right, and the Rajah's Rumna on the left.

5.—A small bazar. Supplies procurable in abundance, and water from wells and the Beerma. Ground for encampment in front of the old cavalry lines. Country open, undulated, and well cultivated after passing the Chirkaree boundary. Road, narrow hackery track not much travelled. Pass Goorah at 6½, and Bopraita at 9 miles.

6.—A middling village. Supplies procurable from Motee Kutra, distant 2 miles, and from surrounding villages, water from the Dussaun river. Excellent road through a flat, well cultivated country. Hills at distance on left.

7.—A small bazar. Water plentiful. Ford the Dussun at the commencement of the march, sandy bottom and water about knee-deep from November to June. Country much cut by ravines, and road very winding through ravines the greater part of the way, but it is pretty good for carts.

8.—A small village. Supplies scarce, and must be collected by order of local authority. Water from wells and a tank. Country partially cultivated and intersected by a ridge of low rocky hills running north east, and south west. Road good, and passes along the base of the hills for some miles.

9.—A small village. Supplies from Tarowlee, a large village, distant 1 mile. Water plentiful. Country open and very partially cultivated. Road had a cross-country hackery track.

10.—A small bazar. Supplies procurable after due notice. Water scarce from wells and tank. Road good. Hills at a distance right and left. Country partially cultivated.

11.—A bazar and water abundant from wells, and a fine lake. Country and road as in last Stage. Good encamping ground $\frac{1}{4}$ mile west of the village.

12.—A fine walled town and residence of a raja. Supplies and water in abundance. Country undulating and rising into low detached hills at a distance on right and left. Ford the Betwa at the 4th mile, bed about 600 yards wide, full of rocks and loose stones, and bad for carts to cross. Ford the Barsiree at the 5th mile. Road pretty good, with exception of the ford on the Betwa.

No. 62.—FROM BANDA CANTONMENT TO JUBBULPOOR BY BISRAMGUNGE GHAT AND MYHER.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British Banda	...	Girwah ...	11	4 ...	...	1	1
		Pungura ...	9	0 ...	...	3	2
		Neherce ...	9	4 ...	...	2	3
Ajjee-gurh.	...	Deogong ...	12	3 ...	...	3	4
		Bisramgunge, (foot of Ghat) ...	7	7 ...	...	...	5
Punna.	G. G.'s Agent Banda ...	A Nullah, 3 miles from top of the Ghat ...	4	3 ...	...	2	6
		Punnah ...	8	0 ...	...	5	7
Mybeer. Oocharab.	G. G.'s Agent Jubbulpoor ...	Bank of Meer Husen Nuddy near KUCKRUTTY or KUCHRAHUTTY ...	14	6	Meer Husen ...	6	8
		Bilsnee or Bilsaon ...	12	0 ...	...	5	9
		Nagond ...	10	4 ...	...	5	10
		Betteah ...	8	6	Umrun, Kuraree & Burwa Nuddies ...	3	11
		Sunkergurh ...	9	4	...	4	12
		MYHEER ...	13	6	Silgee ...	4	13
		JUBBULPOOR as in No. 23 ...	99	7			
		22 Total ...	231	6 miles.			

1.—Supplies and water abundant. Road good through a flat and highly cultivated country. Pass Tindwar at 6, Beroker at 7 $\frac{1}{2}$, and Pyghumberpoor at 9 $\frac{1}{2}$ miles.

2.—Water from wells and a tank. Scanty supplies from adjacent villages. Country open and cultivated. Road good.

3.—Scanty supplies, but procurable after due notice. Water from wells and nullah, rather scarce in hot season. Road generally good, stony in some parts, thin cultivation and jungle.

4.—A small village. Supplies from Singpoor and Nyashebur, distant 4 miles. Water from wells and nullah. The road is pretty good, but intersected by numerous water courses and nullahs, which are rather troublesome for carts. Country hilly with jungle and cultivation.

5.—Supplies must be taken on from Singpoor, good water from one baolee. Road stony and bad for carts, especially at the nullahs which all become dry at the close of the rains.

6.—Supplies must be brought from Punnah, distant 8 miles. Water from 2 baolees and the nullah. The Bisramgunge Ghat or pass is about 1½ miles in length, and in March 1833 was reported to be in excellent repair. The first ascent is about 300 yards in length, and from the baolee which is situated about 600 yards below the top of the pass, the ascent is very steep. Corps marching this way will always require one day to pass their baggage up or down the ghat, and may halt at the encampment above or below according to the direction in which they may be moving.

7.—Supplies and water abundant. Punnah is a town and the residence of a raja. Country barren and rocky with occasional jungle. Road stony in parts, particularly in crossing the nullahs and a low ridge of hills of easy ascent.

8.—A bazar in Kuckretty. Supplies procurable from it and adjacent villages. Water plentiful. Country hilly and barren with jungle. Road very difficult for carts in many places; about 4 miles from Punnah there is a steep ascent. The nullahs also are deep and stony. This distance of 14½ is by the cart road, but troops may march by a more direct line, shortening the distance to about 11 miles.

9.—A small village. Six nullahs, Supplies procurable after due notice. Good water plentiful. Cross country road very bad for carts. The best cart road is circuitous and goes by the stages of Lohargong, 9 miles, Silgee 9½ miles to Nagond 8½ miles.

10.—A bazar. Water plentiful. Country open and partially cultivated. Road as above.

11.—A small village. Supplies scarce, and should be taken on from Nagond. Country open. Water plentiful and road pretty good, approaching hills to the south.

12.—Supplies from Oncharah, distant 3 miles. Water from wells and a tank. The wells become dry during very hot seasons, and the tank water is never good. Road bad for carts, especially at the ghats on the muddies and nullahs which intersect it. Hills at some distance on right.

13.—A large town and bazar, and the chief place in the district belonging to Thakoor Bishen Singh. Supplies and water abundant. Road bad for carts. Kymore hills right, open country left.

No. 63.—FROM BANDA CANTONMENT TO JUBBULPOOR BY THE BISRAMGUNGE AND PIPEREA GHATS.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Adjee- gurb.		Kuchrahutte or to Kuchretty as in No. 62...	77	3			
Punna.	G. G.'s Agent Banda	Ghonore or Ghonour,	9	4	...	...	1 1
		Kopa	12	0	Kane	...	2 2
		Piperea, (foot of Ghat)	6	4	...	...	3
		Bissancee	11	4	...	...	4 4
		Saenugurh	10	0	Kane	...	3 5
British.	Assist. Commis- sioner Jubbul- poor	Belharee	14	2	...	...	5 6
		Kowrea	11	4	...	...	4 7
		Schora	15	6	...	...	8
		Gosulpoor	7	5	Heren	...	9
		Punagurh	9	2	...	...	10
		Jubbulpoor Cantmt..	10	0	...	...	11
19 Total...			195	5			

1.—Supplies must be collected, and water procurable in abundance. Country open, undisturbed, and uncultivated. Cross country-road not good for carts. The old cantonment of Lohargong is about 3 miles north east of Ghonore.

- 2.—A large village and small bazar. Water abundant. Road pretty good. At the 9th mile ford the kane, stony bottom, and from two to two and a half feet of water in Nov.
- 3.—No village. Confined encamping ground on the left bank of the Kane. Supplies must be collected and taken on from Kopa and other villages. Water from the river. Road pretty good for laden cattle leading up a narrow valley through jungle.
- 4.—No village, but a tank of good water. Supplies procurable after due notice to the local authorities. At the commencement of the march ascend the Piperca pass, which is steep, but not long or very difficult; after ascending the pass, the road leads over a sterile, and in some parts rocky barren tract, and although very rugged in some places is not bad for cattle. The nullahs are all rocky and the last rather deep-bedded.
- 5.—A small bazar. Water abundant. Road pretty good.
- 6.—A bazar. Water plentiful. Road pretty good generally, but rugged in some parts. None of the nullahs present any obstacle. Just before reaching Belharee there is a steep rocky ghat to descend rather difficult for laden cattle.
- 7.—A small bazar. Water from tanks and wells. Road tolerably good.
- 8.—Join Drummond's road at this place.
- 9 10 and 11.—See No. 23.

No. 64.—FROM BANDA CANTONMENT TO PERTABGURH, IN OUDE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	
			M.	F.			Nov.
British.	Futtehpoor ...	To Futtehpoor as	12	6	Jumna ...		
		No. 19 ...	9	0	...		
		Munda ke Serai ...	46	6	...		
		Chobee ke Serai ...	13	0	...		
		Kurrah ...	13	4	...		
Oude.	Resident at Lucknow ...	Left Bank of the } Ganges at Goot- nee Ghat ... }	2	4	Ganges ...	1	
		Budree ...	12	0	...	2	2
		Molawun or Malwa ...	10	0	...	3	3
		Misserpoor ...	11	0	...	1	4
		PERTABGURH CAN- tonment ... }	11	4	...	5	5
12 Total...			136	6			

- 1.—A bazar in Gootnee. Water from wells and river. Cross the Ganges by ferry. Bed of the river heavy sand for about 300 yards.
- 2.—A middling village. Supplies from Behar, distant 4 miles, from Budree itself, and neighbouring villages. Water abundant. Country bare with occasional patches of low jungle. The nullahs are deep bedded, but become dry soon after the rains; the road is little travelled by hackeries, but presents no great impediment to their passing.
- 3.—A small village. Water from wells and tanks. Supplies from Allahgunge, 7 miles south west. Country alternately low, dak jungle, and thin cultivation. The first 4 miles of road is bad, and intersected by a deep marsh at about 11 from Budree; the last 6 miles is tolerably good.
- 4.—A small village. Water from wells not of good quality. Supplies must be collected from surrounding villages. For the first 7 miles the road runs through a low swampy country, with patches of cultivation and many pools of water. The remainder passes through thick jungle, and is little frequented.
- 5.—Supplies and water abundant. Road good through cultivation and thin jungle.

No. 65.—FROM BANDA TO REWAH BY THE BURSAKER OR BURSANKER GHAT.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Banda ...	Girwah ...	11	4	...	...	1
		Goorah ...	13	0	Bagun ...	...	1
		Kallinger ...	10	0	...	...	2
Berounda	G. G.'s Agent Banda ...	Bursaker ...	8	4	...	...	...
		Rampoer Kishen- poor ...	8	0	...	...	...
Kothee		Kothee ...	15	0	...	...	...
Sobowul.	G. G.'s Agent at Jubbulpoor ...	Seroha Lulpoor ...	10	4	Semroul Chohur & Jerwa ...	...	...
		Putrahut ...	9	0	Tonse ...	...	...
Rewah		Rampoer ...	11	1	...	...	3
		REWAH ...	15	4	Beehur ...	...	1
10 Total ...			112	1	miles.		

1.—A middling village on the right bank of the Bagun muddy. Supplies procurable in abundance, and water plentiful. Country well cultivated and road good.

2.—A large town and bazar at the foot of an extensive hill fort. Road good. Country fat and well cultivated.

No. 66.—FROM BANDA CANTONMENT TO SAUGOR BY HEERAPOOR PASS.

British	Banda ...	Mattound ...	13	4	Kane ...	2	1
		Koobrye ...	11	2	...	1	2
Chatter- pore.	Jullown.	Mahoba ...	11	7	...	2	3
		Sreenugur ...	11	0	...	1	4
Chatter- pore.	Jullown.	Mulhara ...	12	4	Oormul ...	1	5
		Chatterpore ...	10	4	...	0	6
Chirkaree.	G. G.'s Agent Banda ...	Muhutgaon ...	11	2	...	4	7
		Goolgunge ...	11	0	...	1	8
Bijour.	Pannah.	Mulhara ...	11	2	...	4	9
		Sundwah or Sirwah ...	6	5	...	4	10
Chirkaree.	Pannah.	HEERAPOOR ...	9	4	...	4	11
		Soonwaha or Soon- wace ...	10	5	...	3	12

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Not.
			M.	F.			
British Suburbh.	G. G.'s Agent Jubbulpore ...	Kuttorah ...	12	5	...	0	13
		Bundah ...	10	0	...	2	14
	Assist. Com. Saugor ...	Kurrapoor ...	10	3	...	1	15
		SAUGOR Cantonment	9	0	...	3	16
16 Total ...			172	7	miles.		

1.—A small bazar. Supplies and water procurable in abundance. Country open and partially cultivated. Road good. Ford the Kane at Boragurh, opposite the town of Banda Steep banks, sandy bottom, and usual depth of water from November to June, from 1½ to 2 feet.

2.—A small bazar. Country and road as in last stage.

3.—A large bazar. Water plentiful. Country and road much the same as above. There are fine lakes, and some hills at Mahota.

4.—A large bazar. Water plentiful, and supplies procurable in abundance. Road good. Country studded with short ridges and detached low hills.

5.—A small bazar. Water plentiful and supplies procurable in abundance. Country as in last stage. Road good till within two miles of Mulhara, when it becomes rough and bad for carts.

6.—A large town and bazar. Water plentiful. Road good. Country hilly.

7.—A small village. Supplies must be collected or taken on from Chatterpoor. Country undulating and mostly covered with jungle. A few small hills. Road good.

8.—A bazar. Water from wells. Country as in last stage. A low range of hills close on the left. Road good, intersected by several small ravines.

9.—A small village. Supplies scanty. Water plentiful. Country and road as above.

10.—A small bazar. Water from wells and a nullah. Supplies must be collected if required in any quantity. Country hilly. Road good.

11.—A small bazar. Supplies scanty. Water from wells and a tank. Soon after leaving Bundah the road passes through a low range of hills covered with jungle, and at 5 miles there is a gentle ascent for about ¼ mile, and thence the road is winding and rough in parts.

12.—Supplies scarce and must be collected. Water plentiful and good. At ½ mile commence the ascent of the Heerspoor pass, which is about a mile in length and easy. Country above the pass undulating and covered with jungle. Road from the top of the pass winding, and has one short descent and three stony ascents to Soonwaha.

13.—A small bazar. Water from wells. Country undulated, partly cultivated, and partly covered with bush jungle. Road good.

14.—A small bazar. Water from a nullah and wells. Country much the same as in last stage. Pass some low hills covered with jungle. Road good.

15.—A bazar. Supplies and water plentiful. Country much undulated and very partially cultivated. Road stony, bad, and intersected by many dry water courses. At 7½ miles it crosses a low ridge of barren hills, and has a gentle ascent and descent.

16.—See No. 5.

No. 67.—FROM BAREILLY CANTONMENT TO DELHIE BY ANOOPSHEHUR.

British.	Moradabad ...	...	Chandousee ...	45	0	Soot or Yar	...	1				
			As in No 31 reversed									
			Bajhuce ...						10	6	wuffadar ...	2
			Bugrere or Budgehr...						9	6	Nukta ...	1
			Choupoor ...						9	6	Mohas ...	2
								3				

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nuktas.	Nos.
			M.	F.			
British.	Boolundshehur .	Anoopshehur ..	3	0	Ganges, ..	..	..
		Jhangeerabad ..	10	4	..	..	2
		Boolundshehur ..	16	0	Kali Nuddy	..	4
		Secundra ..	10	5	..	..	1
		DELHIE, as in No. 1.	36	6	..	..	..
		14 Total ...	152	0	miles.	..	..

1.—A small bazar and market on Sundays. Water plentiful. Country open. Soil sandy and very partially cultivated. Road pretty good. Pass Munjoola at 6½, Akbarpoor at 8½, and Kunhetta at 9½ miles. At 4½ miles cross the Soot by a bund or fascine bridge, width at the ghat 10 yards and very deep.

2.—A small village. Supplies must be collected from adjacent villages. Water plentiful. Country open. Soil sandy and partially cultivated. Road good. Pass Dhakaree 1½ and Dhonaree at 8 miles. At 8½ miles pass the Nukta by good ford.

3.—Road bad, and the Mohao at the Rajpora ghat is frequently so deep that carts are obliged to make a considerable detour to the right to cross it by a bund, constructed near Fyzpoor. Pass Umrpoor at 2½, Sewroza at 3½, Rajpoora 5½, and Semree at 6 miles. Width of the Mohao at Rajpora ford 40 yards. Banks low and bottom sandy.

4.—A bazar. Supplies procurable in abundance and water plentiful. Road indifferent. Country open and partially cultivated.

5.—Country and road as in last stage. Cross the Kali nuddy at the end of the march by a good ford. One good ferry boat plies here in the rains.

No. 68.—FROM BAREILLY CANTONMENT TO FUTTEHGURH.

British.	Bareilly. ..	Furteedpoor ...	12	2	Nukta ...	1
		FUTTEHGUNGE ...	10	7	... ..	2
	Shahjehanpore .	Burri Muttana ..	15	3	Bhagool ...	3
		JELLALABAD ..	15	3	Ramgunga .	4
	Futtehgurb ...	Imratpoor ...	14	0	..	5
		FUTTEHGURH ..	12	6	Ganges ..	6
6 Total...		80	5	miles.		

1.—A bazar. Water and supplies plentiful. Country open and cultivated. Road good Pass Khurgawn at 1, near Nurriawul at 3½, near Bhurhila at 4½, near Rijon at 7, and near Sudulpoor Jehur, under which there is a large jheel, at 9½ miles. Cross the Nukta by pucca bridge.

2.—A bazar and water plentiful. Country open and partially cultivated. Road heavy in one or two places but good generally. Pass near Bhagwanpoor at 3½, and through Tissoza at 6½ miles.

3.—A middling village, ¼ of a mile off the road to the left. Supplies procurable in abundance after due notice. Good encamping ground near a pucca well and Police Chokas. Road good. Country open and cultivated. Pass Kuttra, a large village and bazaar, whence the Road to Shahjehanpoor strikes off. at 3½, Feenugur at 5½, Khyrpoor at 7½, near Kabilpoor at 12, and near Khampoor at 13 miles. Cross the Bhagool by pucca bridge.

4.—Supplies must be collected from surrounding villages. Water plentiful. Road pretty good generally. Pass Akbarpoor at 4, Synjuna at 5, and Jellalabad, a large village and bazar, at 10 miles. Cross the Ramgunga by a good ferry. Country open and cultivated.

5.—A small bazar. Water plentiful. Flat open country, highly cultivated and thickly studded with villages. Road indifferent.

6.—Supplies and water in great abundance. Country as in last stage. Road pretty good for the first 10 miles, the remainder is usually very heavy sand in the bed of the Ganges at Hussainpoor ghat, just below the fort of Futtehgurb. Cross the Ganges by good ferry. Pass Gorruckpoor at 4½, Paharpoor at 5, Chandpoor at 6, Dhurumpoor at 7, Gounia at 8, and Jumalpoor at 9 miles.

No. 69. FROM BAREILLY TO MEERUTT BY CHANDOUSEE,
SUMBUL AND GURMOOKTESIR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Not.
			M.	F.			
British.	Moradabad	Chandousee, reversed, as in No. 31	45	0			
		Right Bank of the Soot or Yarwuffadar Nuddy	11	0	Yarwuffadar	...	1
		Sumbul	7	0		...	2
		Nuglee	12	0		...	3
		Hussunpoor	9	0		...	4
	Meerutt	GURJOWLA	9	2		...	5
		Right Bank Ganges at Gurmooktesir	10	4	Ganges	...	6
		Shahjehanpoor	9	2		...	7
		Mhow	10	0		...	8
		Meerutt	11	0	KalliNuddy	...	9
13 Total			134	0	miles.		

1.—Supplies procurable from Nerowlee. Water from the Soot or Yarwuffadar, which is crossed at the end of the stage by a bad ford. This stream is crossed by a raft in the rains, and when not fordable, there is an old bridge which has been recommended to be repaired. Road pretty good.

2.—Supplies and water very plentiful. A very large straggling town. Road open and pretty good.

3.—Supplies and water abundant. Road good, with exception of the last mile, which is heavy sand.

4.—Supplies and water abundant. Soil sandy and road heavy.

5.—A small bazar. Water plentiful. Soil and roads as in last stage.

6.—This ferry is usually 1½ miles above Gurmooktesir, whence supplies are procurable in abundance. Plenty of good ferry boats procurable. Fifteen constantly ply at this ghat.

7.—A town and bazar. Water plentiful. Road tolerably good.

8.—A small village. Supplies procurable after due notice. Water plentiful and good. Road indifferent.

9.—Ground for encampment between the lines of H. M.'s regiments of dragoons and foot. Country open and partially cultivated. Road indifferent. Ford the Kalli nuddy, which is generally miry at this ghat, and difficult for carts and cattle.

No. 70.—FROM BAREILLY CANTONMENT TO MORADABAD.

British	Bareilly	..	Futtehgunge	..	12	4	{ Jooa and Sunka	..	1
			Meergunge	..	9	1		Dojora	..	2
Ram-poor.	G. G.'s Agent	Bareilly	Kumora Damora	...	11	4		...	3
			British	Moradabad	..	Right Bank of the Causila River at Gunes Ghat	..	11	5	Causila	...	4
MORADABAD Cantmt.	..	14				2		...	5
5 Total					59	0	miles.		

Another route from Bareilly is by Allygunge 13, Sheepoor 12½, Shahabad 10½, Reonra 13, to Moradabad 13½ miles, crossing the Dogorah, Ramganga, and Gangun rivers by ferry.

1.—A small bazar and market on Thursdays and Sundays. Water from wells. Country flat and cultivated. Road good. Pass through the town of Bareilly, and ford the Jooa on its northwest side. Pass Muheepoor at 5½, Kulleepoor at 6½, and Madhupoor at 11½ miles. Cross the Sunka by pucca bridge.

2.—A bazar and market twice a week. Water plentiful. Country open, flat and cultivated. Road good. Cross the Dejora at the 3d mile by ferry. Stream about 60 yards wide and becomes fordable in hot weather. Pass Betoura at 1, Khirka at 1½, and Hurhuree at 6½ miles.

3.—Two small villages. There is a weekly market held on Fridays at Damora, but supplies in any quantity are only procurable after due notice. Good water from wells. Country open and highly cultivated. Road good. Pass Dunellie at 3, Millick, a large village just within the boundary of the Rampoor Jagheer, at 5½, and Loohea at 8 miles.

4.—Supplies procurable in abundance after due notice. Water from the river. Country well cultivated. Cross the Causila at the end of the march by ford. Width of bed 450 yards, and depth of stream from December to June from 2 to 2½ feet. When necessary a few ferry boats can be ordered to this ghat, but there are none belonging to it. Road good. Pass Druga Nagra, whence a road strikes off to Rampoor at 5½, Ajeetpoo at 8½, and Agpoo at 9½ miles.

5.—Supplies and water plentiful. Country flat and well cultivated to the left bank of the Ramgunga. Road good, with exception of the bed of the river, which is of heavy sand and bad for carts. At 7½ miles cross the Rujbera by pucca bridge, and at 10½ miles enter the bed of the Ramgunga which is here 1 mile wide, and the stream in the dry season is usually divided into 2 or 3 channels, and from 1 to 3 feet deep with uneven sandy bottom. Two small ferry boats ply at this ghat in the rains. Pass Morah at 3 miles.

No 71.—FROM BAREILLY CANTONMENT TO PETORAGURH BY PILLIBEET AND LOHOO GHAT.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Bareilly	Rhetoura ..	11	1	Nuktea ..	...	1
		Left Bank of the Pungailee at Nuwabgunge	10	2	Bhagool & Pungailee	1	2
	Pillibeet	Pillibeet, (south side) ...	12	0	Apsarha & Gurra	...	3
		Beekharpoo ...	6	4	Kukra	...	4
		Beraru or Bindaru ...	9	6	...	...	5
		Sooneya Mundee ...	15	0	...	...	3 6
		Chanda or Chandnee	6	4	Jugut	...	7
		Burm Deo ..	10	4	...	...	8
	Assist. Com. Almorah	Bheel Khet	14	0	Ludeca	...	9
		Choura Panee ...	15	0	...	...	10
		LOHOO GHAT	10	0	Lohoo Ghat	...	11
		Dargurah	8	0	...	...	12
		Kuntagaon	7	6	Surjoo	...	13
		PETORAGURH	10	0	...	...	14
14 Total ..			146	3	miles.		

1.—Small village. A few buniahs' shops. Supplies procurable in abundance from adjacent villages. Water plentiful. Road rather heavy for the first 4 miles the remainder good after passing the town of Bareilly; the country is open and cultivated. Cross the Nuktea by a pucca bridge.

2.—A bazar and market on Tuesdays and Saturdays. Water plentiful. Country open and cultivated. The direct road, the distance by which is here given, is frequently laid under water in consequence of the stream of the Bhagool being diverted from its course by a bund constructed across it a little above the ford, for the purposes of irrigation. Hackeries and laden cattle are then obliged to make a considerable detour to the right, to avoid the space thus laid under water. The Bhagool and Pungailee are fordable. Pass Labera at 1½, Hafzagunge, a middling village, with small bazar and weekly market at 5, and Keechoo at 6½ miles. The Bhagool occurs at 7½ miles, and when dammed up below the ghat which it is some seasons, there are ferry boats provided.

3.—A large town. Supplies and water abundant. Encamping ground near the Eedrah, on the south side of the town. Country open, low, flat and cultivated. Road bad, much under water in rains, and generally much cut up by cart wheels in dry season. Pass Dhonera at 2½ and Juttepora at 5½ miles. There is a pucca bridge on the Apsarha, and the Gurra is fordable from December to June, and there is a ferry during the rest of the year. Bed about 200 yards wide, bottom sandy.

4.—A middling village. Abundant supplies procurable after due notice. Water plentiful. Country as in last stage. Road bad. Pass through the town of Pilibest for a mile, and cross the Kukra by a fine pucca bridge on the north side of it. Pass Sirsa at 3, Ramapora at 4, and Jungrowlee at 5½ miles.

5.—A small village. Supplies from neighbouring villages. Water plentiful, but becomes unwholesome in hot season. Country as above. Road pretty good, but not much frequented. Pass Simarca at 1, Bahadurgunge at 2, Machundee at 3½, Torurpoor at 5½, Khirkaurna at 7, and Geedhour at 8½ miles.

B 6.—A bazar during the cold season from November to April, when the mountaineers descend to exchange their commodities for those of the plains. Water from a nullah. Road bad through grass jungle the whole way.

7.—A small village. Good water. Supplies must be taken on from Sooneya Mundee. Road pretty good through grass jungle. Cross the Jugut by ford.

8.—At the foot of the hills. Supplies of all kinds procurable from November to April, when the hill people descend with their merchandise, but it is uninhabited the remainder of the year.

9.—No village. Supplies must be collected by order of local authority. Encamping ground for a regiment on the bank of the Ludoca (fordable.) First 2 miles of road good, the rest steep, stony and bad.

10.—No village. Supplies must be collected from Chumpawut, distant 3 miles west. Water sufficient. Road better than in last stage, but ascent steep.

11.—A bazar. Road pretty good. Cross the Lohoo Ghat by a wooden bridge.

12.—A stage bungalow, confined encamping ground near it. Water from a bowice. No baniah, and villages distant. Good made road.

13.—A stage bungalow, and ground for encampment about 200 yards below it. Water from a stream. No shop and villages distant. Good made road.

14.—A bazar and military post. Good made road.

No. 72.—FROM BAREILLY CANTONMENT TO SEETAPOOR BY MAHOMDY.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Bareilly ..	Left Bank of the Pungalee at Guznera ..	14	0	Nuktea, Bhagool and Pungalee ..	..	1
	Shajehanpoor ..	Bumroulee ...	11	6	Kutnee ...	1	3
Powain or Poaine ...		13	7	Khanout ..	1	4	
Oude.	Resident at Lucknow ..	Mahomdy ..	10	6	..	..	5
		Burhour or Burhoul ..	9	4	..	..	6
		Nourungabad ..	6	4	Goomty ..	..	7
		Mahowly ..	12	0	Kattina ..	..	8
		SEETAPOOR Cantmt.	16	0	2
9 Total ...			105	4			

1.—A small village. Supplies may be collected from adjacent villages after due notice, but should be taken on from Bareilly. Water plentiful. Country open and cultivated. Road good. Pass Khurgaon at 1, Hurunagra at 3½, Punapoor at 6, Meurce at 5½, and Reechahat at 11½ miles. The three nullahs are passable by good fords at Hurunagra, Punapoor, and Gujnera respectively.

2.—A town and good bazar. Water plentiful. Country open, flat, and pretty well cultivated. Road good, and not much travelled by carts. Pass Hurdaha at 1, Aheerola at 1½, Churra at 4½, Mahadeo at 6, and Bhourua at 7½ miles. Cross the river under Bhourua. Bed 250 yards wide, sandy bottom. Fordable from November to June, usual depth of water during that period 2 feet. One ferry boat at this ghat in the rains.

3.—A small bazar and market on Tuesdays and Saturdays. Country open and partially cultivated. Road good. Pass Eentgaon at 4, Rampora at 7, and Deoria at 9 miles. At 1½ miles cross the Kutnee at Tchere ghat by one ferry boat. The stream being unfordable in consequence of its being dammed up for the purposes of irrigation.

4.—A good bazar. Supplies and water plentiful. Country flat, partial cultivation, and patches of bush jungle. Road good, but the Khanout which occurs at the end of the 4th mile is a great obstacle to passengers; it is about 40 yards wide at Chuprona Ghat and 4 feet deep. No boats and no better ford within a great distance. Banks low and muddy, bottom sandy. Pass Chutea at 1, Tilchee at 2, Chuprona at 3½, Singhapoor at 5, Muhrenee at 6½, Nahil at 8, and Gansanpoor at 12½ miles.

5.—A large bazar. Supplies and water abundant. Country open and highly cultivated. Enter the Oude territory at the end of the 5th mile. Road good, but not much frequented. Pass Amlea at 1½, Etowa at 3½, Mukempoor at 4½, Sissorsa at 5½, Goolurea at 7, and Mugrouna at 9½ miles.

6.—A middling village. Supplies procurable after due notice. Water plentiful. Country open and cultivated. Road pretty good.

7.—A large village and bazar. Water plentiful from wells. Country a waste sandy plain the whole way. At 1½ miles cross the Goomty by ferry and ford. Boats are procurable at this ghat to form a bridge, and one should be constructed when a large detachment is passing. The river is fordable for cattle from December to June, usual depth 3 feet. Six boats are sufficient to form a bridge here.

8.—A large village and bazar. Water plentiful. Country waste. Soil sandy, and road heavy in parts. Cross the muddy at the end of the March by a pucca bridge.

9.—Supplies and water abundant. Country open, and very partially cultivated. Road tolerably good. Cross the nullahs by bridges.

No. 73.—FROM BAREILLY CANTONMENT TO SHAJAHANPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Not.
			M.	F.			
British.	Shahjehanpoor.	Futtehgunge, as in } No. 68 ... }	23	1			
		Tillher ..	11	1	Bhagool ...		1
		SHAHJEHANPOOR } Cantonment ... }	13	4	Gurra ...		2
		4 Total..	47	6	miles.		

1.—A large bazar and water plentiful. Country open and cultivated. Road good. Pass Kutra, a large village and bazar, whence road to Futtehgurh strikes off at 3½ miles. Cross the Bhagool at the commencement of the march by a pucca bridge.

2.—Supplies and water in great abundance. Country open and highly cultivated. Road good. Cross the Gurra at Shahbaznugur ghat by ferry and ford for cattle.

No. 74.—FROM BARRACKPOOR TO BERHAMPOOR BY KISHNAGURH.

Adapted for the march of Europeans.

Barrasut.	Barrasut ...	Barrasut ...	9	0			
		Aumdanga ...	7	0			
		Jagoleah ...	9	0			
		Goonpalla ...	9	0	Jaboona ...		
Nuddena.	Kishnagurh ...	Right Bank of the } Matabanga, at } Ranaghat ... }	7	0	Matabanga...		
		Budcoola ...	8	0			
		Kishnagurh ...	8	4			
		Bullea ...	7	4	Jellinghee...		>1
Moorshedabad.	Berhampoor ..	Kidderpoor ...	8	0			
		Deegaon ...	8	0			
		PLASSEY ...	9	0			
		Daodpoor ...	7	0			
14 Total...			112	0	miles.		

1.—The road is raised and furnished with bridges and drains across nullahs and water courses, and there are ferries on the three rivers. Supplies are procurable in abundance at each stage after due notice, and water is plentiful and good.

No. 75.—FROM BARRACKPOOR TO BERHAMPOOR BY KISHNAGURH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Barrasut.	Barrasut ...	Barrasut ...	9	0			
		Aumdanga ...	7	0			
		Jagoolcah ...	9	0			
Nuddca.	Kishnagurh ...	Chandpoor ...	11	0	Jaboona ...		
		Beeruugur ...	10	2	Matabanga.		
		Kishnagurh ...	11	2			
		Bulleca ...	7	4	Jillinghee.		
		Bickrampoor ...	11	6			
Moorabed.	Berhampoor ...	Burruah ...	11	0			
		BERHAMPOOR ...	11	0			
		11 Total...	112	0			

No. 76.—FROM BARRACKPOOR TO BERHAMPOOR BY HOOGLHY.

British.	Hooghly ...	Ghyretty ...	3	0	Hooghly ...	1	
		Chinsurah ...	6	4	...	2	
		Scebpoor ...	3	0	Sursuttee ..	3	
	Burdwan ...	Inchura ...	10	0	Koontie ...	4	
		Mirzapoor ...	12	0	...	5	
		Jehannagur ...	12	0	...	6	
		Patooly or Pathlee... ..	13	0	...	7	
	Kishnagurh ...	Left Bank of the Bagiretty River at Agurdeep ...		2	4	Bagiretty ...	8
		Plassey ...	12	0	...	9	
		BERHAMPOOR, as in No. 74...	22	0			
	11 Total...	101	0				

- 1.—Supplies and water abundant. Encamping ground on bank of the river, which is crossed at Pultah Ghat by good Ferry Boats.
- 2.—A good pucca road all the way. Supplies and water in great abundance.
- 3.—Supplies from Tribany, distant 1 of mile. Encamping ground on bank of the Hooghly. Road good. Cross nuddy by bridge, and nullah by ferry.
- 4.—No bazar, but supplies furnished plentifully after due notice. Road pretty good. Cross the nullahs by bridges.
- 5.—Supplies in abundance from Culna, 2 miles South, water abundant. Road pretty good. Cross nullah by ferry.
- 6.—Supplies procurable in abundance. Road very winding through fields.
- 7.—Supplies and water plentiful.
- 8.—Supplies procurable after due notice, water plentiful. Cross the river by ferry.
- 9.—Supplies and procurable in abundance.

No. 77.—FROM BARRACKPOOR TO DACCA BY JESSORE.

Territory.	Civil Authorities.	Names of Stages.	Dist.	Rivers.	Nullahs.	Nos.	
			M. F.				
British.	Barrasut ...	BARRASUT ...	9 0	...	...
		Sheerpoor ...	12 4	...	...	1
	Kishnagurh ...	Rampoor ...	11 4	Jaboona ...	...	2
		Hurdraspoor ...	11 0	Esamuttee ...	...	3
		Nabaroon ...	11 4	Betrialh ...	2	4	
	Jessore ...	Meigla ...	8 0	Kubtuck ...	...	5
		Jessore ...	7 4	Bhyrub ...	...	6
		Donkallee ...	9 0	Sittarea ...	1	7	
		Gunagutty or Bu- nagutty ...	11 4	Musaw or	}	...	8
				Chittra			
		Nouhatta ...	6 4	Nougunga ...	...	9
		Mahomedpoor ...	10 0	Burrashee (branch of)	...	10	
		Jeydugur ...	8 0	Burrashee ...	...	11
		FURREEDPOOR Left Bank of the Ganges at Hurry- rampoor ...	15 0	6 6	Ganges	13
	Dacca ...	Pullungunge ...	11 0	Esamuttee ...	...	14
		Churan ...	12 0	...	2	15	
Rohudpoor or Rood- poor ...		7 0	Dullaiseree	2	16		
DACCA ...						13 0	Borygunga	3	17
18 Total..			180 6	miles.			

1.—A small village. Supplies from adjacent villages after due notice. Country low and road intersected in several parts by swamps. Water plentiful. Hobia, a village, with a small bazar, about a mile further on, would perhaps be a better halting place.

2.—Supplies procurable after due notice. Water from the Jaboona, which is crossed by ferry at the end of the stage. Road good.

3.—Supplies from adjacent villages. Water from the Esamuttee, which is crossed by ferry at the end of the stage. Six platformed boats. Road good.

4.—Supplies and water abundant. Cross the nullahs by fascine or pontoon bridges, and the Bentah at the end of the stage by 4 platformed boats. Road good.

5.—Supplies plentiful. Water from the river, which is crossed at the end of the stage by 4 platformed boats. Road good.

6.—Supplies and water plentiful. Encamping ground on left bank of the Bhyrub, (which is crossed by ferry) opposite Neelgunge.

7.—Supplies and water plentiful. Road bad, chiefly through fields. Cross the nullah by bridge of boats and the Sittarea at the end of the stage by 8 small ferry boats.

8.—Supplies scanty and must be collected. Water from the river, which is crossed by ferry at the end of the stage. Road bad, winding through fields.

9.—Supplies procurable after due notice. Road pretty good, but there is an extensive sheet to be passed in small boats, and the Nougunga is crossed at the end of the march by 10 good platformed boats.

10.—Supplies and water plentiful. Road swampy and bad. Cross the river at the end of the stage. Eight or 10 ferry boats.

11.—Supplies and water plentiful. Road very indifferent. Cross the river at the end of the stage on 7 platformed boats.

12.—Supplies and water abundant. Road good throughout. Cross the Comer on 4 platformed and 1 small boat.

13.—Supplies procurable in abundance. Water from the river. Cross the Ganges by ferry. Road good.

14.—Supplies and water plentiful. Cross the river on 4 platformed boats, and encamp on confined ground on its left bank. Road generally good.

15.—Supplies procurable after due notice. Water plentiful. Road good. Cross the nullahs by bridges of boats.

16.—Supplies procurable in abundance after due notice. Road good. Cross the nullahs by bridges of boats, and the river which is nearly 2 miles wide by ferry.

17.—Supplies and water abundant. Road good. Cross the nullahs on bridges of boats and the river by ferry.

No. 78.—FROM BARRACKPOOR TO DUM-DUM.

Territory.	Civil Authorities.	Names of Stages.	Dist.	Rivers.	Nullahs.	Nos.
			M. F.			
		DUM-DUM	15 0 ...	..	...	1
		1 Total..	15 0 miles.			

1.—Proceeding by the Calcutta road to opposite Cossipoor, and thence by the new or Cossipoor road to Dum-Dum.

No. 79.—FROM BARRACKPOOR TO FORT WILLIAM.

British	Calcutta	... FORT WILLIAM	16 4 ...	..	..	1
		1 Total..	16 4 miles.			

1.—A good pucca road the whole way. Pass through Calcutta by the Chitpoor road and Cossifollah.

No. 80.—FROM BARRACKPOOR TO MIDNAPOOR.

British.	Hooghly	Ghyretty	3 0	Hooghly	..	..	..
		Booragong	10 0	...	...	3	1
		Paharpoor	15 0	..	...	4	2
		Right Bank of the Damooda River	8 0	Damooda	..	8	3
		Right Bank of the Dalkeesur River near Jehanabad..	9 0	Dalkeesur	..	3	4
	Bancoorah	KUMULPOKER	8 0	..	..	5	5
		Bahmunca	13 0	Ornadur	..	5	6
	Midnapoor	Naradoul	9 4	Salai	..	5	7
		Umalea	10 0	Tremohuna	..	4	8
		MIDNAPOOR Cantmt.	11 0	...	...	4	9
		10 Total..	96 4 miles.				

1.—A small village. Supplies from Singpoor, distant 1 mile, and from surrounding villages. Water plentiful. Road good. Nullahs crossed by bridges, generally in bad repair.

2.—Supplies procurable after due notice. Water plentiful. Nullahs crossed by fords and bridges, the latter in bad repair. Road good; jola the new road at the 26th mile from Calcutta.

3.—Supplies from Myapoor and adjacent villages procurable after due notice. Road generally bad. Bridges liable to be broken down annually, and raised roadway washed away in many places by the overflowing of the Damooda. Cross the river by ferry, and several of the nullahs are deep and muddy bedded.

4.—A small village on the right bank of the Dalkeesur. Supplies from Jehanabad and other adjacent villages. The road good. River and nullahs fordable.

5.—A bazar. Water plentiful. Road generally bad, and much broken up. Nullahs fordable.

6.—Supplies from Keerpooy. Water from a nullah. Road bad, intersected by several sloughs. Nullahs fordable, some of them muddy bedded.

7.—A bazar. Water abundant. Road in general much broken with sloughs and muddy bedded nullahs.

8.—Supplies procurable after due notice. Road good.

9.—Supplies and water in great abundance. Nullahs crossed by bridges generally in bad repair.

No. 81.—FROM BENARES CANTONMENT TO CHUNARGURH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Benares	... Sultanpoor	12	4	...	...	1
	Mirzapoor	... CHUNARGURH	3	4	Ganges	...	2
2 Total..			16	0	miles.		

1.—Supplies from the cantonment bazar. Water plentiful. Road good through a well cultivated country.

2.—Supplies and water plentiful. Cross the Ganges by ferry just below the Fort of Chunar.

No. 82.—FROM BENARES CANTONMENT TO GHAZEEPOOR.

British.	Benares	Chobeevoor	12	0	Burna	...	1
		SYEDPOOR	11	2	Goomty	...	2
	Ghazeevoor	... Nundgunge	12	4	Ganghie	...	3
		GHAZEEPOOR Cantmt.	10	2	...	...	4
4 Total...			46	0	miles.		

1.—A few buniyahs' shops. Water plentiful and supplies procurable in abundance after due notice. An excellent made road the whole way. Cross the Burna by pucca bridge.

2.—A large village and bazar on left bank of the Ganges. Road very good. At the 9th mile pass the Goomty by a bridge of boats established annually at the close of the rains. A small toll being levied to pay the expense. During the 4 months of the rains the river is passed by ferry.

3.—A very small village. Supplies must be collected, but are procurable in abundance after due notice. Water good. Cross the Ganghie by a pucca bridge at the village of Deuklie about half way. Road good.

4.—Supplies and water abundant; distance measured to Marquis Cornwallis' Mausoleum, near which there is good ground for the encampment of the regiment.

No. 83.—FROM BENARES CANTONMENT TO JUANPOOR.

British.	Benares	Swanee Sraic	8	6	Burna	...	1
	Juanpoor	{ Burrangong	14	6	...	...	2
		{ JUANPOOR Cantmt.	14	4	Sye	...	3
3 Total..			38	0	miles.		

1.—A bazar. Supplies and water abundant. Road good. Cross the Burna by bridge.

2.—Ditto ditto ditto.

3.—Ditto ditto ditto. Cross the Sye by pucca bridge near Jullalpoor, 4 miles from Burrangong.

No. 84.—FROM BENARES CANTONMENT TO MIRZAPUR CANTONMENT.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Not.
			M.	F.			
British.	Benares ...	Mohun ke Serai	7	2			
		Kutchwa	12	0			1
	Mirzapoor	MIRZAPUR Cantmt.	7	6	Ganges		2
3 Total..			27 0 miles.				

1.—Supplies and water abundant. Road pretty good through cultivated country. Supplies and water in great abundance. Cross the Ganges by ferry at Budowlee ghat. There is generally about a mile of heavy sand to cross in the dry bed of the river at this ghat. The remainder of the road good.

No. 85.—BERHAMPOOR TO BANCOORAH BY SUROOL

British.	Berhampore ...	Gokurn,	12	0	Bagiretty,	1
		Jumuakandee	10	0	Moar	2
	Sooree ..				Nuddy	
		Curronda	14	0		
		Omdara	12	0		1
		Surool	7	0		3
	Bancoorah ...	Elam Bazar	8	0		4
		Cooksee	15	0	Adjye	2 5
		Sonamooke	12	0	Damooda	2 6
		Baleatore	12	6		7
	BANCOORAH	12	6	Goondasree	8	
10 Total..			115 4 miles.			

1.—Supplies should be taken on from Berhampore. Water from a tank. Soil hard, but road uneven and bad. Boats readily procured to cross the Bagiretty.

2.—Supplies from Kandee and surrounding villages. Water plentiful. The Moar nuddy is fordable during the fair season, and there are 2 or 3 boats procurable to cross it in the rains. Road as in last stage.

3.—Supplies and water procurable in abundance after due notice to the local authorities.

4.—Supplies procurable and water plentiful. Road very indifferent.

5.—Supplies procurable and water plentiful. Road soft and bad. The river is fordable for 8 months in the year, and boats are procurable in the rains. The nullahs are fordable at all seasons, excepting for a short period after heavy rains.

6.—Supplies procurable. Water good. The river is fordable throughout the greater part of the year, and boats are easily procured when it is not so. The nullahs are insignificant.

7.—Supplies procurable. Water plentiful. Road good.

8.—Supplies and water abundant. Road good. Nuddy fordable.

No. 86.—FROM BERHAMPOOR TO BURDWAN.

British.	Berhampore	Burrwah	11	0			
		Kishnagurh	PLASSET	11	0		
	Burdwan		Kutwa	11	4	Bhigiretty,	1
			Ninghun	14	4		2 2
			Kurjuna	13	0		1 3
			BURDWAN	11	0		1 4
6 Total..			72 0		miles.		

1.—Supplies and water abundant. First 2 miles of road to Koolbarea good, remainder bad. Cross the river by ferry at Kutwa.

2.—Small bazar. Supplies rather scarce, but procurable after due notice. Water plentiful. Road pretty good. Cross the first nullah by ford, and the last at the end of the stage by a bridge.

3.—Supplies and water abundant. Road good. Ford the nullah at the end of the stage.

4.—Supplies and water in great abundance. Road indifferent.

No. 87.—FROM BERHAMPOOR TO DACCA.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers	Nullahs.	Nos.
			M.	F.			
British.	Berhampoor ...	Baloo Nullah ...	8	6	...	1	1
		Azingunge ..	14	2	..	2	2
	Kishnagurh ..	Left Bank Jellinghee River	8	4	Jellinghee	1	3
		Hurry Sunkur, ...	12	4	Matabanga	...	4
	Pubna ..	Damadocoo ..	12	0	...	...	5
		Opposite Kooshtee	11	4	Gurroy	..	6
		Sudokee near Com	10	4	...	...	7
		mercolly ..					
		Mordapoor or	11	4	Chundnah	2	8
	Muddapoor ..						
	Furreedpoor ..	Bailgatehee ..	10	0	...	...	9
Kumaldigge ..		9	0	..	...	10	
Furreedpoor ...		14	4	...	..	11	

1.—Supplies must be collected from surrounding villages, or taken on from Berhampoor. Cross the nullah by ferry at the end of the stage. Road tolerably good in dry weather.

2.—Supplies procurable in abundance after due notice. Water plentiful. No regular road, and the travelling distance consequently varies from 14 to 16 miles.

3.—Cross the river by ferry or temporary bridge at the end of the stage. The village of Muddobhuna is on the right bank of the river at the ghat. No regular road. Supplies must be collected. Water from the river.

4.—Cross the river by ferry, 5 miles from Hurry Shunkur. No regular road, and distance uncertain, varying from 12½ to 14 miles. Supplies and water plentiful.

5.—Supplies and water abundant. Good encamping ground on the banks of the Ganges. No regular road, but a cross country path.

6.—Cross the Gurroy by ferry at the end of the stage. No regular road, distance uncertain from 11½ to 13 miles.

7.—Supplies and water plentiful. Road as above.

8.—Cross the river by ferry at the end of the stage. Road as before, and distance from 11½ to 14 miles.

9.—Low bad encamping ground. Road as before, and distance from 10 to 12 miles. Supplies and water plentiful.

10.—Good encamping ground. Water rather scarce. Supplies procurable in abundance,

11.—First part of the road as before, latter part pretty good. Cross the nullah by bridge. Supplies and water abundant.

No. 88.—FROM BERHAMPOOR TO DINAPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Berhampoor	Bomineah, ...	14	0	...	...	1
		Dewanke Serai ...	8	5	...	..	2
		KAMBAH ...	11	4	...	..	3
	Bhaugulpoor	Sooty ...	8	2	Bagiretty...	...	4
		Downapoor ...	11	0	...	..	5
		Near Furruc kabad ...	8	0	...	..	6
		Futkipoor ...	8	0	...	..	7
		RAJMAHAL ...	9	4	...	..	8
		Mussaha ...	10	4	...	..	9
		Sickree ...	8	0	...	..	10
		Gungapersad ...	9	4	...	..	11
		Pialapoor ...	12	5	...	..	12
		COLGONG ...	11	0	...	..	13
Monghyr	Left Bank Goga } Nuddee }	8	0	Goga	...	3	
		12	0	...	..	15	
	Bhaugulpoor ...	13	4	...	..	16	
	Afzulgunge ...	10	0	...	..	17	
	KULLIANPOOR ...	11	4	...	..	18	
	Hussungunge ...	13	6	Dackra and Singhea	3	19	
	Hybatgunge ...	14	6	Booah	2	20	
Patna	Balgoozer ...	11	0	Fulgoo	...	21	
	Moranchee ...	12	0	...	..	22	
	Mukra ...	10	0	...	..	23	
	Bar ...	12	0	...	..	24	
	Buktecarpoor ...	14	0	Pompoon...	...	25	
	Futwah ...	14	0	...	..	26	
DINAPOOR ...			7	0	...	1	27
27 Total...			293	6	miles.		

- 1.—Supplies and water procurable in abundance. Road good.
- 2.—Ditto ditto. Road good in general. Cross the nullah by a kutchha bridge.
- 3.—Supplies procurable in abundance after due notice. Water plentiful. Road pretty good.
- 4.—Ditto ditto ditto. Cross the river by ferry.
- 5.—Ditto ditto ditto. Cross the first nullah by temporary bridge and ford the last. Road pretty good.
- 6.—Supplies when required in any quantity must be collected from neighbouring villages. Water plentiful. Road pretty good, leading for some miles along the bank of the Ganges.
- 7.—Supplies procurable after due notice. Water plentiful. Road good along the bank of the Ganges.
- 8.—A large bazar. Water from the Ganges. Road good.
- 9.—Supplies should be taken on from Rajmahal. Water from the Ganges. Road pretty good. Hills left. Ganges right.
- 10.—A small bazar. Water from the Ganges. Road through jungle. Hills on left. Ganges right.
- 11.—Supplies procurable after due notice. Water plentiful. Road good, leading through the Sickree Gully pass at starting. A very thick jungle all the way.
- 12.—Ditto ditto ditto. At the 4th mile the road leads through the Terriagully pass, which is steep and stony. The ascent and descent very difficult for cattle.
- 13.—A small bazar. Supplies procurable after due notice. Water plentiful. Road very good.
- 14.—Supplies scarce, but procurable after due notice. Water plentiful. Cross the nullahs by ferries or temporary bridges. Road good.

- 15.—A large bazar. Supplies and water abundant. Road very good. Encamping ground in a fine grove of mangoe trees, north of the town.
- 16.—Road good. Supplies procurable from Sultangunge, distant $1\frac{1}{2}$ miles. Cross the nullahs by temporary bridges.
- 17.—Road good, Supplies from Mahadewa, distant 2 miles, and from adjacent villages. Water plentiful.
- 18.—Supplies and water procurable in abundance. Monghyr 2 miles to the east or right of this place.
- 19.—Supplies from Soorajgurra and adjacent villages. Water from the Ganges. Cross the Dackra and Singha by ferry and bridge of boats when a large detachment passes.
- 20.—A bazar. Water plentiful. Road good. Cross the Booh and one of the nullahs by ferry, the other nullah nearly dry.
- 21.—Cross the nuddy by ferry. Supplies procurable after due notice. Water abundant. Road good.
- 22.—Ditto ditto ditto.
- 23.—A bazar and water plentiful. Road good.
- 24.—Supplies must be collected from adjacent villages. Road very good. Water from the Ganges.
- 25.—A large bazar. Water abundant and road good. Cross the nuddy by good pucca bridge.
- 26.—Water and supplies abundant. Road good, the last half leading through the city of Patna. Encamp near the Golah.
- 27.—Supplies and water abundant. Road good.

No. 89.—FROM BERHAMPOOR TO HAZAREEBAGH.

Territory.	Civil Authorities.	Names of Stages.	Dist.	Rivers.	Nullahs.	Nos.
			M. F.			
British	Berhampoor ...	Gookurn ..	12 0	Bagiretty ..	...
		Jumuakandee ..	10 0	...	...	1
	Sooree ...	Belgong ..	10 0	Maur ..	1	2
		Akilpoor ...	10 0	Maur ..	1	3
		Sooree ...	12 0	...	...	4
Jungle Me- hals.	G. G.'s Agent Hazareebagh..	Kishennugur ..	10 0	...	5	5
		Khyrassal ..	10 0	...	3	6
		Chooruleah ..	12 0	...	...
		Ulwarah ...	11 0	...	...
		Surbooree ...	11 0	...	...
		Berah ..	10 0	...	...
		Rogonathpoor ..	5 0	...	...
		Hazareebagh, as in } No. 1, Part 2d . }	104 4			
20 Total ..			227 4 miles.			

- 1.—Supplies procurable after due notice. Water plentiful and good.
- 2.—Supplies and water as above. Soil sand and clay. Road indifferent. Cross the Maur by ford in dry season and boat in rains.
- 3.—Supplies procurable after due notice. Water plentiful. Encamping ground on right bank of Maur, which is crossed at the end of the stage. There are 2 dinghees belonging to the Zemindar which ply at this ghat in the rains. Road good.
- 4.—Supplies and water abundant. Road good.
- 5.—Supplies procurable after due notice. Water good and abundant. Soil sand and clay. No regular road. Nullahs all fordable during the fair season.
- 6.—Provisions procured with difficulty. Water good. No regular road.

No. 90.—FROM BERHAMPOOR TO JUMALPOOR BY BAULEAH AND BOGRAH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Berhampoor	Dewanke Serai	8	5	..	..	..
		Bargatchee or Goudagurry Ghat	10	0	Ganges	..	1
		Komurpoor or Kommeerpoor	6	4	..	..	2
	Bauleah	Newabgunge Bauliah	8	0	..	..	3
		Banasur	12	4	..	2	4
		Pooteah	6	4	..	..	5
		Nattore	12	2	..	..	6
		Surkole	12	0	Atri and	..	7
		Chogong	9	4	Gurmoocce	1	8
	Bograh	Rungbugga	6	0	..	..	9
		Tingamagoora	12	0	..	..	10
		Buggorah or Bograh	10	0	..	..	11
		Pahrumala	8	4	Churai- tea & Esamuttee	..	12
		Chyliabaree	14	0	Bengalee and Monass	..	13
	Rungpoor	Peergunge	8	0	Konei	..	14
Nusseerabad	Chandgunge	12	0	..	..	15	
	JUMALPOOR Cantmt.	12	4	Jennei	..	16	
18 Total			183	3	miles.		

N. B.—The country near Nattore is so low, that this route cannot be considered as open for the march of troops before the middle of January.

- 1.—Cross the river by ferry. The first half of the road is tolerably good, the last heavy sand in the dry bed of the Ganges. Plenty of good ferry boats procurable.
- 2.—A small village. Supplies must be collected. Water abundant. Road very good.
- 3.—Supplies from Baulea bazar, distant about 2 miles to northeast. Water abundant. Road pretty good.
- 4.—A small bazar and supplies from neighbouring villages. Water plentiful. Road indifferent.
- 5.—A bazar. Water abundant. Road pretty good.
- 6.—Water and supplies abundant. Road good.
- 7.—Supplies scarce and must be collected from Shingra, distant 2 miles, and from other villages. Water plentiful. Road rough and under a considerable depth of water in the rains. Pass the rivers by ferry.
- 8.—Supplies and water procurable in abundance. Country low, and from 8 to 10 feet under water in the rains. The road passing near the head of the Chullum sheet. The Gurmoocce is about 50 yards wide and crossed by ferry. From Nattore to Chogong the country is low and swampy, and the road passable only in the dry season.
- 9.—Supplies must be collected. Water plentiful. Road rough, principally across rice fields, which are perfectly dry and passable in December.
- 10.—Ditto ditto ditto. The tract of country passed over in this stage is not inundated in the rains.
- 11.—A bazar. Supplies and water abundant. Road good, and the country passed over is not inundated by the overflowing of the rivers in the rains.
- 12.—A small village on right bank of the Esamuttee. Supplies should be taken on from Bograh. Road good. Cross the rivers by temporary bridges or by ferries. Encampment on left bank of Esamuttee.
- 13.—A small village. Supplies from neighbouring villages. Water from the Monass which is crossed at the end of the march. Road good.

14.—A small village. Supplies must be collected. Water plentiful. Road to the river at Meerungunge 4 miles very good. The river is 3 miles wide from bank to bank, of which 2½ are heavy sand. The current is ¼ mile wide and rapid. Cross by ferry.

15.—Small village. Supplies must be collected from surrounding villages. Water plentiful. Road good.

16.—Supplies and water abundant. Road good. At the 8th mile reach right bank of the river at Bhowanypoor, bed about 1 mile wide, and stream from 4 to 500 yards. Cross by ferry.

No. 91.—FROM BERHAMPOOR TO MULLYE BY MONGHYR- AND MUZUFFERPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
British.	Bhaugulpoor ..	Kullianpoor, as	173	2	...	1		
		in No. 88 ..						
	Monghyr	Monghyr ..	13	0	..	..	1	
		Left Bank Ganges ..	2	4	Ganges	..	2	
		Bulleah (Chota) ..	7	4	..	..	3	
		Bagoo Serai ..	14	0	..	..	4	
		Tegra ..	14	0	..	..	5	
		Dulsing Serai ..	15	0	Bullan	1	6	
		Mubarickpoor ..	14	0	Jumwaree	..	7	
	Sirmustpoor ...	14	4	..	..	8		
	Muzufferpoor ...	MUZUFFERPOOR	15	4	..	..	9	
		Toorkee* ..	16	6	Little Gunduk	..	10	
		Bilsund ..	10	6	Little Bagmatty	1	11	
Chupprah	Puckree ..	10	7	..	..	12		
	Mullye Cantonment.	12	1	..	..	13		
	30 Total...	333	2					

1.—A large bazar. Supplies of all kinds abundant. Road good.

2.—Cross the Ganges by public ferry, the farmer of which is bound to pass troops and stores free of expense. Supplies should be taken on from Monghyr.

3.—Supplies must be collected. Fire-wood scarce, but procurable after due notice. Water plentiful. Road pretty good.

4.—Supplies procurable in abundance after due notice. Water plentiful. Road pretty good in dry season, but under a considerable depth of water in rains.

5.—Supplies and water procurable in abundance. Road good.

6.—Supplies and water plentiful. Road good. Cross the Bullan at the end of the march by ferry; the nullah becomes dry in November.

7.—Supplies and water in abundance, readily procured. Cross the Jumwaree at the end of the stage by ford and ferry.

8.—Supplies must be collected. Water plentiful. Road very good.

9.—Supplies and water in great abundance. Road always good.

10.—Supplies and water abundant. Road tolerably good. Cross the river by ferry. Troops and stores are passed without charge.

11.—Supplies must be collected. Road indifferent, and partly under water in the rains. Cross the river by ferry. Troops and stores passed as above. Nullah crossed by temporary bridge.

12.—Supplies must be collected. Road tolerably good.

13.—Road tolerably good.

* This stage may be divided by halting at Bahaderpoor 84, from Muzufferpoor.

No. 92.—FROM BERHAMPOOR TO PURNEAH BY MALDAH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Maldah	Kamrah, as in No. 88.	34	1			
		Right Bank of the Ganges at Babopoor	9	0			1
		Seebgunge	6	0	Ganges		2
		Mohudypoor	12	0			3
		MALDAH	12	0			4
		Nougureah	12	0			5
		Koorelah	12	0	Kalendra		6
		Gourgureela	12	0	Birmupea		7
		Bussuntpoor	12	0	Kalapee		8
		Newabgunge	8	0			9
		Syfgunge	15	0			10
		Koturah	10	0	Bhesna		11
PURNEA	10	0	Soorah		12		
15 Total...			164	1			

1.—Supplies must be collected. Road pretty good. Cross one nullah by temporary bridge, the other becomes dry in November.

2.—Cross the Ganges by ferry. Two boats are constantly kept up at this ghat, and a large number can be collected in two days. Road heavy in the dry bed of the river, last 2 miles pretty good. Supplies procurable in abundance.

3.—Supplies and water procurable in abundance. Road pretty good. Nullah deep and rapid in the rains, and in dry weather the banks are very steep. No public ferry. Boats can be collected in a day, and must be paid for.

4.—Supplies and water in great abundance. The road is raised throughout, and very good. The nullah is crossed by wooden bridge.

5.—Supplies and water plentiful. The road is passable only in the dry weather, being nearly inundated during the rains. Nullah fordable in dry season.

6.—Supplies procurable after due notice. Water plentiful. The road in this march is passable only in the dry season. The Kalendra is a small branch of the Mahanuddy, and is fordable during the dry season. There is likewise a ferry when requisite.

7.—Supplies and water procurable in abundance. Road as in last stage. Cross the river by ferry and ford in hot season.

8.—Ditto ditto ditto.

9.—Supplies and water plentiful. Road indifferent. Nullahs fordable.

10.—Ditto ditto ditto.

11.—Supplies and water procurable in abundance. Road good. Muddy and nullahs fordable.

12.—Ditto ditto ditto.

No. 93.—FROM BERHAMPOOR TO RUNGPOOR via DINAGE-POOR.

British.	Maldah	From Berhampoor to Maldah, as in No. 92	73	1									
		Balla Nuwabgunge	7	0	Mahanudy		1						
		Gajola	14	4			2						
		Deotullah	10	0			3						
		Tumboolee	12	0			4						
		Miepoldiggee	11	4			5						
		Dinagepoor	14	4	Purnabu- bah		2						
		Dinagopore	Mungulbaree		14	4	Kankra and Jur bonah		7				

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Rungpoor ...	Kolahattee ...	8	9	Kurteah ...	2	8
		Momunpoor ...	11	4	Jubunserie ...	2	9
		Rungpoor, Civil Station ...	9	0	Gogot ...	...	10
		17 Total ..	185	5	miles.		

1.—A bazar. Road good and passable at all seasons. Water from the Mahanuddy. The ferry on the Mahanuddy is private, and there are but 2 boats kept up at it.

2.—Supplies furnished by Zameendars on due notice being given to them. Road much out of repair. Temporary bridges required on nullahs when troops march this way.

3.—This part of road can be marched at all seasons, but some inconvenience would be experienced during the rains.

4.—A small place. Supplies furnished by Zameendars on due notice being given. Road, bad. One of the nullahs becomes dry in cold weather, the other is passed by ferry.

5.—Supplies must be brought from a considerable distance. Road passable at all seasons.

6.—Road good at all seasons. River crossed by ferry and nullahs by bamboo bridges. Two public ferry boats on the Poorzabubah, which is very shallow in the dry season.

7.—Supplies procurable after due notice. Water from the Jubonah, which is crossed by ford and ferry at the end of the march. The Gaboora and Kankra are fordable from December to June, and are crossed by ferry in the rains. The Attri is never fordable, its bed is about 50 yards broad, and its stream in dry weather about 20 yards.

8.—Scanty supplies procurable from surrounding villages. Bad water from a nullah. Cross the Kurteah by ford or ferry according to the season of the year.

9.—Scanty supplies. Water from a nullah and not very good. Cross the river by ferry or bridge of boats. Bed 180 yards broad, and stream in dry season only 20 yards.

10.—Supplies and water abundant. Cross the river by ford or temporary bridge. Some parts of the road in this stage are liable to be flooded from rice fields, and become swampy.

No. 94.—FROM BISHNATH TO JORHATH.

... 1 35 0 1 ... 1

1.—There is no regular road between these places, but there is a foot path by which troops unencumbered by heavy baggage can proceed, the distance is about 35 miles.

From Bishnath to within 9 miles of Jorhath there is communication by water, and the trip is usually accomplished in from eight to ten days.

No. 95.—FROM BISHNATH TO JUMALPOOR BY GOWAHATTY AND GOALPARAH.

Assam.	Commissioner at Gowahatty, Assistant at Nowagong.	Hoolol or Sooloi ...	11	5	Burumpooter ...	1
		Kurrungee Ramgurh Nowagoce or Hazaree ke gong near Meesa Mook ...	5	2	Kullung ...	2
		Ouncealtee ...	7	7	Kullung ...	3
		Goramooore Nowagong, Civil Station ...	2	2	... ..	3
		Pohoo Koolca Nowagong ...	4	2	... ..	5
		Hensuagong ...	6	3	Kullung ...	6
		RANA CHOKRE ...	7	3	... ..	7
		...	14	1	Kullung ...	8

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Assam.	Commissioner at Gowahatty.	Sohowree Raja ke } Barce ... }	10	1	Kullung ...		
		Goba ...	12	0	...		
		Bogpoor ...	12	0	...		
		Sonapoor ...	8	0	...		
		Jamgooree ...	10	0	...		
		GOWAHATTY ...	8	0	...		
		Palasbarree ...	15	0	...		9
		Balagong ...	14	0	...		4 10
		Kutowah ...	12	0	Koolahee } orKoolsy }		3 11
		Left Bank of the } Gurooan River... }	8	0	Gurooan ...		4 12
		Koomarpoota ...	5	0	...		3 13
		Bupoosur ...	10	0	...		2 14
		GOALPARAH ...	13	0	...		2 15
		Koolu Kowah ...	12	4	...		2 16
Lower Assam.	Asst. Comnr. at Goalparah ..	Jeybhoom ...	10	0	...		1 17
		Jellalur ..	12	0	...		3 18
		Bangamary ..	8	0	...		2 19
		Teeltary ..	12	0	...		1 20
		Singamary ..	12	4	...		3 21
		Bugwa ..	9	0	Burum- pooterin2 branches. }		... 22
		OLIAPPOOR ...	11	4	...		1 23
		Panchgatchee ...	13	4	Cheesta ..		1 24
		Bagorah ...	14	0	...		2 25
		Telkoopie or Bho- wanyungunge .. }	10	0	Goojarea ..		2 26
		Dewangunge ..	7	0	Konie ...		2 27
		Chandgunge ..	10	0	...		...
		JUMALPOOR Cnt. ...	12	4	Jennie ...		...
		British	Rungpoor ...	35 Total ..	356	6 miles.	

1.—Supplies must be collected. Good water from a small running stream close at hand. Road a mere path across a grass plain, with occasional patches of cultivation. Cross the river by ferry just below the Cantonment of Bishmath.

2.—Supplies procurable. Water from the river. Road a mere path, the greater part of the way through heavy grass jungle, and running along the banks of the Kullung river, which is crossed by ford. Nullahs are also fordable. At 1 mile pass within 400 yards of the Kolebar Hill.

3.—Supplies not procurable. Water from the Kullung. Road a bund in tolerable good order for cattle; runs along the bank of the river which is again crossed by ford.

4.—Scanty supplies. River water. Path leads through a desolate country covered with jungle. Ford the nullahs, two of them difficult for cattle owing to the steepness of their banks; formerly there was a raised road which ran in this direction, and it may still be traced, but from long neglect it is much cut up and fallen into disuse.

5.—Supplies and water plentiful. Road broad and good; distance measured to the kutcherry.

6.—Supplies procurable in abundance. Water from the river. Road good, passing through a continued line of villages belonging to Nowagong. Ford the river.

7.—Supplies procurable and water from the Kullung. Road from 10 to 15 feet broad, but not level enough for wheeled carriages. Country highly cultivated.

8.—Supplies procurable and water from the Kullung. Road good, but not sufficiently wide for artillery. Cross the river by ferry, and encamp on its right bank.

- 9.—Supplies must be collected. Water from the Burumpooter. Pass several large villages. A good foot path the whole way. Country well cultivated.
- 10.—Ditto ditto ditto. Cross nullahs by ferry and fords.
- 11.—Supplies scanty and must be collected. Water from a nullah. Road as above. Cross muddy and nullahs by ferry and fords.
- 12.—No supplies; must be collected by order of civil authorities. Cross the Guroon at the end of the march by ferry. Road a bad winding foot path, quite impassable for wheel carriages.
- 13.—No supplies. Water from the Burumpooter. Road as in last stage.
- 14.—Supplies must be collected. Road good. Cross the nullahs on temporary bridges.
- 15.—Supplies and water procurable. First part of the road through thick jungle and ever many ascents and descents, latter part good. Temporary bridges.
- 16.—Supplies must be collected. Water abundant. Road through thick forest. Many steep ascents and descents.
- 17.—Supplies must be collected. Road good, little or no jungle. Temporary bridge.
- 18.—Ditto ditto ditto. Nullahs dry.
- 19.—Ditto ditto. Road very good. Low grass jungle. Nullahs dry.
- 20.—A small bazar, water plentiful. Road excellent. Nullahs fordable.
- 21.—A bazar. Road low through grass jungle; 1 ferry and 2 fords.
- 22.—Supplies must be collected. Cross the river by ferries. Road heavy sand.
- 23.—A small bazar. Water plentiful. Road good. Nullah fordable.*
- 24.—Supplies must be collected. Water plentiful. Road indifferent. Ferries.
- 25.—Supplies procurable from surrounding villages. Road indifferent. Ferries.
- 26.—Supplies procurable in abundance. Water plentiful. At 2 miles cross the river by ferry. Road pretty good.
- 27.—Supplies and water abundant. The Konei is 2½ miles wide from bank to bank. Stream in dry season about 1200 yards wide, deep and rapid. The road at first enters the dry bed of the river and is heavy for 1½ miles. On the left bank it is good.

* The road from Jurnalpoor to Goalparah is practicable for Guns, and couple of 6-pounders accompanied Major George Cooper's Detachment of the Champaran light infantry from Rungpoor to Goalparah in 1824. The 13th native infantry having embarked on boats at Bagwa ghat on the Burumpooter, cast on the 26th April 1826, and arrived at Goalparah on the 8th May. Cast off again on the 3d and arrived at Gowahatty on the 14th June, cast off from thence on the 19th and arrived at Bishnath on the 26th June.

No. 96.—FROM BISHNATH TO RUNGPOOR IN ASSAM.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers	Nullahs.	Nos.
			M.	F.			
Central Assam.	G. G.'s Agent at Gowahatty ..	Jorhath, as in No. } 94 ... }	85	0			
		Tootagong ..	9	1	Dehar ..	2	1
		Mou Bysa Borigong } Takoor Barce ... }	11	3	{ Kocksi, Theock and Jaz- zee ...	1	2
		Gouri Sagor ...	8	3	{ Jazzee 4 times ...	2	3
		RUNGPOOR ..	5	4	Namdung ..		4
Total ..			119	3	miles.		

1.—Supplies must be collected. Good water and encamping ground. The first 6 miles by a bund. Road in tolerably good repair, but there are breaks in it about every 600 yards, which render it impassable for wheel carriages; the remainder of the way is through rice cultivation and villages.

2.—Supplies must be collected. Good water from the Jazzee. Road for the first 6 miles through cultivation and villages. The remainder through a swampy grass plain. Nuddies and nullah fordable.

3.—Supplies must be collected. Water plentiful. The first 6 miles of road through rice cultivation. The remainder along a bund.

4.—A high bund road the whole way, but very uneven. Thick grass jungle on both sides. Cross the muddy by a pukka bridge.

No. 97.—FROM BISNATH TO RUNGPOOR IN BENGAL.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British Rungpoor	... }	Oliapoor, as in No. 95 ... }	299	6	{ Monass & Baminy Koonda	... }	1
		Baminy Koonda ... }	10	0			
		RUNGPOOR ... }	15	0			
		31 Total...	324	6 miles.			

1.—No supplies. Water plentiful. Good encamping ground and good road. Cross the mudflats by ferries.

2.—Supplies and water abundant. Country flat, damp, well wooded and cultivated.

No. 98.—FROM BISNATH TO SYLHET.

Lower Assam.	Commissioner at Gowahatty...	Raha Chokee, as in No. 95 ... }	65	1	{ Kullung	... }	1	
		Koosungong ... }	4	3				
		Kolargong Ramgurg ... }	11	4				
		Oogoree Godown ... }	8	4				
		Near Ounsye ... }	12	5				
		Nongtong near Kararoon ... }	11	2				
		Bar Panee Godown ... }	7	1				
		Nurteng ... }	10	7				
		Near Juwey ... }	8	0				
		Cossya Hills.	Superintendent of Jyntea and Cachar.	Murkeng River near Ouar Poorgee ... }				14	3	{ Oum Silling or Silleung Oum Silling longsa 5 times, Mokjue & Murkeng. Murkeng & Moon-gee	... }	2
Momunteerecun River ... }	4			5				
Jyntepoor ... }	7			5				
Hurreisgong ... }	11			7				
British Sylhet	...			15	5			
SYLHET			
21 Total...	195			4 miles.				

1.—Supplies procurable in small quantities. Water from the Kullung, which is crossed by ferry at the end of the stage. Road along the bank of the river.

2.—A large village. Supplies and water procurable. Road a tolerably good path in the dry season, passing sometimes through cultivation, sometimes through jungle. At 5 miles, hills on the left at the distance of a mile to 1½ miles.

3.—Supplies must be collected. Water from river. Road pretty good; first half through a tolerably well cultivated country, and the last half through jungle in a valley between low hills.

4.—Supplies must be collected. Water from a running stream. Road a rough rugged path barely practicable for laden cattle. First 4 miles winding between low hills, then ascend a steep ghat nearly 4000 feet up, and continue descending and ascending during the remainder of the way. Temporary wooden bridges.

5.—Supplies and water as in last stage. Country hills and path pretty good, ascending and descending.

6.—Supplies must be collected. Water from the Bur Panee river. Country hilly, and covered with wood and jungle. Path very bad generally. Many ascents and descents and occasionally swampy.

7. A village of about 1500 inhabitants. Scanty supplies procurable and water from a tank. Road pretty good, ascending and descending long sloping hills. Vallies cultivated. Cross the Bur Panee at the commencement of the march by a wooden bridge.

8.—No supplies procurable here. Water from Oomgongong river. Road pretty good, but country still hilly and numerous ascents and descents. Juwey is about 1½ miles from the encamping ground.

9.—Supplies must be collected. Water abundant. Country and road much the same as in last stage. Some of the hills clothed with fir trees.

10.—Water from running stream. Supplies must be collected. Country hilly and road pretty good, winding over many ascents and descents, not so great as before.

11.—Supplies and water abundant. For 2½ miles the road leads along table land; it then begins to descend from the high land into the valley of Syihet, and at 6 miles enters on a bund road running from the foot of the hills to the town of Jynteapoor; the road down the ghat is pretty good for cattle, but quite impracticable for wheel carriages.

12.—Supplies procurable in abundance after due notice. First 4 miles along a bund, the remainder of the road through a low cultivated plain. The 2 first rivers are fordable, and the last 2 are crossed by ferry.

13.—Supplies and water abundant. Road for first mile through swampy plain, then winding between low hills for 5 miles, when it leaves the Jynte Raja's country, passes over another low plain for a mile, and the remainder of the way through low hills; last 2½ miles very good road.

No. 99.—FROM BURDWAN TO KISHNAGURH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	
			M.	F.		Nullahs.	Nos.
British.	Burdwan ...	Koochut or Koon- chut ...	13	5 ...	..	2	1
		Boohar ...	10	1 ...	..	2	2
		Kulnagunge ...	11	0 ...	..	2	3
	Kishnagurh ..	KISHNAGURH ...	13	0	Hooghly ...	..	..
4 Total...			47	6 miles.			

1.—A large bazar and water from tanks. Cross the nullahs by bridges.

2.—Supplies procurable on due notice. Water plentiful.

3.—A large bazar. Water from tanks and Hooghly river. Cross the nullahs by Bridges.

4.—Cross the Hooghly river by ferry, opposite Kulnagunge.

No. 100.—FROM BURDWAN TO MIDNAPOOR.

British	Bancoorah ...	Oochalun ...	14	0	Damooda... ..	1
		Kumulpoker ...	13	0	Dalkeesur..	2
		MIDNAPOOR, as in No. 80...	43	4		
6 Total...			70	4 miles.		

1.—A bazar. Water abundant. Road generally bad and very heavy in the bed of the Damooda, which is forded at the commencement of the march.

2.—A bazar. Water plentiful. Road bad generally, and much broken up. River and nullah fordable.

No. 101.—FROM BURDWAN TO SOOREE BY SUROOL.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nob.
			M.	F.			
British.	Burdwan ...	Huldee ...	9	3			
		Oorgawn ...	7	1			
		Kullianpoor ...	10	5			
	Sooree ...	Surool ...	6	7			
		Puraocce ...	8	0	...	...	1
		Sooree ...	10	2	...	...	2
6 Total ...			52	2			

- 1.—Supplies procurable after due notice. Road good.
 2.—Supplies and water abundant. Road good. Nullahs fordable during fair season, and passed by dinghee in rains.

No. 102.—FROM CALPEE TO CAWNPOOR.

British.	Cawnpoor ...	DOWLUTPOOR ...	2	6	Jumna.	1
		Barah ...	13	0	...	2
		Barah ...	11	0	Singoor ...	3
		Chachendee ...	10	6	Rind ...	4
		CAWNPOOR, Centre of Cantonment . }	14	0	Pandoo.	5
		5 Total...			50	6

1.—A middling village. A few bunlahs' shops. Supplies from Calpee. Water plentiful from wells and from the Jumna. The Jumna at the Raj ghat Calpee is about 14 miles wide, one of which is heavy sand during the dry season when the stream usually runs under the right bank. Banks high, but pretty well sloped off at the ghat. There are boats belonging to this ferry.

2.—A small village. Supplies may be taken on from Pokraen, or collected from neighbouring villages. Water plentiful. Country well cultivated and studded with small villages. Road pretty good. Pass Chowra ka Kutra at 1, Boghnee, a large village and bazar at 5½, Pokraen, also a large village and bazar at 7½, Asanow at 10½, and Chitance at 12 miles.

3.—A large village and bazar. Water plentiful. Country partially cultivated. Road generally bad and much cut up by cart wheels. Pass Mowa at 2½, Fatapoor at 4½, Mattee at 6½, and Nubbeepoor at 7 miles. Ford the Singoor under Mowa.

4.—A bazar. Supplies and water plentiful. Country and road as in last stage. Pass Kunchunpoor at 2½, Runcea at 4, and Raepoor at 5 miles. Ford the muddy under Raepoor.

5.—Supplies of all kinds abundant. Water from wells and the Ganges. Country well cultivated. Road much travelled and generally much cut up by cart wheels. Pass Chukurpoor at 1½, and Kakadoo at 8½, Punkee ka Kutra at 5, Roudpoor at 7½ miles.

No. 103.—FROM CALPEE TO ETAWAH.

British	Cawnpoor ...	Dowlutpoor ...	2	6	Jumna ...	1
		SHAHJAHANPOOR ...	9	4	...	2
		ETAWAH, as in No. 21	59	6		
		7 Total ...			72	0

- 1.—Vide Remarks in No. 102.
 2.—A small bazar. Water from wells. Road pretty good in dry weather. At first a few ravines on the left, afterwards through a well cultivated country. Pass Chowra ka Kutra at 1½, Umrsuda at 4, and Shekhpoor at 7 miles.

No. 104.—FROM CALPEE TO FUTTEHGURH BY TIR-
WAH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Cawnpoor ... Futtehgurh ...	Shahjehanpoor, as in No. 103	12	2			
		Rasdan ...	8	0	...	...	1
		Mungulpoor ...	11	4	Singoor ...	...	2
		RUSSOOLABAD ...	14	0	Rind ...	1	3
		Khyrnugur ...	15	0	Pandoo ...	...	4
		Tirwah ...	7	0	...	...	5
		TALGAWN or Talgram	11	0	Eesun ...	...	6
		Khodagunge ..	11	0	KalliNuddy ...	...	7
		FUTTEHGURH Cantt.	13	4	..	..	8
		10 Total ..	103	2	miles.		

1.—A large bazar. Water plentiful. Country well cultivated and road good. Passing Omsudpoor at 1, Khoopoor at 2, Waena at 34, and Mohurkapoor at 6 miles.

2.—A small bazar. Water plentiful. Country first half well cultivated, and the latter half ravine and barren. Road bad, being much cut and intersected by ravines. At the 6th mile ford the Singoor nuddy.

3.—A small bazar. Supplies and water procurable in abundance. Road good. Country well cultivated and studded with villages. At the 10th mile ford the Rind, which is about knee deep during the dry season. Bed 40 yards wide, with steep banks.

4.—A small village. Some buniahs and supplies from surrounding villages. Country cultivated. Road little frequented and little better than a path for two-thirds of the way.

5.—A bazar and water plentiful. Road pretty good. Country cultivated and thickly studded with small villages.

6.—A large village. Supplies and water abundant. Road good. Ford the nuddy, depth of water 2 to 24 feet.

7.—A bazar. Supplies and water abundant. Country well wooded and cultivated. Road good, with exception of last mile or so, where it is rather heavy. Cross the Kalli nuddy by ferry, and suspension bridge constructed by the Nuwab Hakeem Mehndee. Three boats are sufficient to form a bridge at this ghat.

8.—Supplies of all kinds and water abundant. Country as in last stage. Road good. Pass Rajehpoor at 4, and Kumalgunge at 6 miles.

No. 105.—FROM CALPEE TO FUTTEHGURH BY BELAH.

British.	Belah ... Futtehgurh ...	Russoolabad, as in No. 104...	45	6			
		Belah ...	13	4	...	...	1
		Indergurh ...	8	4	...	...	2
		Talgawn or Talgram	9	4	Eesun ...	...	3
		FUTTEHGURH, as in No. 104 ..	24	4			
		16 Total ..	101	6	miles.		

1.—A town. Supplies and water plentiful. Country highly cultivated. Road winding and bad.

2.—A small bazar. Supplies and water procurable in abundance. Road indifferent. Country well cultivated.

3.—A large village. Supplies and water abundant. Road winding and bad. Cross the Eesun by ford. Water 24 feet deep, bed about 40 yards wide.

No. 106.—FROM CALPEE TO GOONAH BY JHANSI AND THE MYAPOOR PASS.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
British. Jhansi Chirgong Scindea's	G. G.'s Agent at Banda	Attah	11	2			1	
		OOREI	10	6			2	
		Akori	13	6			3	
		Birgawa	10	6			4	
		Pooch	9	2			5	
		Bumrowlee near Mote	8	7			1 6	
		Simree	8	4			7	
	Resident at Gwalior,	Chirgong	7	6			8	
		Murora,	9	4			9	
	Jhansi.	G. G.'s Agent at Banda,	Jhansi,	10	0			10
			Chumrowa,	11	0			
			Punniari,	14	6			2 11
Simree,			11	6			12	
Myapore,			7	1	Muhowa Nuddy,		2 13	
Bura Pahara			12	0	Muhowa		1 14	
Scindea's.	Resident at Gwalior	Ramgur	11	0			2 15	
		Kalabagh	12	0	1 Nuddy		16	
		Kootiwud	12	4	Scind			
		GOONAH Cantonment	12	0				
		19 Total.	205	0	miles.			

1.—A bazar. Supplies and water in abundance. Country ravine for the first 4 miles, afterwards open and partially cultivated. Road pretty good.

2.—A large village and bazar. Water from wells and a nullah. Road pretty good, making considerable bends to avoid broken ground. Country open and partially cultivated.

3.—A large village. Supplies procurable in abundance after due notice. Water plentiful. Country open and partially cultivated. Road pretty good. Quit the road leading from Calpee to Koonch, and pass through the village Korassa.

4.—A large village. Supplies abundant after due notice. Water plentiful. Road good and pretty straight through a flat and highly cultivated country.

5.—A middling village. Water plentiful. Supplies procurable after due notice. Country open, flat, and highly cultivated. Road a cross-country hackery tract winding much.

6.—A small village. Water plentiful. Supplies from Mote, $\frac{1}{2}$ of a mile west. Country partially cultivated. Road pretty good. Nullah dry.

7.—A middling village. Water plentiful, and supplies in abundance after due notice. Excellent road through a flat and well cultivated country. At half way pass Omrah, a castle belonging to Sumpter surrounded by a wet ditch.

8.—A large village. Supplies and water plentiful. Road good. Country a dead flat, and highly cultivated.

9.—A middling village. Supplies procurable after due notice. Water plentiful. Road very good, and country well cultivated.

10.—A fine walled town and residence of a Raja. Road good, but winding for the first 6 miles through a cultivated country, then over undulated barren rocky ground for about three miles more, and lastly it winds through the town of Jhansi for nearly a mile.

11.—Supplies procurable. Water from a lake. Road pretty good. Pass Moraree, Bedowra, Lullowa, and Chouka.

12.—Scanty supplies. Water from wells. Road good. Pass Kuchowra Bumna, near Bechroun.

13.—Supplies procurable and water from the nuddy. Road pretty good. Pass Bagerwaro and near Peepkheree.

14.—Supplies procurable after due notice. Water from wells and a nullah. At the end of the first mile ascend the Myapoor Ghat, short, stony, and of gradual ascent. Practicable for guns with aid of drag-ropes.

15.—Supplies and water procurable. Road pretty good. Pass Baidmow, Kotwarah, and Bugoria.

16.—Supplies and water procurable.

No. 107.—FROM CALPEE TO JUBBULPOOR BY KEITAH AND THE HEERAPOOR PASS.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
British.	Hameerpoor ..	Murwan or Murgyah	11	4	...	...	1
		Jellalpoor	9	6	Betwa	...	2	
		Amood	13	6	...	1	3	
		Rhaat	11	4	...	...	4
		KEITAH	6	0	...	...	5
		Burwara	12	4	Beerma	...	6	
		Jeitpoor	7	4	...	...	7
		Logassie	14	2	...	...	8
		Chatterpoor	12	0	Oormul	...	9	
		G. G.'s Agent at Banda.	Muhutgaon	11	2	4
			Goolgunge	11	0	1
		Bijour.	Mulhara	11	2	4
			Sundwah or Sirwah.	6	5	4
		Pun-nah. Chir-karee.	HEERAPOOR	HEERAPOOR	9	4	...	...	4
Buxwaho	11			0	...	...	5
Ramnugur	14			4	...	...	10
Right bank of the Sonar River at	8			1	Sonar	...	11	
Hurhit	8			1	Sonar	...	12	
British.	Dummow ..	Bungawn	8	5	...	...	13
		DUMMOW	13	1	...	...	14
		Ubhana	11	4	...	...	15
		Hurdooa	7	0	Bearnee	...	16	
		Jhubera	8	0	...	...	17
		Singrampoor	8	3	...	...	18
		Kuttingee	8	5	...	...	19
		Bagoree	12	0	Heron	...	20	
		JUBBULPOOR Cantt.	10	2	...	...	21
		26 Total...	269	4	miles.			

1.—A small bazar. Water from wells and jheel. Country for 6 miles very ravine, afterwards an open and partially cultivated plain. Road much intersected by the ravines, otherwise good. Pass Joyrampoor at 4, Lumsar at 6, and Jubra at 7 miles.

2.—A small bazar. Water abundant. Country open, and slightly undulated and partially cultivated. Road good. Pass Kanakhara at 1, and cross the Betwa at the end of the stage by ford. Bed 500, and stream in dry season 180 yards wide, bottom sand and gravel, and usual depth of water 2½ feet. Right bank steep. There are some small ferry boats which ply at this ghat in the rains.

3.—Supplies must be collected. Water procurable in abundance. Country and road much the same as in last stage. Pass Munnah at 6, Gowlee at 8½, and Chibowlee at 11 miles.

4.—A bazar. Supplies and water abundant. Country and road as in last two stages. Pass Onereah at 3, Bahpoo at 4½, and Surssee at 7½ miles.

5.—Old cantonment. Small bazar. Water plentiful. Country flat and cultivated. Road good.

6.—Supplies must be collected. Water plentiful. Country for the first 6 miles open and partially cultivated, then some rocky hills on right and left, and afterwards an open cultivated plain. Road good. Pass Phudna at 5, Burora at 6, and Killowah at 7 miles. Ford the Beerina at the commencement of the march.

7.—A bazar. Water plentiful. Country studded with rocky hills. First 2 miles open and cultivated, remainder covered with bush jungle. Road good. Pass Sutaree at 3 miles.

8.—Supplies procurable from Logassie and from surrounding villages. Water rather scarce in hot season. Country hilly and covered with bush jungle, only a few patches of cultivation. Road good, with a gentle ascent and descent in passing through 3 ranges of jungle-covered hills. The nullahs are all fordable, their banks steep. Pass Mujroie at 3, Mudjaong at 6, and Jeenjun at 10½ miles.

9.—See Number 65.

10.—A bazar. Supplies and water plentiful. At ¼ miles commence the ascent of the Heerrapoor Pass, which is about a mile in length and easy. Country above the pass undulated and covered with jungle. Road pretty good generally, but stony in parts and rough. At about half way strike off to the left from the Saugor road.

11.—Supplies after due notice, and water procurable in abundance. Road pretty good for 10 miles, the remainder is rough and stony. Nullahs all fordable in dry season.

12.—Supplies from Huttah, distant 3 miles. Water from the river. Road good. Cross the Sonar at the end of the march by ford; stony bottom; rather difficult for carts. The stream is divided into two channels, and there is one ferry boat occasionally plies on the deepest.

13.—A small village. Provisions scarce, but procurable after due notice. Water plentiful. Country open. Road good generally, stony in some parts.

14.—A bazar. Water from wells and a tank, but rather scarce in the hot weather. Road good.

15.—A bazar and water abundant. Road good, but a little hilly and stony in the last half of the march.

16.—A small village. Supplies scarce, and should be taken on from Ubhana. Road good, but through jungle and a little stony occasionally. Cross the river by ford at the 3rd mile.

17.—A bazar. Water plentiful. Road pretty good. At the 5th mile is the Bedaree ghat, very stony, but perfectly practicable for wheel carriages.

18.—A small bazar. Water abundant. Road indifferent and stony.

19.—A large village and good bazar. Water abundant. Road good.

20.—Supplies must be collected. Water plentiful. A good made Road the whole way. Cross the Heron about a mile from Kuttingee, fordable in dry season, and passed on rafts constructed on canoes in the rains when not fordable.

21.—A good made road the whole way.

No. 108.—FROM CALPEE TO GWALIOR BY KOONCH AND SEUNDAH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Jalloun	G. G.'s Agent at Banda	Oorei, as in No. 106.	22	0			
		Hirdoe	10	2			1
		Koonch	9	6			2
		Nuddygaon	11	2			3
		Ukdeo	8	4	Puhooj & Sumei		4
Scindea's	Resident at Gwalior.	Seundah or Seurah	11	0			5
		Rutwah	12	0	Sind		6
		Rupooapoor	11	3			7
		Bijowlee	12	0	Baislee		8
		Burragawn	6	0			9

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Scindia's.	Resident at Gwalior	GWALIOR Residency	10	4	Oonmrar and Soo-wunreka.	...	10
			12 Total...				

1.—A small bazar. Water plentiful. Road pretty good. Country open, flat, and partially cultivated.

2.—Supplies and water abundant. Country open and cultivated. Road good.

3.—A small bazar. Water from the Puhooj river. Road for 10 miles good, winding through an open well cultivated country. The remainder winds through deep narrow ravines.

4.—Supplies procurable after due notice. Water from wells. For the first 5 miles the road is bad, winding through deep narrow ravines, the last 2 miles are good. The Puhooj is crossed at the commencement of the march by good ford, and the Sumel at the 5th mile also by good ford.

5.—Supplies and water abundant. Road tolerably good, but winding through several ravines.

6.—Ford the river at starting, steep banks, sandy bottom, and usual depth of water during dry season 2 feet. Road at first very narrow with high banks on each side, barely room for one cart, then rugged over barren rocky hills for about 2 miles, the last 6 miles pretty good. Supplies procurable after due notice. Water plentiful.

7.—Supplies from Behut, 2 miles east, and from surrounding villages. Road stony and intersected by numerous small water-courses.

8.—Supplies procurable after due notice. Water plentiful.—Road, with the exception of a few ravines and deep ruts, good and hard, rather stony about the 2nd mile.

9.—Ditto, ditto, ditto, ditto.

10.—Supplies and water abundant. Ground for encampment close to the residency. Road pretty good. Pass through the old town of Gwalior, north of the fort.

No. 109.—FROM CALPEE TO GURRAWARA BY KEITAH AND THE HEERAPOOR PASS.

British.	Dummow	...	Dummow, as in		203	6	...	...	3	1						
			No. 107..															
			Imelcea	...							9	0	...	...	5	2
			Bulleyah	...							12	0	...	...	3	3
			Chandpoor	...							12	0	3	Kopra	...	5	4	
			Dewree	...							12	0	3	Nuddies	...	4	5	
			Maharajpoor	...							8	2	...	...	4	6
			Bhamince	...							10	1	Punaree	...	3	7		
			Nursingpoor	...							Left bank of the		11	0	Nerbudda.	8
											Nerbudda at Keer-panee Ghat							
Gurrawara, or Nursingpoor Cantonment		12			0	Shair, Oomur & Singree	...											
27 Total...			290	5 miles.														

1.—A small village. Supplies procurable after due notice. Water plentiful. Road good.

2.—Supplies and water procurable. Road pretty good generally, stony in some parts, and through jungle.

3.—Supplies and water as above. Road pretty good, a few ascents and descents. Rivers and nullahs fordable.

4.—Uneven road through jungle. Hills and ghat. Supplies and water plentiful. Nullahs and nuddes fordable.

- 5.—Small village. Water plentiful. Supplies procurable after due notice. Road good.
 6.—A good sized village bellow the Vindhya ghats. Water plentiful and supplies procurable. Road good, with exception of the ghat; descent of which is rugged and bad for wheel carriages.
 7.—A large village. Supplies procurable and water abundant. Road indifferent. Ford the Nerbudda. Bad ghat. Canoes are procurable to form rafts for the transport of carts.
 8.—Sadder bazar. Water plentiful. Road circuitous and raving. Nullahs fordable, but steep and bad for carts.

No. 110.—FROM CALPEE TO KOTAH BY JHANSI, NURWUR AND SHAHABAD.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Not.
			M.	F.			
Jhansi.	G. O.'s Agent Banda ...	Jhansi, as in No. 106	100	3			
		Ruxsa ..	8	0	..	..	1
		Dunarah ..	11	2	..	..	2
		Kurairah ..	12	6	Burwa	..	3
		Nurwah ..	11	0	..	..	4
Scinde's.	Resident at Gwalior ...	Nurwur ..	9	1	..	..	5
		Left Bank Sind River between Gopalpoor and Ryepoor ..	8	4	Sind	..	6
		Thea Sutturwar or Suttunwaree Morairee or Mon- dairee ..	6	7	..	..	7
		Jhirree ..	10	4	..	..	8
		Pawree ..	8	6	..	..	9
		Gultonee ..	8	4	..	..	10
		Shahabad ..	18	0	..	..	11
		Mamonee ...	12	1	Poona	..	12
		Kailwara ..	10	0	..	..	13
		Purolee Banstonee ..	14	0	..	..	14
Kotah.	Political Agent at Kotah ..	Barah ..	11	0	Bangunga.	..	2
		Bura Soorkunda ..	14	0	Parbuttee.	..	4
		Left Bank of the Kalli Sind River at Surkairlee ..	10	4	..	..	4
		Degode ..	10	0	Kalli Sind	..	3
		Kota ..	10	6	..	..	4
			15	0	..	..	3
30 Total ..			321	0 miles.			

- 1.—A small village. Supplies must be collected. Water from wells. Road pretty good.
 2.—A bazar. Water from a nullah. Road good.
 3.—Supplies and water abundant. Road pretty good.
 4.—Supplies must be collected. Water from wells. Road as above. Pass Dumduma at 34, Anur at 7, and Banskur at 8 miles.
 5.—A bazar and water plentiful. Road good.
 6.—Supplies must be collected. Water from the Sind river, which is crossed by ford at the end of the stage.
 7.—No supplies. Water from tank and nullah. Rugged road.
 8.—Supplies must be collected. Water from bewlee and wells.
 9.—A small bazar. Water from a sheet.
 10.—Supplies abundant. Water from a nullah and well, bad.

- 11.—A small village. Water from a nullah. Supplies from Powree or Shahabad.
 12.—A good bazar and water plentiful. Cross the Poona by ford.
 13.—A small village. Supplies should be taken on from Shahabad. At the end of the 1st mile from Shahabad there is a rugged ascent practicable for guns with assistance of pioneers.
 14.—A town. Supplies and water abundant. Cross the Parbuttee by ford at the 7th mile, near Kullianpoor.
 15.—Supplies procurable after due notice. Water from a nullah. Country open, undulated, and partially cultivated. Road pretty good. Pass Nurka, Malikheree, Rajpoora and Tambe.
 16.—Supplies procurable after due notice. Water plentiful. Cross the Kalli Siad at the end of the stage, 450 yards wide. Stream divided into 3 channels, the deepest about 2 feet during fair months, very rapid and extremely stony, broken rugged ground to some extent on both banks. Pass Bumbowlee, Uleepoora, and Ryeepoora.
 17.—A large village and bazar. Supplies and water abundant. Road very good over an open, undulated, and pretty well cultivated country. Pass Jearee, Sooralla, Mandee, and Omaldpoora.
 18.—A fortified city on right bank of the Chumbul. Road tolerably good. Pass Moonduah, Tattair, Jaleepoor, Borkundee, Manpoora and Borkhairce.

No. 111.—FROM CALPEE TO PERTABGURH, OUDE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs. Nos.
			M.	F.		
British Oude.	Futtehpoor .. { Resident at Lucknow .. }	To Futtehpoor, as No. 20 .. }	72	6		
		PERTABGUR Cantt. as No. 64 .. }	88	0		
15 Total ..			160	6 miles.		

No. 112.—FROM CALPEE TO SAUGOR.

	Heerapoor, as in No. 109,	148	3		
	Saugor, as in No. 66,	52	5		
19 Total...		201	6 miles.		

No. 113.—FROM CAWNPORE TO ETAWAH.

British.	Cawnpore ..	Chachendee ..	14	0	Pandoo ..	1
		Barah ..	10	6	Rind ..	2
		Beharee ..	11	2	Singoor ..	3
		Rasdhan ..	11	0		
		Ooreeah ..	14	2		
	Etawah ..	Etawah Cantt. as in No. 21 .. }	39	2		
8 Total ..			100	4 miles.		

1.—A small village. Supplies can be taken on from Akbarpoor, or may be collected from adjacent villages after due notice. Water from wells. Road pretty good. Pass Shahazadpoor at 2, Akbarpoor at 4, Mahomedpoor at 8, and Koent at 9½ miles. Ford the saddy near the end of the march.

2.—A large bazar. Water plentiful. Country cultivated. Road pretty good. Pass Tanpoor at 2, Mowree at 3, Bilareemow at 4, Doobkee at 6, Kaundy at 8, and Rampoora at 9 miles.

3.—A bazar. Water plentiful. Country open and partially cultivated. Road pretty good. Pass Morudea at 1½, Maunrunge at 2½, Secundra at 3½, Pectumpoor at 6½, Khoojaholi at 7½, Mutowese at 8½, and Bhowpoor at 11½ miles.

No. 114.—FROM CAWNPORE TO FUTTEHGURH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Futtehgurh ...	To Meerun ke Serai as in No. 1 ...	49	6			
		Jellalabad ..	10	4			1
		Khodagunge ...	9	2	Kalli Nuddy		2
		FUTTEHGURH Cantt.	13	4			3
		8 Total...	83	0	miles.		

1.—A small bazar. Supplies and water procurable in abundance. Road indifferent. Pass Muckrundnagar at 14, Mahmooda at 3, Bahapoor at 34, Feerozpoor at 41, and Futtehpoor at 8 miles.

2.—A bazar. Supplies and water abundant. Road pretty good throughout. Pass Goorsaingunge whence the road to Mynpooree strikes off at 31, Samdun at 51, and Mulliepoor at miles. Cross the Kalli Nuddy by ferry, and a suspension bridge constructed by the Nuwab Hakeem Mehndee. Three boats are sufficient to form a bridge at this ghat.

3.—Water and supplies of all kinds abundant. Country cultivated and road good. Pass Rajehpoor at 4, and Kumaingunge at 6 miles.

No. 115.—FROM CAWNPOOR TO LUCKNOW.

Oude.	Resident at Lucknow.	Onaw ...	10	4	Ganges	...	1
		Rhamutgunge ...	11	4		...	2
		NOELGUNGE ...	12	0	Sye	...	3
		Budlee ke Tuckia at entrance to city of Lucknow..	10	0		...	4
		LUCKNOW Cantt. ...	9	0	Goomty	...	5
		5 Total...	53	0	miles.		

1.—A large village and bazar. Water plentiful. Road generally heavy and bad for carts, particularly in the dry bed of the Ganges, which is spread out to great width opposite to Cawnpoor. Mowassee is the half way village in this stage.

2.—A small village. Supplies must be collected. Water plentiful. Country low, flat, and partially cultivated. Road bad and generally much cut up. Ramgunge is the half way village.

3.—A good bazar and water abundant. Good ground for encampment on west of the village, where the road from Lucknow to Nanamow ghat strikes off. At 31 miles pass Jhalotra, a large village and fine circular lake of about a mile in diameter. Nia seral is the half way village, and is very small. Ford the Sye Nuddy. Road bad.

4.—Supplies from city. Water from wells. Road pretty good.

5.—The road for 3 miles is good across the Bbudlee ke Tuckia plain, it then winds through the narrow streets of the city of Lucknow. Crosses the Goomty by fine pucca bridge, whence to cantonments it is heavy sand.

No. 116.—FROM CAWNPOOR TO PERTABGURH.

Oude.	Resident at Lucknow ..	Hurrah ..	10	0	Ganges	...	1
		Beegahpoor ..	12	0	...	...	2
		Nugur ..	8	0	...	...	...
		Amarah ..	9	0	...	...	...
		Dalmow ..	7	0	...	...	3

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Oude.	Resident at Lucknow	Dye ..	10	0	...	...
		Mustafabad ..	10	0	...	...	4
		Russoolabad ..	10	0	...	...	5
		Rampoor ..	14	0	...	...	6
		Raja ka Talab ..	10	0	...	...	7
		PERTABGURH Cantt..	16	0	...	...
		11 Total...	116	0	miles.		

- 1.—A small village. No supplies. Cross the Ganges by ferry. Road heavy and bad.
- 2.—A small village. No supplies. Road pretty good.
- 3.—A bazar. Supplies and water abundant. Road pretty good.
- 4.—Supplies and water plentiful. Road good.
- 5.—Ditto ditto ditto ditto.
- 6.—No supplies.
- 7.—Ditto.

No. 117.—FROM CAWNPOOR TO SOOLTANPOOR, OUDE.

Oude.	Resident at Lucknow	Noelgunge, as in } No. 115... }	34	0			
		Jellalabad ..	14	0	..	..	1
		Gosaingunge ..	14	6	..	..	2
		Saleempore ..	6	2	..	..	3
		Hydergurh ..	14	3	..	..	4
		Inhowna ..	10	2	..	..	5
		Jugdeespoor ..	8	4	..	..	6
		Painsah ka Poorwa ..	11	0	..	..	7
		Daoodpoor ..	9	4	..	..	8
		SOOLTANPOOR Can- } tonment .. }	12	6	..	..	9
12 Total...	135	3	miles.				

- 1.—A bazar. Supplies and water abundant. Road good.
- 2.—Ditto ditto ditto.
- 3.—A small bazar. Water plentiful. A bad hackery track winding over a waste plain.
- 4.—A bazar. Plenty of good water. Road indifferent.
- 5.—Ditto ditto ditto. Country flat, with here and there patches of bush jungle.
- 6.—A large bazar. Supplies and water abundant. Road good, first half through a cultivated country, the last through low jungle.
- 7.—A small village. Supplies must be collected from surrounding villages. Plenty of good water. Road generally much cut up and bad for carts, winding through a cultivated country, intersected with patches of low jungle. Cross nullahs by fine bridges.
- 8.—A small bazar. Supplies and water procurable in abundance. Road generally bad and much cut up. First 6 miles country cultivated, and covered with low jungle, the remainder of the way.
- 9.—The road for the most part lies through a low jungle with patches of cultivation, and is very good.

No. 118.—FROM CHITTAGONG TO DACCA BY COMILLAH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Chittagong	Kuddum Russool ...	11	0		9	}
		Sectakond	13	0		10	
		Meerkee Serai	12	0		6	
		Neezampoor	12	0		4	
	Noakally	Kairah	4	0	Fenny	2	
		Mahomed Ally Hath	12	0		2	
	Comillah	Chondagong	12	0		3	
		Jerpokoneah	10	0		9	
		COMILLAH	10	0		2	
		Burkumpta	10	0		1	
		Eliottgunge	10	0		5	
	Dacca	Doudkandy	10	0		5	
		Bhowanygunge	8	0	Megna	1	
		Narraingunge	10	4	Kuttah Nuddy Burrumpooter Creek and Luckiah	3	
		DACCA	10	0		1	
15 Total			154	4	miles.		

1.—Abundant supplies procurable at each of these stages after due notice, and water plentiful from tanks and jheels. The Fenny river is crossed by ferry, and there are bridges (mostly wooden) across the nullahs. The whole country being cultivated, there is no waste space for encampment on either side of the road, and troops usually encamp on the public road, which is a bund raised considerably above the surrounding country.

2.—The whole of this distance is by water, and boats may readily be got to cross a regiment at once. Supplies scanty. Encamping ground on right bank of the Megna.

3.—Supplies and water plentiful. Road good. Cross the streams by ferries. Plenty of boats to be had after due notice.

4.—Road good. Cross the nullah by bridge of boats.

No. 119.—FROM CHITTAGONG TO SYLHET.

British.	Comillah	Comillah, as in No. 118,	96	0				
		Chongong	10	4	Goomty	11	1	
		Niampoor	6	0	Kamdano	2	2	
		Kusba Thana	6	0	Begai Nun- dee	3	3	
		Moogra	6	0	Senaiging and Hurra	4	4	
		Singer Beel	6	0	Kudaleca	5	5	
		Patan	4	0		6	6	
		Chandura	6	0	Ulea Jorce and Bulea Jorce	7	7	
		Sylhet	Mattee Cutta	8	0	Lour and Sonai	8	8
			Chatteehine	8	0	Nuddies	9	9
			Sunkerpassa	10	0		10	10

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers	Nuddees.	Nos.	
			M.	F.				
British.	Sylhet	HOBBIGUNGE ...	8	0	Soutong & another Nuddy	...	11	
		Nya Bazar ...	7	0	...	...	12
		Nubbigunge ...	7	0	...	...	13
		Scebgunge ...	6	0	...	...	14
		Estraguree ...	6	0	1 Nuddy	..	15	
		Tajpoor ..	6	0	...	...	16
		Lalla Bazar ...	7	4	Boorce Barak	...	17	
		SYLHET ..	6	0	Soorma	...	18	
		27 Total...		219	0	miles.		

1.—Supplies procurable in abundance. Country on the right low paddy fields, on the left high ground and bush jungle.

2.—Road generally good. Swampy near the Kamdanoo river at the end of the stage. Country as in last stage.

3.—Road good along the Begal Nundee. Low hills right, open cultivation left.

4.—Road swampy in parts, and in others firm and dry. Country as in last stage.

5.—Road swampy and very bad till the end of December, when it becomes tolerably dry and passable. Low hills right, low marshy country left.

6.—Road rather swampy in parts, but passable by the end of November. Country as in last stage.

7.—Road pretty good generally, but swampy in some parts, passes through fine open cultivation.

8.—Ditto ditto ditto ditto.

9.—Road dry and passable by the end of November, through fine open cultivation.

10.—First part of this stage low and swampy, the latter, dry and firm.

11.—Road through a low swampy tract, which dries about the end of November or beginning of December.

12.—Road good, following the course of the Barak river, fine cultivation.

13.—Ditto ditto ditto ditto.

14.—Road swampy, but becomes dry in November.

15.—Road swampy in parts, becomes dry in November through rich cultivation.

16.—Road pretty good, through fine open cultivation.

17.—Road swampy in some parts, very dry in others, through fine cultivation. There are some hillocks near Lalla Bazaar.

18.—Road swampy, but dries in November; through fine cultivation.

This route was surveyed by Mr. Powlett Mathews in 1824. He left Comillah on the 27th October, and the above remarks are applicable to the state of the road at that period of the year. It is understood to become dry and perfectly practicable for troops in December, and to continue so until the middle or latter end of April. Supplies are procurable in abundance at each stage after due notice, also boats and canoes for crossing the several streams that intersect the route. The road however is nothing more than a foot-path.

No. 120.—FROM CHUNAR TO ALLAHABAD BY SOOLTANPOOR, BENARES.

British.	Benares	Sooltanpoor ...	3	4	Ganges	...	1
		Mohun ke Serai ...	8	0	...	...	2
		Hence to Allahabad, as in No. 1, Part 4th, ..	67	4			
		8 Total ..	79	0	miles.		

1.—Supplies from the cantonment bazar. Water plentiful. Road good. Cross the river by ferry just below the fort of Chunargh.

2.—A small bazar and supplies from adjacent villages. Water plentiful. Cross-country road rather zig-zag, but good.

No. 121.—FROM CHUNAR TO DINAPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.		
			M.	F.					
British.	Mirzapoor	Chota Mirzapoor	10	0	..	..	3 1		
	Benares	} Kylee	..	11	0	...	..	2 2	
			Sukuldeah	..	7	0	..	..	2 3
	Ghazeepoor	} Kumalpoor	..	8	0	..	..	4 4	
			Zumaneah	..	12	0	..	..	2 5
			Kurceiah	..	13	4	..	..	6 6
	Arrah Patna	} Near BUXAR	..	15	0	Kurum- nassa, ..	..	1 7	
			Chota Bhojpoor	..	10	0	..	..	2 8
			Ranee Sagur	..	13	0	..	..	3 9
			Gugrajunge	..	12	4	..	..	3 10
			Arrah	..	8	6	..	..	5 11
			Kuttetur	..	11	0	Soane	..	.. 12
			DINAPOOR Canton- ment	..	14	4	..	..	3 13
13 Total...			146	3	miles.				

1.—Supplies and water plentiful. Road good along right bank of the Ganges. Country well cultivated, and studded with clumps of mangoe trees. The nullahs are crossed by bridges.

2.—Supplies as above. Road bad, little frequented by carts, which are obliged to make a detour to the right by Mogul Serai, lengthening the distance to about 13 miles. Country highly cultivated.

3.—Supplies and water plentiful. Country as above. Road pretty good.

4.—A large place. Supplies abundant. Road good. Country as before.

5.—A large town on right bank of the Ganges. Supplies abundant. Country as before. Road good, except where intersected by some deep ravines.

6.—Small village. Supplies procurable in abundance from adjacent villages. Road good. Country still the same.

7.—Pass the fort and town of Buxar, and encamp about 14 miles east of the place, there being no good ground nearer. The river is about 100 yards wide. Water very deep and banks steep. Boats being readily procured, it is usual to construct a bridge of boats for the passage of a corps marching this way. The nullah is also crossed by temporary bridge.

8.—Supplies and water plentiful. Country flat and well cultivated. Road excellent. Bridges on the nullahs.

9.—Ditto ditto ditto ditto.

10.—Ditto ditto ditto ditto.

11.—Ditto ditto ditto ditto.

12.—A small village. Supplies procurable in abundance after due notice. Country and road as usual. At 8 miles cross the Soane by ferry at the Kulwur ghat, and thence to the end of the stage the road is heavy, and particularly so for about 300 yards in the dry bed of the river.

13.—Road good. Country well cultivated.

In marching from Dinapoor by this route the first 3 stages should be Muneah 8½, left bank of the Soane at Kulwur Ghat 8½, and Arrah 8 miles.

No. 122.—FROM CHUNAR TO HAZAREEBAGH.

British	Mirzapoor	..	Chota Mirzapoor	..	10	0	...	..	3	1
			Total..		10	0	miles.			

1.—Supplies and water plentiful. Road good.

No. 123.—FROM CHUNAR TO MIRZAPOOR CANTONMENT.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Mirzapoor ...	Belwin ...	10	4	Belwin ...	3	1
		MIRZAPOOR Cant. ...	11	0	...	...	2
2 Total...			21	4	miles.		

1.—A small village. Supplies must be collected. Water abundant. A range of low barren hills on left. Road bad for carriages from being much intersected by ravines. Ford the Belwin nuddy at the end of the march. Bed 40, and stream in dry season 10 yards wide and knee deep, banks steep. The nullahs are also deep bedded and difficult for carts.

2.—Country and road as in last stage. Hackeries experience very great difficulty in these two stages from the numerous deep ravines that intersect the road.

No. 224.—FROM CUTTACK TO GANJAM BY JUGGERNATH.

British.	Pooree ...	Bulwunta ...	14	0	Kautjoorie and Koosbudra ...	1	
		Peeplee ...	12	4	Barghubee ...	2	
		Sutbadee ...	12	4	...	3	
		Pooree Juggernath...	12	0	Barghubee ...	4	
		Nursingpatam ..	9	6	..	} 5	
		Manickpatam ...	12	2	...		1
		Meeta Kooah ..	10	2	Outlet of the Chilka Lake	} 6	
		Malood ...	12	4
		Berhampoor ...	Piaghy ...	8	2	..	} 6
			GANJAM ...	12	2	..	
10 Total...			115	2	miles.		

1.—Good made road all the way. Supplies abundant and water plentiful. The Kautjoorie is fordable during the dry season, and the Koosbudra is, with exception of a few days in the rains, entirely dry.

2.—Good encamping ground. Supplies procurable. Water plentiful. Road made and good in dry weather. River always fordable, excepting some days during the rains.

3.—Supplies and water procurable in abundance. Road as above.

4.—Supplies and water abundant. Road as above. River is fordable, excepting for some days in the rains when it is crossed by ferry.

5.—No made road whatever in these stages, nor could one be constructed from the nature of the soil which is nothing but sand along the sea shore. Supplies might be collected at each of the halting places, but with some difficulty, as little or nothing is produced near them. Boats easily procured in any number. When the road through Khoorda has been completed this will of course be abandoned, excepting by persons coming from the southward to the temple of Juggernath.

6.—From Piaghy the Ganjam district commences, and the road leads more inland.

No. 125.—FROM CUTTACK TO GANJAM BY KHOORDA AND WEST OF THE CHILKA LAKE.

British	Pooree ..	Darothang ..	10	5	Kautjooree.	1	1
		Mundesir ..	11	6	..	2	2
		KHOORDA ..	9	1	..	2	3

1.—Supplies procurable after due notice. Water plentiful. This distance is from the Commissioner's kutcherie. From the right bank of the river the road is raised for 34 miles, and the remainder is over high rocky ground. Boats are used during the rainy season, and are procurable in abundance. Troops and stores passed free of expense.

2.—Supplies and water as above. For nearly the whole of this stage the road has been cut through dense jungle, and is over high ground and good at all seasons. Nullahs subject to very sudden rise, rendering the road occasionally impassable for a day or two. Bridges are now constructed. Thick jungle all round, and ground for encampment scarce.

3.—Supplies and water abundant. Made road good. One or two bridges. Chief part of the road over fine kunkuree soil, rest over paddy ground, being raised with earth, becomes very heavy at times.

No. 126.—FROM CUTTACK TO MIDNAPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Cuttack	Tanghy	10	0	Maha Nuddy		1
		Chutteah	6	0			2
		Sankradbee	11	2			3
		Kunditter	7	4	Braminy & Kursooa		4
	Balasore	Akooapudda	8	2	Bitturnee		5
		Bareepoor	10	0			6
		Budruck	7	6	Salindee		7
		Simleah	8	2			8
		Soroh	11	2			9
		Khuntapara or Nya Serai	12	0			10
		Balasore	10	6			11
	Midnapoor	Huldeepudda	8	6	Boorabolong		12
		Bustah	7	3			13
		Jellasore	11	4	Subanreka		14
		Dantoon	12	4			15
		Bailda near Khautnugur	10	0			16
		Muckrampoor	10	0			17
		Kurruckpoor	9	5			18
	MIDNAPOOR Cantt.	6	4	Cossya		3 19	
19 Total.			179	2	miles.		

1.—Water plentiful and supplies also on one day's notice. Road made and passable at all seasons, but miry in rains. River fordable in fair season.

2.—Ditto ditto ditto.

3.—The country about here is jungly. Water plentiful and supplies procurable on short notice. Road as above.

4.—Provisions and water plentiful. Road as above. Cross the river by ferry, the first at the 2d mile and the second at the end of the march.

5.—A small bazar and water plentiful. Cross the river by ferry at the end of the march.

6.—A bazar. Road raised and passable at all seasons, but miry in rains. A bungalow for travellers.

7.—Encamp on the Salindee. Supplies from Budruk, distant 1½ miles.

8.—A bazar and bungalow for travellers.

9.—A bazar.

10.—A bazar.

11.—A large bazar.

12.—A bazar. Water plentiful and good. The river is fordable at low water for about 6 months of the year, and boats are always procurable.

13.—Ditto ditto. Encamping ground low and damp. There is a pukka serai at this place.

14.—Supplies and water plentiful. River fordable for about 2 or 3 months in the year, and good boats procurable.

15.—Ditto ditto.

16.—Ditto ditto.

17.—A bazar and water from a tank.

18.—A few shops and supplies furnished by remeendars on a few days previous notice.

19.—Supplies and water abundant. The river is fordable during the dry season, and boats ply on it in the rains.

No. 127.—FROM CUTTACK TO NAGPOOR BY RAEEMPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nudges.	Nos.
			M.	F.			
British	Pooree ...	*Kuntaghat ...	5	0	Kautjoorie	1
		Sautundy ...	9	0	2
		Behra ...	13	0	3
Tributary States.	Commissioner in Cuttack ...	PUDDUMBUTTA ...	10	0	}
		Kuntillo ...	8	0	...	...
		Bailpara ...	10	0	...	...
		Burnool ...	14	0	...	...
		Puddum Talao ...	9	0	...	...
		Koosungurh ...	8	0	...	...
		Paungurh ...	10	4	...	...
		Kirhee or Kirdhee ...	14	0	...	...
		BOAD ...	8	0	...	...
		Jena Panka ...	8	0	...	...
		Bhaug Nuddy ...	12	0	...	...
		Sonepoor ...	10	0	...	...
		Kartung ...	9	0	...	...
		Binka ...	7	0	...	...
		Rampoore ...	11	0	...	...
Sumbhulpoor.	G. G.'s Agent Hazareebagh.	Burpalee ...	9	0	...	...
		Bominee ...	11	0	...	...
		Augulpoor ...	7	0	...	...
		Malmunda ...	10	0	...	...
		Pattree ...	14	0	Ung	...	
		Khera ...	12	0	...	...
		Brinkrajpoor ...	11	0	...	...
		Ung Nuddy ...	10	0	...	...
		Joong Nuddy ...	17	4	Joong	...	
		Kopela ...	12	0	Ung	...	
Nagpoor.	Resident at Nagpoor.	Killaree ...	12	0	...	...
		Ararbund ...	6	4	...	...
		Mahasoomund ...	9	0	...	...
		Arring ...	10	0	Maha Nuddy	...	
		Nowagawn ...	10	0	...	...
		RAEEMPOOR ...	10	0	...	...
		Koomairee ...	8	0	Karown	...	
		Bullaie ...	9	0	...	...
		Doorg ...	11	0	...	...
		Somnee ...	9	0	Sew	...	
Pindree ...	12	0	...	...	

* From Cuttack to Puddumbutty the route by Khukkur, Kundulpoor, &c. as in table 124, is preferable.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
Nagpoor.	Resident at Nagpoor.	Oorarbund ...	11	4	..	...	12
		Checholy ..	11	0	...	...	13
		Baug Nuddy ..	16	1	Baug	...	14	
		Moondeepoor ...	10	0	...	...	15
		Urjonee ...	11	0	...	...	16
		Sakoolee ...	11	6	...	...	17
		Larknee ...	11	6	...	...	18
		Bhundara ...	13	4	Kyngunge	8	19	
		Kurbee ...	8	6	...	4	20	
		Right Bank of the Kunhan River at Matnee ...	9	0	Kunhan	...	21	
		Mahulgawn ..	11	0	...	3	22	
		Kamptee Cantt. ..	6	0	...	0	23	
		NAGPOOR City, 6 miles from Ma- hulgawn ..						
		51 Total...			627	7	miles.	

1.—Supplies procurable after due notice. The river is fordable during the dry season, and boats are procurable when it is not so.

2.—Supplies as above. Road indifferent along the right bank of the Mahanuddy river.

3.—Ditto ditto ditto.

4.—The 1st battalion 7th, and 2d battalion 26th regiments marched by the stages in progress from Malwa to Cuttack in 1821-22, and experienced no difficulty. Supplies having been abundantly furnished by the local authorities.

5.—Marched by the 4th battalion, 7th, and 2d battalion 26th regiments as above.

6.—A large bazar. Road good, and good encamping ground.

7.—Supplies procurable after due notice. Water abundant and road very good.

8.—Water from tanks and supplies abundant. Road good.

9.—Water and supplies abundant. Road good over a cultivated plain.

10.—Road to the river very good, thence rugged. Supplies plentiful.

11.—Supplies and water abundant. Road rugged and stony. Good encamping grounds.

12.—Supplies and water abundant. Road tolerably good.

13.—Water from a nullah and supplies abundant. Road good through a jungle of under-wood and grass, much infested by Tigers.

14.—Water from the baug. Supplies must be collected. Confined encamping ground in jungle.

15.—Supplies and water abundant. Road indifferent through jungle. One ghat difficult for carts.

16.—Supplies abundant. Water from tanks. Road good. A small ghat.

17.—Ditto ditto ditto.

18.—Ditto ditto ditto.

19.—A small bazaar and water from tanks. Road very good. Bad encamping ground near the fort.

20.—Water scarce and supplies from adjacent villages. Road pretty good.

21.—Supplies from Mohdu and Matnee on opposite bank of the Kunhan. Water from the river, which is forded at the end of the stage.

22.—Supplies and water plentiful. Road pretty good.

23.—Ditto ditto ditto.

No. 128.—FROM CUTTACK TO SUMBHULPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
Tributary Cut-Mehals, tack.	Cuttack ...	Khukkun ...	7	4	Mahanuddy ...		1	
		Commissioner at Cuttac ...	Kundulpoor ...	8	4	... ..		2
			Attagurh ...	8	0	... ..		3
			Golagund ...	10	4	Mahanuddy ...		4
			PUDDUMBUTTY ...	9	0	... ..		5

From Puddumbutty to road the stages and distances are the same as in No. 127, but from road to Sumbhulpoor they have not been correctly ascertained.

1.—A large straggling village. Supplies procurable after due notice, and good water from the Mahanuddy. Road little frequented, but passable for wheeled carriages. Cross the river by ferry about half way.

2.—Water from the river. Supplies scarce and must be collected. Few traces of a road, Pass along the bank of the river through wood, with hills on the right. Country passable for wheeled carriages.

3.—Ditto ditto ditto.

4.—First two miles over bed of river, which is crossed by ferry. Country on right bank more open. Road as above. Supplies must be collected. Water from the river.

5.—Road along the river better defined than before. Supplies and water as above.

No. 129.—FROM DACCA TO FORT WILLIAM.

British	Calcutta ...	{	Barrasut, as in No. } 171	6	|	|	|							
			77, Reversed ... }	4				0	|	|				
			Dum-Dum ...								8	0	|	|
			Fort William ...											

1.—A made road, pukka the whole way.

2.—A good pukka road.

No. 130.—FROM DACCA TO JUMALPOOR.

British.	Dacca ...	{	Moraparah ...	11	4	Luckiah	1	1
			Panchdowna ...	11	4	..	1	2
			Gurburia ...	12	0	Burumpo ter ka Sota	3	3
	Nusseerabad ...	{	Sagoordie ...	12	0	... ..	4	4
			Digahboe, on Right Bank of Banar River	5	0	Burumpoo- ter ka Sota & Banar ...	5	5
			Koormoyl ...				10	0	... ..	6
			Nowapara ...	11	0	... ..	7	
			Babookally ...	11	0	... ..	
			Kegdore near Sou- rara ...	10	0	... ..	8	8
			Kaida ...				11	0	Sootee ...	9
			Noondha ...	11	0	Sheerukally	10	10
			JUMALPOOR Cantt.	10	0	Banar	11	11
12 Total...			126	0	miles.			

- 1.—Country low, and road mostly under water in November; it becomes passable about the middle of December. Supplies from Moraparah and water from the Lückiah, which is crossed by ferry at the end of the march. The nullah is also crossed by ferry.
- 2.—A small village. Supplies must be collected. Water from a tank. Road good for the first 9 miles, the remainder is a footpath across fields. Nullah passed by ferry.
- 3.—A small village. Supplies must be collected. Water from wells. Foot path crosses two jheels, with little water in them, which in November becomes dry.
- 4.—Small village. Supplies must be collected. Water from the Burumpooter river. The footpath for the first 6 miles leads through bamboo lanes and across fields. The remainder along the left bank of the Burumpooter ka Sota.
- 5.—Supplies must be collected. Water from the Banar. Foot path lies in the bed of the Burumpooter river, which at Sagoordie is called Megna by the natives. The Sota is fordable and Banar is crossed by ferry.
- 6.—Supplies must be collected. Water from the Burumpooter. Road good along right bank of the river.
- 7.—Ditto ditto ditto ditto.
- 8.—Ditto ditto ditto ditto. Supplies from Nusseerabad.
- 9.—No supplies, but procurable after due notice. Road as above. Cross the Sootee by ferry.
- 10.—Supplies from Taragunge. Road as above. Ford the nuddy.
- 11.—Road as before. Cross the river by ferry.

No. 131.—FROM DACCA TO SYLHET.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Dacca	Moraparah	11	4	Luckiah	1	1
		Motkolah	5	0		1	2
		Nursingdee	10	0		3	
	Comillah	Raepoorah	10	0	A branch of the Megna	2	4
		Backergunge	6	0	Megna	2	
		Talshar	12	0			
		Majlispoor	12	0			
		Hurnbaree	10	0			5
	Sylhet	Poorikola	12	0			
		Hobbigunge	12	0			
		SYLHET, Vide No. 110	44	0			
17 Total...			145	4	miles.		

- 1.—Country low and mostly under water in November; it becomes passable about the middle of December. Supplies abundant and water from the Luckiah, which is crossed by ferry at the end of the march. Nullah is also crossed by ferry.
- 2.—Supplies must be collected. Water plentiful. Good encamping ground for a regiment.
- 3.—There is a bazar at Nursingdee capable of furnishing supplies for one regiment. Good water from a branch of the Megna river. Good encamping ground.
- 4.—Supplies from Nursingdee and from adjacent villages. Water from a tank. River and nullahs fordable during dry season.
- 5.—No bazar.

No. 132.—FROM DEHRA TO LANDOUR.

British	Political Agent, Dehra	Rajapoor	6	3		1
		LANDOUR	6	4		2
		2 Total...	12	7	miles.	

1.—A bazar at the foot of the hills.—A good carriage road.—Very gradual ascent from Dehra.

2.—Hill road. First 3 miles to Jhircopance very steep, thence to the Landour bazar 21 miles, the road is good, and ascent more gradual and easy. The distance given in this route is to a point on the top of the Landour hill, about half way between the bazar and hospital.

No. 133.—FROM DEHRA TO MEERUTT BY HURDWAR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Political Agent, Dehra ...	Lucheewala ...	11	0	..	...	1
		Khadsroo Chokie ...	8	2	Sooswah ...	...	2
	Scharunpoor ...	HURDWAR ...	13	0	...	...	3
		Bharapoor Bhouree ...	11	2	...	...	4
	Muzuffernugur...	Ladhoura ...	7	2	Solanee & Purtree }	...	5
		Kazekepoor ...	12	3	..	...	6
	Meerutt ...	MUZUFFERNUGUR ...	15	4	..	...	7
		Kutowlee ...	15	0	..	...	8
	Meerutt ...	Douralla ...	12	0	..	...	9
		MEERUTT Cantt. ...	8	2	..	...	10
10 Total ..			113	7	miles.		

1.—A small village. Supplies must be collected. Water from the Song brought by a cut from that river. Road excellent. Country for about 6 miles pretty open, then covered with thick forest.

2.—No village. Encamping ground in the forest. Water from one well and the Sooswah river. Road good, with exception of the ford on the Sooswah, which is stony and bad for carts and cattle.

3.—The distance is measured to Myapoor, a mile and a half beyond Hurdwar, where the best encamping ground is to be found. Water from wells and the Ganges. Supplies from Hurdwar and Kunkul. Road excellent the whole way, chiefly through forest and jungle. About a mile after leaving Khadsroo there is a short ascent, rather difficult for carts and heavily laden cattle.

4.—A small village. Supplies must be collected or taken on from Joallapoor, a large place, which is crossed in the march. Water from wells and a nullah. Road for the greater part heavy and bad. Country low 'Kadir'.

5.—A large bazar. Supplies and water abundant. Road bad, leave the low Kadir land at Joursassee, 1/2 mile short of Ladhoura.

6.—A large village. Supplies and water procurable in abundance. Road indifferent.

7.—A large town. Supplies and water abundant. Country open and partially cultivated. Road pretty good, rather heavy in passing some sand hills in the middle of the march near Chiper.

8.—Supplies and water procurable in abundance. Country open and partially cultivated. Road good, excepting a mile of sand, where the nullah intersects it about the middle of the march. The nullah is fordable, but when a large camp or detachment passes this way, it is usual to construct a temporary bridge on it.

9.—A small village. A toll has been established here for the supply of grass, wood, and earthen pots. Other articles of the requisite supplies must be collected. Well water plentiful. Country cultivated. Road good.

10.—Country and road as in last stage. Ground for encampment between the lines of Her Majesty's regiments of Dragoons and Foot, near the Charch.

No. 134.—FROM DEHRA TO MORADABAD BY HURDWAR.

British	Scharunpoor ...	Hurdwar, as in					
		No. 144...	32	2			
		Bhogpoor ...	13	4	Bandunga...	2	1
		Asofgarh ...	4	4	Ganges ...	1	2

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.		
			M.	F.					
British.	Bijnour ...	Nujeebabad ...	13	5	Rao, Lak- reehan, Rutnar & Malin	1	3		
		Nugeena ...	13	4	Chooia & Gangun..			3	4
		Dhampoor ...	10	7	...			1	5
	Moradabad ...	Sahespoor ...	15	2	...	1	6		
		Sundleepoor ...	11	4	...	1	7		
		MORADABAD Cantt.	10	7	...	1	8		
11 Total...			125	7 miles.					

1.—A small village. Three buniyahs' shops. Water from the Ganges. Road good. Country flat and covered with bush and grass jungle, interspersed with patches of cultivation. Pass through Kunkul at 2½, and Kutarpoor at 7 miles. Ford the Banganga at the 11th mile.

2.—No supplies. Water plentiful. Road good. At 3½ miles cross the Ganges by two ferry boats of about 300 mannds each. Stream about 300 yards wide and rapid, bottom stony. In February the Ganges becomes fordable for elephants and camels nearly opposite Bhogpoor, and in 1828 the laden cattle of Lord Combermere's camp forded the river there.

3.—A large town. Supplies and water abundant. Road pretty good. The nuddies and nullah all crossed by good fords. Pass Samiwala at 4, Mohunpoor at 5½, and Sahunpoor at 11¼ miles.

4.—A large town and bazar. Country open and cultivated. Road good. Pass Ghosipora at 2½, Busst at 4½, Rawulheri at 8½, and Sitarwala at 9½ miles. The Chooia is crossed by a pucca bridge. The Gangun and nullahs are good fords.

5.—A large village and bazar. Water plentiful. Country open and partially cultivated. Road good. Pass Purunea at 3½, Sers at 4, Mujeri at 8½, and P'eejussena at 6½ miles.

6.—A small bazar and market on Saturdays. Water plentiful. Road pretty good through thin bush jungle and patches of cultivation. To Pass Surugthul at 3½, Souhara, a large village and bazar, at 8½, and Geindajoor at 12 miles.

7.—A small village. Supplies procurable from Mogulpoor, distant 4 miles, and from adjacent villages. Water from wells. Road good. Pass Gurree at 2½ Mouree at 5, Khempoor at 6, and Rustampoor at 9½ miles.

8.—Supplies from cantonment bazar and city. Road good. Pass Mogulpoor at 4 miles.

No. 135.—FROM DEHRA TO MUSSOORIE.

British	{ Pol. Agent at Dehra. }	Rajpoor, ...	6	3	...	...	1
		Mussoorie, ...	6	4	...	...	2
2 Total...			12	7 miles.			

1.—See No. 132.

2.—Hill road to Jhirespanee very steep, thence for 2½ miles to where the road to Landour branches off to the right, the ascent is more gradual and easy, remainder nearly level along the top of the Mussoorie ridge. Distance measured to nearly in centre of the place.

No. 136.—FROM DEHRA TO SEHARUNPOOR.

British.	{ Pol. Agent, Dehra Seharunpoor, ... }	Shorepoor Chokee...	7	0	...	...	1
		Mohun Chokee ...	8	9	...	...	2
		Kheree ...	10	4	Solance, ...	2	3
		Hurowrah ...	8	2	Solance & Kandonur	...	4
		SEHARUNPOOR Fort...	8	0	Hindon, ...	...	5
5 Total...			41	6 miles.			

1.—Road excellent. Very gradual ascent. Encamping ground in forest on the banks of a dry bed of a hill torrent, about $\frac{1}{2}$ of a mile short of the Chokey, where there are two good wells. Water is also to be had by digging in bed of the torrent. Supplies must be taken on from Dehra.

2.—Supplies must be collected from Kheroe and other villages. Water from river. Good encamping ground on left of road in forest at the foot of the hills. After passing Shore-poor Chokey, a short way, there is a pass (called the Kheroe or Lalldurwaza Ghat), the ascent of which is considerable, but practicable for carts, and thence to Mohun Chokey the road leads down the bed of the Solanee river, between wooded hills, and is very stony and bad for carts.

3.—A bazar of 11 shops, which can always procure supplies when required from Bhugwanpoor, a large town, distant 6 miles. Water from wells and the Solanee river. Road excellent through forest and jungle the whole way.

3.—Six buniyahs' shops, and supplies procurable from adjacent villages on short notice. Water from wells. Country open and cultivated. Road very good.

5.—Supplies and water abundant. Ground for encampment on parade in front of the Provincial lines near the fort. Road good. Nullahs crossed by bridges. The Hindon fordable.

No. 137.—FROM DEHRA TO SIMLA BY MUSSOORIE AND THANA TOONGRA.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Political Agent, Dehra ..	Rajpoor ...	6	3	..	...	1
		Mussoorie ..	6	4	...	...	2
		Budraj ..	6	0	...	...	3
		Luckwara ..	7	0	Jumna	...	4
		Nagthap or Nagthat.	5	4	...	...	5
		Mukha or Mukta ...	7	0	..	...	6
		Thana Toongra ...	6	4	...	...	7
		Deobun ...	8	0	...	...	8
		Bundrowlee ...	9	0	...	...	9
		Kandha ...	9	0	...	...	10
Protected Hill Stages.	Political Agent, Soobathoo ..	Tonse Bridge ...	5	4	...	...	11
		Penutra ...	9	0	...	...	12
		Chepal ...	10	0	...	...	13
		Puttur Nullah ...	11	0	...	...	14
		Dussowlee ...	8	0	...	...	15
		Goond Rana's Durbar	12	0	...	...	16
		Fagoo ...	14	0	...	...	17
		Simlah ...	12	0	...	...	18
18 Total...			152	3	miles.		

1 and 2.—See No 135.

3.—Good made road all the way along the side and summit of the ridge. Good encamping ground and water procurable.

4.—Made road. Descend $\frac{3}{4}$ miles to the Jumna, which is crossed by bridge, thence ascend. Ground for tents scanty, but there is a place attached to a temple which travellers can occupy.

5.—Ascend a good zig-zag road. Excellent ground for pitching tents on.

6.—Long stiff ascent, but good road leading over the Byrath hill. Extensive ground for tents.

7.—Good road along the summit of the range.

8.—Ascend by good road to the top of the Deobun hill, where there is good water.

9.—Good road. Steep descent for 4 miles, then alongside of hill.

10.—Good road along the side of hills, with several ascents and descents crossing the nullah Deoce Kud.

- 11.—Descent, and then along the left bank of the Touse river. Road good.
 12.—Made road.
 13.—Good made road.
 14.—Made road.
 15.—Ditto.
 16.—Ditto.
 17.—Ditto and stage bungalow. This stage might be divided by halting at Synge on the bank of the Giree river, whence to Eagoo there is a stiff ascent to 6 miles.
 18.—Ditto.

No. 138.—FROM DEHRA TO SOOBATHOO BY SIDOWRAH AND BHAR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Political Agent, Dehra ...	Sahespoor or Syn- poor ...	15	0	Beendhal & Touse }	7	1
		Right Bank Jumna at RAJ-GHAT ...	9	0	Jumna ...	10	2
		Kullaisur ...	11	4	Batta ...	5	3
		Khizerabad ...	9	1	... }	1	4
Partly British, partly belonging to the protected Sikhs.	Political Agent, Umballa ...	Billaspoor ...	11	6	Bollie & Soam .. }	6	5
		SIDOWRAH ...	7	4	Sursuttee & Adha }	6	6
		Nurraingurh ...	9	0	Murkunda and Roona... }	3	7
		Raepoor ...	10	4	Bagnah, Simlotun and Dangere }	5	8
		Ramgurh ...	10	0	... Dangere }	6	9
		MUNNI Majra ...	6	0	Toke and Kunjsura }	6	10
		Pinjore ...	8	0	Guggur ...	3	11
Barh ...	8	0	... }	4	12		
British Soobathoo.	Political Agent, Soobathoo ...	Soobathoo ...	13	2	Gumber ...	4	13
13 Total...			151	1	miles.		

1.—Supplies and water procurable in abundance after due notice. Country open, undulated, and slopes off gradually to the Asu river on the left. Road a very good hackery track. Little cultivation. Much grass jungle with few trees. The nuddies and nullahs are all fordable, except immediately after very heavy rains.

2.—Country and road as in last stage. Supplies must be collected by previous notice to Civil Authorities. Water from the Jumna. There is only one boat of 1,200 maunds at Rajghat, but numbers are built in the neighbourhood, and several could be collected here when necessary. The channel of the river is 600 yards wide, and steam usually about 100 during the dry season; clear, deep and rapid, sometimes fordable by unladen camels at Duckraee, a short distance higher up the river, but never at this ghat.

3.—No supplies, unless previously ordered. Water from the Jumna. The road is a pretty good hackery track, leading along the right bank of the Jumna all the way. For the first 4 miles the open valley of Kyarda is on the right, then the low wooded hills which bound it on the south come close up to the road. Hills also on left beyond the Jumna.

4.—Country for the first 4 miles hilly, and Road rugged and narrow, but passable for hackeries; the remainder of the road good, and country level and cultivated. Supplies procurable after due notice.

5.—A bazar. Country for the first 9 miles flat, then slightly undulated and higher, the whole highly cultivated. Good cart road.

6.—A large town. Supplies and water abundant. Country open, undulated and cultivated. Road a pretty good hackery track.

7.—Supplies procurable in abundance after due notice to the Political Agent at Umballah. Road tolerably good, very heavy in the bed of the Kandra, which passes under Sidowrah.

8.—A bazar. Water from wells. Road a very indifferent hackery track, list half over high undulated and rugged broken ground, much jungle and little cultivation in this march.

9.—A small village. Supplies procurable after due notice. Country much undulated, forming ridges between the nuddies and nullahs. Partial cultivation and jungle. Road pretty good.

10.—A good bazar. Water plentiful. Country flat and highly cultivated. Road is crossed by numerous kools (water-courses,) cut from the Guggur for the purposes of irrigation, and in some parts miry and bad for carts.

11.—A small bazar. Water plentiful. Road good. Passes over a low range of Hills which bounds the Pinjore Doon on the south, and then runs nearly parallel to the bed of the Guggur river on the right, having low wooded hills on the left. At Munsa Devi, about 3 miles from Munnal Majra, the ascent to the ridge of hills is rather difficult, but quite practicable for carts.

12.—Road good and nearly level for the first 5 miles, then a very gradual ascent up to Barb, which is situated immediately at the foot of the hills. A small bazar, and water brought by a kool, or cut, from one of the mountain streams.

13.—An excellent made road the whole way, but is in the hills and impracticable for laden cattle loaded as in the plains. Camels can go up with half loads, making the distance into two stages. The Punchukee or water mill near Kuttal, is the usual half way halting place.

No. 139.—FROM DEHRA TO SOOBATHOO BY KYARDA AND NAHN.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Pol. Agent Dehra...	Raj Ghat, as in No. 138 ...	24	0			
		Kyrada ..	9	0	Batta ...		1
Protected Hill States.	Political Agent Umballa ..	Koolar or Kalroom ...	9	0	...		2
		NAHN ...	13	0	...		3
		Bunettie ...	9	0	...		4
		Suran ...	11	0	...		5
		Bhol ...	18	0	...		6
British	Political Agent Soobathoo ...	SOOBATHOO ...	16	0	...		7
8 Total...			108	0	miles.		

To any person marching this way who may be independent of the stage bungalows, a better division of the distance from Nahn would be Bunetice 9, Suran 11, Tikur 12½, Kuddoo 12½, Soobathoo 9 miles.

1.—A made road the whole way, passing through grass jungle, thinly interspersed with trees. Hills at some distance on right and left. Kyarda is a mere hamlet, and supplies must be collected on previous notice to political agent.

2.—Made road, passing up the Kyarda valley which gradually becomes narrower until opposite Koolur, where the hills are only separated by the channel of the Batta. No supplies. Water from the Batta.

3.—Made road. Soon after leaving Koolur ascend and pass over a ridge of low hills, then pretty level along a narrow valley for several miles. In the last 2½ or 4 miles the ascent to Nahn is considerable. Nahn, a considerable town, is the capital of Sirmoor and residence of its Raja. A puca house for the accommodation of travellers.

4.—A bungalow. Supplies must be collected. Road good, first descent and then much ascent.

5.—A small house. Supplies must be collected. Good road winding along a ridge of mountains, much ascent and descent.

6.—A bungalow. Ditto ditto ditto.

7.—Road good. Much descent in the first 6 miles, then pretty level along the valley of the Gumber. There is a public bungalow for the use of travellers at Soobathoo.

No. 140.—FROM DELHI CANT. TO ALWUR BY REWAREE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
British King of Patana- Delhi's dec.	Delhi ..	Sohul ke Serai ..	14	4	..	..	1
	Goorgaon ..	Hursoo ke Gurhee ..	13	0	..	..	3
		PATAUDEE	13	0	3
			REWAREE	13	6	..	..	4
G. G.'s Agent Delhi ...	Kotkasim ...	..	15	3	..	..	5
		
Alwur. G. G.'s Agent Ajmere ..	..	Futtehabad ..	7	3	Sabee	..	6
		Kishengurh ..	8	0	..	..	7
		Bahaderpoor ..	12	0	..	..	8
		ALWUR ..	11	1	..	..	9
9 Total...			108	1	miles.			

1.—A bazar. Water plentiful. Road indifferent, passing over a rocky ridge, west of the city of Delhi, not difficult for carts.

2.—A bazar. Water plentiful. Country open and well cultivated. Road good generally, but heavy in some parts. One of the nullahs is very deep-bedded, and not fordable for some time after much rain.

3.—A bazar. Water plentiful. Country slightly undulated in low irregular swells and partially cultivated. Soil sandy and road heavy and bad for carts.

4.—A large town and bazar. Water plentiful. Road pretty good for the first 8 miles, but heavy in parts during the remainder of the way, and particularly so near Rewaree.

5.—Supplies procurable. Water plentiful. Road pretty good during the fair season.

6.—Ditto ditto ditto. Cross the Sabee by ford.

7.—Supplies procurable. Water plentiful from wells. Road indifferent.

8.—Supplies procurable and water abundant. Road bad through the Kishengurh Pass.

9.—Supplies and water abundant. Road pretty good.

No. 141.—FROM DELHI CANTONMENT TO HANSLI.

British Delhi	..	Mudeepoor ..	6	4	..	..	1
	G. G.'s Agent at Delhi ..	Bahadergurh ..	..	12	2	..	2
..			

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Rotuck	Samplah	12	0	...	...	3
		Rotuck	15	0	...	...	4
		Modena	10	0	...	...	5
		Mohim	9	4	...	...	6
	Hissar	Moondahul	9	0	...	...	7
		HANSI Cantonment.	15	0	...	...	8
8 Total...			89	0	miles.		

- 1.—Supplies procurable with ease. Road good. Mudeepore is a middling village, about 1½ miles in advance of Sectaram ke Serai. Water and encamping ground good.
- 2.—A large walled town. Supplies and water abundant. Road good. Pass Langloe at 3½. Kumurudeennagar at 4½. Moonda at 6, and Tekeree at 10 miles.
- 3.—A few shops. Supplies and water procurable in abundance. Road good in dry weather. Pass Jackoda at 4½ and Rohod at 8½ miles.
- 4.—A large town and bazar. Road heavy in some parts, but good generally. Pass Ismael at 2½, Kuthoura at 7, Sadkheree at 9, and Jogee ke Mut at 11 miles.
- 5.—A small village. Supplies procurable after due notice. Road heavy in some parts.
- 6.—A town and good bazar. Road excellent. Pass Kurkura.
- 7.—Small village. Supplies for a battalion procurable after due notice. Water from wells. Road heavy in parts, but generally good.
- 8.—Road very good. Pass Sourkee at 4, and Dhanna at 10½ miles.

No. 142.—FROM DELHI CANTONMENT TO MEERUTT.

British.	Meerut	Shahderah	6	4	Jumna & Delhie Canal..	...	1
		Left Bank of the Hindon River near Furruckhnugur..	8	0	Hindon	...	2
		Begumabad	18	4	...	...	3
		MEERUTT	15	4	...	...	4
4 Total			48	3	miles.		

- 1.—Supplies from Delhi. Road good. Pass through the city of Delhi. Cross the Jumna by bridge of boats, and the Canal by puca bridge near the village of Saleempoor.
- 2.—Supplies from Furruckhnugur. Water from the Hindon. Road good. Country open and partially cultivated. Pass Bhopevah at 3½ and Furruckhnugur at 6½ miles. Ford the Hindon, sandy bottom, and depth of water from 2 to 2½ feet in dry season.
- 3.—A bazar. Water and supplies plentiful. Road good. Pass Soniar at 1, near Beekunpoor at 4, Moradnugur at 7½, and Ubbaspoor at 9 miles.
- 4.—Distance measured to the ground of encampment between the lines of Her Majesty's Dragoons and regiment of Foot, near the church. Road good. Pass Boorberore at 6, Furtaspoor at 7, and Koonda at 8 miles. Enter the Meerut cantonment near the jail at the 13th mile.

No. 143.—FROM DELHI CANTONMENT TO MHOW BY RE-WAREE NEAR JEYPOOR, TONK, BOONDEE, KOTAH, OOJEIN AND INDORE.

Paton-Patau-dec.	Goorgaon	.. Pataudee, as No. 140	40	4			
	Ditto	.. Janth	8	0	Sabec	..	

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.								
			M.	F.											
British	Goorgaon ...	Bharawas ...	10	0	..	..	2						
		Shahjehanpoor ..	12	0	..	..	3						
		Khet- ree. Alwur. }	}	Byrode ...	10	0	4						
				Goorjurbas ...	8	0	5						
				KOTE POOTLEE ..	10	4	6						
				Praugpoor ..	8	0	7						
				Bhahbra ..	11	4	8						
				Munohurpoor ..	13	4	one other	} 2	9						
				SABEE & Nuddy Bownee	SAMOTE ..	11	0			or Bowa- neecunga					
											Bandee ..	10	0	..	11
Jeypoor. }	G. G.'s Agent Ajmere ...	Jootwara ..	8	0	..	..	12						
		Neouta ...	11	0	..	...	13						
		REINWAL ...	9	0	..	...	14						
		Madhoornajpoor ...	9	0	Bandee	...	15								
		Bunwara ..	13	0	...	...	16						
		Right Bank of the Banas River near Tonk }	}	Neembola ..	11	4	18						
										Nugur ...	11	0	19
		Boondee. }	}	Doogaree ...	8	0	21						
				Dooblana ...	13	0	Bujan & Maize }	} 3	22						
Boondee ..	10			0	..	..	23						
Kotah. }	Pol. Agent Ko- tah ...	Talrah or Talcrah ..	10	4	Tye	..	24								
		Kinaree ..	11	4	...	...	25						
		KOTAH ..	2	0	Chumbul ..	..	26							
		Jugpoora ...	10	0	...	...	27						
		Hunoteea ..	8	0	...	..	28						
		MUCKUNDURA ...	14	4	..	..	29						
		MHOW, as in No. 9 .	169	1											
47 Total...			507	5	miles.										

1.—A small village. Supplies procurable in abundance after due notice. Encamping ground west of the village. The first part of the road good, latter rather heavy. The Sabee is generally dry from November to July.

2.—A small bazar and supplies procurable from Rewaree. Water from wells. At 5 miles pass through Rewaree, a large thriving town. First half of road heavy, and particularly so near the town of Rewaree, remainder good. The old cantonment of Rewaree is a mile north west of Bharawas.

3.—A bazar. Supplies and water plentiful. Road good over an open country, with a range of hills on the right, running parallel to the road at the distance of about 3 miles from it.

4.—A bazar. Water from wells. For the first 8 miles the road is a tolerably good hackery track over a flat country, and gradually approaching the hills on the right, and for the last 2 miles it winds through hills, is rough and much cut up by ravines. By rode is situated at the southern end of these ridge of hills.

5.—A small village. A few buniahs, but supplies must be collected. Water from wells. Country open with hills at a distance on right and left. Road pretty good, with exception of about half a mile in crossing the dry sandy bed of the nullah, which intersects it at the 6th mile.

6.—A large bazar in Kote. Encamping ground on left of the road, opposite the small village of Pootlee, which is a mile in advance of Kote. Road good, except for a short distance near Kote, where it is heavy sand. Country as in last stage. The Sabee runs parallel to the road on the left.

7.—A bazar. Water plentiful. Road pretty good. Country as before.

8.—A large village and small bazar at foot of hill on right of road close on the left. Road pretty good until within 3 miles of Bhabra, when it becomes heavy and bad for carts. Ridges of hills on right and left.

9.—A large bazar. Water from wells. The first 4 miles of road heavy, the remainder pretty good. The nullahs and nullahs are all fordable. At 7 miles pass near the large walled town of Shahpoora. Country hilly.

10.—A large walled town under a fortified hill. Supplies abundant. Water from wells. Road heavy and bad for carts, particularly in passing through the Soorsee Ghatree, a long narrow pass in a ridge of low hills. The Bownee runs under Munohurpoor, has a small stream throughout the year and is fordable, except immediately after a heavy fall of rain; it runs to join the Bangunga.

11.—Supplies must be collected. Water from wells. Soil sandy and road heavy. Hills right and left at first, and then on left only.

12.—Small village. Water from wells and supplies from Jeypoor, distant 3 miles east. Jeypoor hills left, open country right. Soil sandy and road heavy.

13.—A middling village. Water from wells and supplies procurable. Country open, undulating. Soil sandy and roads heavy.

14.—A bazar. Water from wells. Country as in last stage. Road pretty good generally, heavy in some parts.

15.—Supplies and water plentiful. Country open. Soil sandy. Very little cultivation. No trees. Road heavy. Ford the Bandede, little water, sandy bottom.

16.—A small village. Water from wells. Supplies procurable on due notice to civil authorities. Road pretty good. No cultivation, except immediately around village. A grass plain nearly the whole way.

17.—A large bazar and water plentiful. Road good, with exception of the passage of the Banas river, where it is heavy sand for some distance; depth of water at this ford usually 2 feet.

18.—A small bazar and good water from two wells. Road very good. Country partially cultivated.

19.—A fortified town and large bazar. Water plentiful. Road good. Pass through a range of hills about 3½ miles from Nugur.

20.—A large bazar. Water plentiful. Road good, much grass jungle. Scarcely any cultivation.

21.—A bazar. Water abundant. Country undulating and covered with jungle. First half of road tolerably good, latter half rocky and uneven. Encamping ground south east of town near a fine lake, surrounded by low hills.

22.—A small bazar. Water plentiful. Road bad through jungle the whole way. Cross the Maize muddy at the end of the march, and encamp on its bank. Nullahs have steep banks and rocky uneven beds.

23.—Water and supplies abundant. Road good for about 5 miles, the remainder over large loose stones and rugged rocks through the Boondee Pass. Ground for encampment south of the town.

24.—A few buniahs' shops in this village. Supplies should be taken from Boondee or Kotah, according to the direction of the march. Road good. Country undulated and covered with jungle. Cross the Tye muddy at the end of the march by a stone causeway, and encamp on its bank.

25.—A small village on left bank of the Chumbul, opposite Kotah. Supplies from Kotah. Water from the river. Road good. Country for the first 4 miles as in last stage, the remainder well cultivated.

26.—A fortified city on right bank of Chumbul, capital of the Kotah state, and residence of its Raja. Supplies and water abundant. Ground for encampment east of the city. Cross the river by ferry. Plenty of boats, procurable and ghat good on right bank, but steep and rocky on left.

27.—A small village. Supplies must be collected by order of civil authority or taken on from Kotah. Water abundant. Road bad for carts over rocks and loose stones and through jungle.

28.—A small village. Water plentiful. Supplies from adjacent villages after due notice. Road stony and rough the greater part of the way.

29.—A small bazar, forming a long narrow street through which the road passes. Water from buoies and a nullah. Country undulated and well cultivated for the first 10 miles, it is then rocky and hilly for the remainder. Road good, with exception of the Muckundara pass, where it passes over rocks and large loose stones between hills covered with jungle for upwards of two miles.

No. 144.—FROM DELHI CANTONMENT TO MUTTRA.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Not.
			M.	F.			
British	Delhi*	Kissen Dass ka Talac	11	0	...	1	1
Bullum-gurgh.	Commissioner at Delhi ..	Furcedabad ..	10	0	..	3	2
		Peertullao or Peertal	13	4	..	..	3
British.	Goorgaon ..	Baminee Khera ...	13	0	...	...	4
		HORUL ...	15	0	...	...	5
		Chattah ...	15	0	...	...	6
		Jeyt ...	12	0	...	...	7
British.	Muttra ..	Muttra Cantonment.	10	0	...	...	8
		8 Total...	97	4	miles.		

1.—Supplies scanty, but procurable in abundance after due notice. Water plentiful. The road is very good for the first 5 miles, the remainder is heavy. Pass through the city of Delhi entering by the Cashmere gate and going out by the Turkooman gate. Pass the old Fort of Delhi and Humayun's tomb.

2.—A bazar. Water plentiful. A low rocky ridge runs parallel to the road on the right. Road bad for carts, intersected by numerous ravines and generally much cut up.

3.—A middle village. Water from tank and wells. Supplies should be taken on from Bullumgurgh or Pulwul, according to the direction of the march. Road good for first 6 miles, remainder low and under water after rains. Pass Bullumgurgh at 5½, Jhar Soutlee at 8, and Sickerree at 10 miles.

4.—A small village. Water from tanks and wells. A few buniahs' shops in the village, and supplies procurable from Pulwul and adjacent villages. Road good. Pass Bugoloh at 2, Alahpoor at 4½, Pulwul at 7, and Burolah at 11 miles.

5.—A town and bazar. Water from tank and wells. Road good. Pass Metrolee at 2½, Kuttahs at 5, and Buncharee at 9½ miles.

6.—A town and bazar. Water plentiful. Road pretty good. Pass Kotebund at 4½, Kossee, a town and bazar, at 8, Ajeejpoor at 10½, and Deethan at 12 miles.

7.—A small village. Supplies procurable from adjacent villages after due notice. Water from wells and a tank. Road heavy. Pass Semree at 4, Billowtee at 5, Akharpoor at 6½, and Chowmah at 9 miles.

8.—Road heavy sand and bad for wheel carriages. Pass through the city of Muttra.

* The road by the Kuttub Minar is better than the more direct one by Kissen Dass ka Talac, and the distances are to the Kuttub 13 4, and thence to Furcedabad 12 4.

No. 145.—FROM DELHI CANTONMENT TO NEEMUCH.

Jey-poor.	G. G.'s Agent Ajmere	Reinwal, as in No. 143	181	4			
		Phaggee ...	10	4	Bandee	...	1
		Chouslah ...	12	4	Mashee	...	2
		Malpoorah ...	11	4	...	...	3
		Deogong ...	14	0	...	...	4
		Kekree ...	13	4	...	...	5
		Koderah ...	14	0	...	...	3
		Shahpoora ...	15	4	Kharri	...	7
		NEEMUCH, as in No. 12	98	0			
		33 Total..	371	0	miles.		

1.—A town and bazar. Road heavy in parts. Country open and partially cultivated. Ford the Bandee muddy. Little water. Sandy bottom.

2.—A small village. Water plentiful. Supplies from diggee and neighbouring villages. Road heavy in some parts, in others very good.

3.—A large town. Water and supplies plentiful. Road good.

- 4.—A bazar. Water plentiful. Country open and road very good.
 5.—A large town. Supplies and water plentiful. Road very good.
 6.—A small village. Water plentiful and supplies procurable after due notice. Road good.
 7.—A large walled town. Supplies and water abundant. Road good, with exception of a short distance near the Kharrî muddy.

No. 146.—FROM DELHI CANTONMENT TO NUSSEERABAD.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
Kishen- British- gurbh. Jeypoor.	G. G.'s Agent, Ajmere ...	Samote, as in No. 143	142	4				
		Kaladehr or Kaladera	12	0	...	...	1	
		Kurrumsir	...	12	4	..	...	2
		Jobneer	...	10	0	..	...	3
		Akoda	...	13	0	...	...	4
		Doodoo	..	10	0	...	...	5
		Rehlana	...	10	0	..	..	6
		Consula	...	11	6	Mashee	...	7
		Kanhpora	..	11	4	..	...	8
		NUSSEERABAD	...	10	0	..	...	9
22 Total...			243	2	miles.			

1.—A small village. Water from wells. Supplies procurable after due notice, and may be taken on from Choumoo. Road good. Country hilly at first, but after the first 3 miles it becomes open and partially cultivated. Pass Choumoo at 6, Tankera at 8½, and Jug-singhpura at 10 miles.

2.—Supplies procurable after due notice. Water from wells. Country open, undulated, and partially cultivated. Road pretty good. Pass Dass at 2, Raethul at 8, and Bass at 11 miles.

3.—A town and bazar. Supplies and water abundant. Country and road as in last stage. Pass Kherree Lowaro at 3, Moorleppora at 6, and Dhanas at 8 miles.

4.—Water plentiful. Supplies procurable in abundance after due notice. Country undulated. Hills on left at a distance. Road pretty good.

5.—A large village and bazar. Supplies and water abundant. Country open and much undulated, and very partially cultivated. Road good.

6.—A small bazar and water from wells. Country and road as in last stage.

7.—A small bazar. Water plentiful. Country and road as above.

8.—A small village. 10 shops and supplies procurable. Water plentiful. Country and road as before.

9.—Ditto ditto ditto.

No. 147.—FROM DINAPOOR TO GHAZEEPOOR.

British	Ghazeepoor ...	To near Buxar, as in No. 131	69	4	...	...	2	
		Near Kuruntadee	...	2	4	Ganges	...	1
		Mahomedabad	...	13	0	...	...	2
		GHAZEEPOOR Cantt.	14	2	Bysoo	...	2	3
		4 Total...	99	2				

1.—Supplies abundant after due notice. Cross the Ganges by ferry at Buxar. Good boats.

2.—Bazar. Water plentiful. Road good.

3.—Ditto ditto ditto.

No. 148.—FROM DINAPOOR TO GORRUCKPOOR BY CHUPRAH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
British.	Chuprah	Lall Begwah ..	4	4	Ganges ..		1	
		Singhee Bagh ..	9	0			2	
		CHUPRAH Civil Station ..	10	4			3	
		Scraya ..	14	0			4	
		Maharajgunge ..	12	0			5	
		Sewan Allygunge ..	11	2			6	
		Burrangong ..	14	0	Dhaw ..		7	
		Butwah ..	6	4	Jerhie ..		8	
		Simore ..	12	0			9	
		Kusseah ..	16	2			10	
		Gorruckpoor ..	Pocowlee ..	15	3	Chota } Gunduck }		11
			Pipraith ..	12	0			12
			GORRUCKPOOR Cant. ..	11	4			13
13 Total...			148	7	miles.			

- 1.—Supplies procurable after due notice. Water plentiful. Cross the Ganges by ferry.
- 2.—A small bazar. Water plentiful. Road tolerably good along the left bank of the Ganges.
- 3.—Supplies and water abundant. Road very good.
- 4.—A small bazar, and supplies procurable in abundance from adjacent villages after due notice. Water plentiful. Road good.
- 5.—A good bazar and water from wells. Country level and well cultivated. Road good.
- 6.—Ditto ditto ditto ditto.
- 7.—Ditto ditto ditto ditto. Cross the Dhaw by temporary bridge under Allygunge.
- 8.—Small village. Supplies must be collected. Water from wells. Cross the Jerhie by temporary bridge. Road pretty good.
- 9.—Supplies abundant after due notice; must be collected from neighbouring villages.
- 10.—Supplies abundant after due notice. Water plentiful. Country level, well cultivated, and wooded with mangoe trees. Cross nullahs by temporary bridges.
- 11.—A bazar of a few shops, and supplies from neighbouring villages. Cross the river by ford and ferry. Country and road much the same as in last stage.
- 12.—A bazar. Water plentiful. Country level and well cultivated. Road good.
- 13.—Road heavy and bad, running through thick jungle nearly the whole way. Cross the nullahs by bridges.

No. 149.—FROM DINAPOOR TO HAZAREEBAGH.

British.	Patna ..	Bankipoor ..	7	0			1	
		Neema Nudawa or Neema Nowada. }	16	0	Pompoon...		2	
		Jehanabad ..	14	0			3	
	Gyah ..	Belah ..	16	0			4	
		GYAH ..	14	0			5	
		Kooslah ..	10	0			6	
	G. G.'s Agent Hazareebagh... }	Dunghye ..	17	0			7	
		HAZAREEBAGH, as No. 1 ..	43	2				
	11 Total...			137	2	miles.		

- 1.—Supplies and water abundant. Road very good. Encampment near the Golah.
 2.—A small bazar. Water plentiful. Country flat and cultivated, principally rice. Road good. Cross the muddy by ford and ferry.
 3.—A bazar. Supplies and water plentiful. Road good and country as in last stage.
 4.—A small bazar. Water plentiful. Country flat and partially cultivated. Hills seen at a distance.
 5.—Supplies and water abundant. Road good. Country low, rice fields, with rocky hills.
 6.—A bazar. Supplies and water plentiful. Road good.
 7.—A small bazar. Water plentiful. Road very good. Encamping ground rather confined.
 N. B.—A better division of the distance from Gyah to Dunghye is Bood Gyah 64 miles, Surwah 104 miles, Dunghye 10 miles.

No. 149½.—FROM DINAPOOR TO JUMALPOOR BY RAJMUHUL AND MALDA.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Bhaugulpoor	Rajmahul, as in } No. 88	214	7 ...	.. ..	.. ..
		Manickchuck ..	5	0	Ganges	..	1
	Maldah	Nougureah ..	12	0	Bagiretty ...	..	2
		MALDAH ...	12	0	..	..	3
		Mohudypoor ...	12	0	..	..	4
		Seebgunge ..	12	0	..	..	5
	Baulcah	Huzroopoor Nuwabgunge ...	12	0	Maha Nuddy	..	6
		Godagurry ...	9	0	..	..	7
		Komurpoor or Kommeerpoor ...	10	0	..	..
		JUMALPOOR, as in } No. 90	143	4	..	..
41 Total...			442	3	miles.		

- 1.—Supplies procurable after due notice. Water plentiful. Cross the Ganges by ferry at Rajmahul.
 2.—Supplies and water plentiful. Road passable only in the dry season, being inundated in the rains. The muddy is fordable except in the rains.
 3.—Supplies and water in great abundance. Road as in last stage. Nullah fordable in dry season.
 4.—Supplies and water abundant. The road is raised throughout, and is very good. Nullah crossed by wooden bridge.
 5.—Supplies and water procurable in abundance. Road good. Nullah deep and rapid in the rains, and in dry weather the banks are steep. No public ferry. Boats can be collected in a day, and must be paid for.
 6.—Supplies and water plentiful. Road tolerably good in dry season, but inundated in the rains. There are 2 public ferry boats at Nuwabgunge ghat on the Mahanuddy, and a sufficient number can be collected on hire in a day or two to cross a regiment.
 7.—Supplies procurable after due notice. Road passable with ease in dry weather.

No. 150.—FROM DINAPOOR TO KATHMANDOO.

British.	Patna	Bankipoor ...	7	0	..	..
		Hajeeipoor ...	8	2	..	..	1
	Muzufferpoor ...	Lallgunge near } Singha	14	0	..	..	2
		Buckrah ...	13	0	..	..	3
		Dewree or Deorea ...	13	0	Byah	..	4

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
British.	Chuprah	Sahibgunge ...	14	0	...	...	5
		Boputpoor ...	10	0	...	...	6
		Purkowleca ...	10	0	...	...	7
		SEGOWLEE or Su- gowlee ... }	10	0	...	...	8
		Bella ...	7	0	Sekranch...	...	9	
		Mijereah ...	7	0	Tillawee Nuddy }	...	10	
		Moorlee ...	8	0	...	...	11
		Bissowleca ...	10	0	...	...	12
		Beecheakoh ...	12	0	...	...	13
		Hetoundah ...	13	0	Kurro Raptree crossed 22 times }	...	14	
Nepal.	Resident at Kathmandoo	Bheempedee ...	13	4	...	...	15
		Tambh Kaunnee ...	8	0	...	...	16
		Chitlong ...	7	0	...	...	17
		Thancote ...	6	0	...	...	18
		KATHMANDOO Re- sidency ... }	7	0	...	...	19
		20 Total...	197	6	miles.			

- Supplies and water abundant. Cross the Ganges by public ferry, opposite Patna. Plenty of good boats procurable.
- Supplies procurable. Water abundant. Country well cultivated and thickly studded with villages. Road good.
- Ditto ditto ditto ditto.
- Ditto ditto ditto ditto.
- Ditto ditto ditto ditto.
- Ditto ditto ditto ditto.
- Ditto ditto ditto ditto.
- Supplies procurable. Water plentiful. There is a bungalow and depôt belonging to the resident of Nepal, on the bank of the Sekranch muddy, 1 mile north of Segowlee. A dak Mutsuddee stationed here.
- The Sekranch is fordable in 2½ feet water during the fair season, but in the rains it overflows its banks on the north, and reaches nearly to Bella.
- Open country. Road indifferent.
- Ditto ditto.
- In the Terrai, on border of great forest. Water here very bad.
- This stage lies entirely through the great forest. Beecheakoh is in the channel of a torrent. Road level and good, but occasionally obstructed by fallen trees. There is a good Durumsala, (built of brick and tiled) on a rising ground at the foot of the first hills. The Khola or bed of the Beecheakoh torrent affords pretty good encamping ground in the dry months, and a supply of clear wholesome water.
- This stage takes up the bed of the torrent, and over the Chureeaghatty range of hills at 8 miles, thence an easy descent and pretty good road through a forest to Hetoundah. Carriage cattle cannot go beyond this place. Cross the Kurro muddy 1½ miles below Hetoundah in 2 feet water. There is a Durumsala for the accommodation of travellers here, and a good spot of ground for a tent.
- This stage goes up the bed of the Raptree torrent between hills of great height, covered with nearly impervious wood over-hanging the road on either side. There is also a Durumsala for the accommodation of travellers here.
- This stage takes over the Cheespane mountain. Steep ascent and descent. Cheesgurhee fort near the top. Tambh Kaunnee is in the bed of a torrent.
- This stage takes up the bed of the Tambh Kaunnee torrent between mountains, then over the Ekdunta mountain into the Chitlong valley. Fine encamping ground in a romantic spot about a mile in advance of Chitlong.
- This stage takes over the Chandra-Gir mountain, a difficult ascent and descent to Thankote in the valley of Nepal. Good encamping ground and provisions procurable.
- This stage is entirely in the valley of Nepal. Ground very broken. Road pretty good, leads through the city or on its left.

No. 151.—FROM DINAPOOR TO MULLYE BY MUZUFFER-POOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Muzuffernugur..	To Hajeepeer, as in No. 150...	15	2			
		Et barkhan ke Serai..	8	3	Byah	1	2
		Mircha	16	2		2	2
		Muzufferpoor	10	3			3
		Mullye, as in No. 91	50	4			
		10 Total...	100	6	miles.		

1.—A small bazar. Water from wells. Wood and earthen pots scarce, and must be collected. Road good.

2.—Supplies scarce, but procurable after due notice. The Byah and nullahs are fordable for about 6 months in the year, and are crossed by ferry or temporary bridges during the remainder of the year. Road good.

3.—Supplies and water abundant. Road usually excellent.

No. 152.—FROM DINAPOOR TO PURNEAH BY POOSAH, DARBUNGA AND NATHPOOR.

British.	Muzuffernugur..	To Hajeepeer, as in No. 150..	15	0							
		Kundhoulee	12	0			1				
		Hurlochunpoor	12	0	Byah	1	2				
		Sooke ..									
		Poosah	11	0	Little	2	3				
		Chuck Missee	8	0	Gunduck						
		DARBUNGAH	8	0	Little Bag	...	5				
					muttee &						
		Soorie Puttee or Shoree Puttee...	10	0	Buckiah..	..	6				
					Kumlah						
		OoJan	12	0	and	..	7				
		Bejah	12	0	Jewutch						
		Purneah	...	...	Kumlah, branch of	..	9		
					Soopoul			12	0	Tiljooga	
					Mahespoor			14	0	and	1	10
	Munglee Serai				14			0	Muhnee	1	11
	NATHPOOR				8			0	Daose	1	12
	Gurreeh				5			0	Koosee	1	13
	Syfgunge				11			0	Kumlah	3	14
	Hansah or Goon- muttee	11	0	..	..	15			
Jagaillee	12	0	..	..	16				
PURNEAH	14	0	Khata	..	17						
20 Total...	201	6	miles.								

- 1.—Supplies must be collected. Water plentiful. Road inundated in rains, and much out of repair.
- 2.—Supplies must be collected. Water abundant. Byah and Nullah fordable during half the year, and passed by ferry or temporary bridges during the other half.
- 3.—A good bazar. Water plentiful. Cross the Little Gunduck by ferry at the end of the march. Nullah fordable except in the rains.
- 4.—A small village. Supplies must be collected.
- 5.—Supplies and water in great abundance. Cross the river by ferries, the latter at the end of the stage.
- 6.—A small village. Supplies must be collected. Water plentiful. There are boats in abundance on the Kunalah and Jewutch, and more can be collected when required; the latter partakes more of the nature of an extensive jheel than a nuddy, and is fordable, except during the rains and for a short time after.
- 7.—Supplies and water abundant. Road good; in this branch of the Kunalah there is water only for 4 months in the rains.
- 8.—Supplies and water plentiful after due notice. Road good.
- 9.—Supplies and water abundant after due notice. Road good. Cross Tiljooga by ferry. The Muhnce becomes dry after the rains.
- 10.—Supplies scarce and must be collected. Nullah fordable.
- 11.—Ditto ditto ditto ditto. Cross nuddy by ferry.
- 12.—Supplies and water abundant. Nullah fordable.
- 13.—Supplies and water procurable in abundance. Cross the river by public ferry and nullah by ford. Road mostly across heavy sand in the dry bed of the river during the dry season. The Koosee is divided into 3 channels at this ghat, at each of which boats are kept up.
- 14.—Supplies procurable without difficulty after due notice. Road indifferent. Nullah fordable. Kunalah is fordable in dry season, and boats ply on it in rains.
- 15.—Ditto ditto ditto ditto.
- 16.—Ditto ditto ditto ditto.
- 17.—Ditto ditto ditto ditto. River and nullah are fordable in dry season, and boats ply on them in the rains.

No. 153.—FROM DINAPOOR TO SHEERGHATTY.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Gyah	Gyah, as in No. 149..	67	0			
		Chirkee ..	10	0			1
		SHEERGHATTY ..	11	0			2
		7 Total...	88	0	miles.		

- 1.—Small village. Supplies from surrounding villages. Road good.
- 2.—Road good, and supplies abundant.

From Sheerghatty to Chittra two stages, viz. Looseengah 16 miles, and Chittra 10 miles. Road pretty good. At the 6th mile in the stage, the road leads up a Ghat about a mile in length, not very steep, but hackeries require assistance in ascending it.

No. 154.—FROM ETAWAH CANTONMENT TO FUTTEHGURH.

British	Etawah	Moonjh ...	13	4	Singoor ...	1	1	
		Kissunee ...	12	0	...	...	2
	Futtehgurh	Binscah ...	11	0	Rind ...	...	3
		Left Bank Kalli	10	4	Eesun & Kalli Nuddy	}	...	4
		Nuddy near						
		Bhorekpoor						
FUTTEHGURH ...	14	4	...	...	5		
5 Total...			61	4	miles.			

- 1.—A large village on a Mound, about $\frac{1}{2}$ of a mile to the right of the road. Supplies procurable in abundance after due notice. Water from wells. Road good. Nuddy and nullah fordable.
- 2.—A small village. Supplies from adjacent villages. Water from wells. Road pretty good.

3.—A large village and bazar. Water from a jheel and wells. Road good. Nuddy fordable.

4.—Supplies from Bhorekpoor and adjacent villages, and from Chibberamow, distant 3 miles south-west. Water from the Kally Nuddy. Ford the Eesun, and pass the Kally by ferry or temporary bridge of boats.

5.—Road very narrow, and heavy sand in several places.

No. 155.—FROM ETAWAH CANTONMENT TO GWALIOR RESIDENCY.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nuddies.	Nos.
			M.	F.			
British Scindehs.	Etawah Resident at Gwalior...	Bindeapoor	12	0	Jumna	...	1
		Birgowah	11	6	Chumbul and Ko- haree ...	...	2
		Bhind	6	0		...	3
		Maigowah or Ma- hengwah	12	0	...	4	
		Gohud	13	6	...	5	
		Bahaderpoor	11	4	Baislee twice & Omrar	...	6
		Juruirwa	8	6		...	7
		Gwalior Residency.	8	0	Soowanreka	...	8
8 Total...			83	6	miles.		

1.—A small village. Water from wells. Supplies must be collected. Cross the Jumna by ferry just below the town of Etawah. Road to the ghat through ravines, and after passing the river it winds through deep narrow ravines for about 3 miles, and is in many parts of this distance barely wide enough for one cart. After quitting the ravines the road is good and passes through a highly cultivated country.

2.—Supplies procurable after due notice to Gwalior authorities. Encampment on right bank of the Koharee on broken uneven ground. Extensive ravines on both banks of this nuddy. Cross the Chumbul by Terry. Fordable for elephants and camels in December. Road indifferent.

3.—Large town. Supplies and water abundant. Encampment near a tank on west side of the town. Road indifferent.

4.—Supplies procurable from surrounding villages. Water from wells. Road good. Country open.

5.—A large walled town, on the south, or right bank of the Baislee Nuddy. Supplies and water abundant. Encampment on north bank of the river opposite the Town. Road good.

6.—Supplies must be collected from surrounding villages. Water plentiful. Road pretty good. Ford the Baislee at the commencement of the March and again about half way. The Omrar occurs at the end of stage, and the encampment is on its left bank, immediately opposite to Bahaderpoor.

7.—Small village. Supplies must be collected. Water from the Omrar Nuddy which runs close to the village. Road good. Fine encamping ground north of the village.

8.—Supplies and water plentiful. Encamping ground close to the residency. Road pretty good. Passes through the old town of Gwalior, north of the fort.

No. 156.—FROM ETAWAH CANTONMENT TO LUCKNOW BY BELAH AND NANAMOW GHAT.

British.	Etawah	Gopeegunge	11	4	...	1	1
		Etarolee	8	4	Singoor	...	2
	Belah	Bicarab	10	0	...	1	3
		Belah	10	4	Rind	...	4
	Cawnpoor	Jainpoor	12	4	...	...	5
		Makunpoor	9	0	...	...	6
		NANAMOW	8	4	Eesun	...	7

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Oude.	Resident at Lucknow...	Nobutgunge ...	2	4	Ganges ...	...	8
		Near TUCKEAK ...	14	0	...	...	9
		Meahgunge ...	10	4	...	...	10
		NOELGUNGE ...	10	0	Sye ...	...	1
		Near Futtehgunge...	8	0	...	...
		LUCKNOW Cantt. ...	11	0	Goomty ...	...
		13 Total...	132	0	miles.		

- 1.—Supplies abundant. Water plentiful and good. Road good through a fertile country.
- 2.—Supplies procurable in abundance after due notice. Water plentiful. Country and Road as in last stage.
- 3.—Supplies &c. as in last stage. Good water rather scarce. Country and road as above.
- 4.—A bazar. Water abundant. Country and road as before.
- 5.—Supplies from Tutteah and other neighbouring villages. Water rather scarce but good. Country and road as before.
- 6.—A bazar. Water plentiful. Road bad, being heavy sand in parts and intersected by ravines in others. Country but partially cultivated.
- 7.—A small bazar on right bank of the Ganges. Water plentiful. Road rather heavy. Country fertile.
- 8.—A small bazar. Supplies abundant after due notice. Water plentiful. Cross the Ganges by ferry. Good boats.
- 9.—A bazar. Supplies and water abundant. Road indifferent.
- 10.—A town and bazar. Supplies and water abundant. Road pretty good.
- 11.—A good bazar and water abundant. Road good. Cross the Sye and Nullah by bridges. Good ground for encampment on west of the village, where the road from Cawapore to Lucknow joins.

No. 157.—FROM ETAWAH CANTONMENT TO MUTTRA.

		Etimodpoor, as					
		No. 8 reversed...					
British	{	Agra ...	Kundowlee ...	12	0	...	1
		Muttra ...	Buldeo ...	15	6	...	2
			MUTTRA Cantonment	12	0	...	3
		4 Total...		98	6	miles.	

- 1.—A small bazar and water from wells. Road pretty good. Country open and partially cultivated.
- 2.—A bazar. Supplies and water abundant. Road and country as before.
- 3.—Road sandy and heavy in some parts. Country as above. The Jumna is crossed by a bridge of boats, except during the rains when plenty of good ferry boats are readily procured.

No. 158.—FROM ETAWAH CANTONMENT TO MYNPOORIE CANTONMENT.

British	{	Etawah ...	Machera ...	12	4	Singoor ...	1
		Mynpoorie ...	Rutbhanpoor ...	10	0	...	2
			MYNPOORIE Cantt....	10	0	Eesun ...	3
3 Total...		32	4	miles.			

- 1.—Supplies must be collected. Water from kutchra wells. Road good.
- 2.—Road pretty good. Supplies procurable after due notice. Water from wells.
- 3.—Road good—pass through part of the town of Mynpoorie. Ford the nullah and cross the Eesun by a pukka bridge.

No. 159.—FROM FORT WILLIAM TO DIAMOND HARBOUR

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Calcutta	Thackoor Pookria ...	7	0			
		Rajhath ...	10	0			
		DIAMOND HARBOUR Ghat at Godowns ...	12	0	...	...	1
		3 Total...	29	0	miles.		

1.—A made road the whole way. Supplies procurable in abundance, and water plentiful.
 N. B.—This distance may be made into two stages by halting at Bishenpoor.

No. 160.—FROM FORT WILLIAM TO MIDNAPOOR BY BUDGE BUDGE.

British.	Calcutta	Budge Budge ...	12	0	...	...	1
		Oolabareah ...	5	0	Hooghly ...	...	2
	Hooghly	Right Bank of the Damooda River ...	7	5	Damooda ...	...	3
		Right Bank of the Roopnarain River at Koila Ghat ...	7	6	Roopnarain ...	...	4
	Midnapoor	Right Bank of the Khatan or Kossye River at Panchkoora Ghat ...	11	0	Khatan ...	...	5
		Debrah ...	9	0	...	...	6
		Moonibgurh ...	8	0	..	...	7
		MIDNAPOOR ...	8	0	Kossye ...	...	8
8 Total...			68	3	miles.		

- 1.—Supplies procurable. Water abundant. A good made road the whole way.
- 2.—Ditto ditto ditto. Cross the Hooghly by ferry at the end of the stage.
- 3.—Supplies procurable after due notice. Water plentiful. A good made road. Cross the Damooda by ferry at the end of the stage.
- 4.—Ditto ditto ditto. The Roopnarain is crossed at the end of the stage by ferry.
- 5.—Ditto ditto ditto. Cross the river at the end of stage the by ferry.
 N. B.—The road from Tumlook joins here.
- 6.—Supplies procurable and water plentiful. Good made road.
- 7.—Ditto ditto ditto.
- 8.—Ditto ditto ditto. Cross the Kossye at the end of the 24 mile by ferry in the rains and by ford during the fair season.

No. 161.—FROM FUTTEGHURH TO LUCKNOW CANTONMENT BY NANAMOW GHAT.

British	Cawnpoor	Meerunke Scrai as No. 114 ..	33	2			
		Urroul ...	9	4			
		Nanamow ...	7	0	...	...	1
		LUCKNOW CANTT. as in No. 156 ...	61	4			
11 Total..			111	2	miles.		

1.—Road rather heavy. Pass Mendua or Merua at 1, and Bacootee at 24 miles.

No. 162.—FROM FUTTEHGURH TO MEERUTT BY KHASGUNGE, ATROWLEE, AND BOOLUNDSHEHUR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Futtehgurh ...	Beroun ...	8	6	...	...	1
		Newabgunge ...	7	2	...	...	2
		Allygunge ...	15	4	...	...	3
	Budaon ...	Parowlee ...	12	4	...	...	4
		Sirpoora ...	10	0	...	...	5
		Umapoor ...	10	0	...	...	6
	Ally Gurh ...	KHASGUNGE ...	9	0	...	...	7
		Booragawn ...	13	3	...	...	8
		Atrowlee ...	15	2	Neemnuddy	...	9
	Boolundshehur ...	Chourera ...	10	5	...	...	10
		Shikarpoor ...	14	2	...	...	11
		Boolundshehur ...	13	0	Kalli Nuddy	...	12
Meerutt, as in No. 35		42	4				
16 Total . . .			182	0	miles.		

1.—A small village; water from wells. Supplies must be collected or taken on from Furruckabad. Road in many parts heavy and bad for carts. Enter the city of Furruckabad by the Lal Durwara at 34, and pass out of ditto at 54 miles. The road through the city is broad and good.

2.—A small bazar. Supplies from surrounding villages. Water from wells. Country open and partially cultivated. Road heavy and bad for carts. Pass Mahomedpoor at 3, Beg at 5, and Sirmoora at 54 miles.

3.—A town and good bazar surrounded by a low mud wall. Supplies and water plentiful. Country flat, cultivation and patches of bush jungle. Road heavy and bad for carts. Ruts deep. Pass Beerpoor at 14, Saempoor at 3, Teoree at 34, Futunpoor at 44, Bullipoor at 44, Kulwara at 54, Achera at 64, Jerhurce at 74, Nongawn at 9, and Aurrowlee at 104 miles.

4.—A small village. Supplies scanty but procurable from Doogrie 24 miles west. Good well water. Country and road as in last stage. Pass Buchowra at 34, Joorra at 7, Derowlee at 74 and Kussowlee at 104 miles.

5.—A middling village and small bazar. Water from wells and tanks. Country and road as above only rather more bush jungle. Pass Kulburree at 14, Surawal at 54, Nibona at 64, Soonera at 84, and Pahlod at 9 miles.

6.—A small bazar and supplies procurable from surrounding villages. Water from wells. Country and road as above. Pass Raepoor at 2, Urjunpoor at 54, and Bachwai at 74 miles. Collector's Kutcheree close to Sirpoora.

7.—A large town and bazar. Good well water. Country open and undulated. Soil sandy and partially cultivated. Road very heavy and bad for carts. Pass Luckmepoor at 5 miles.

8.—Six Baniahs shops, and supplies from surrounding villages. Water from wells and the Neemnuddy. Country open. Soil sandy and partially cultivated. Road pretty good. Pass Birson at 4, Dhoolia at 7, and Belouma at 104 miles.

9.—A large open town. Supplies and water abundant. Country open and partially cultivated, some patches of thin bush jungle between Churra and Tentha. Road pretty good. Pass Bahadurpoor at 14, Dhunsari at 24, Churra at 34, and Tentha at 94 miles. At 4 of a mile from Booragawn cross the Neemnuddy by pretty good ford.

10.—A middling village 4 mile to right of the road. Encamping ground on left bank of the Kalli nuddy immediately opposite the village. Supplies must be collected, and are procurable from Fururawlee and other adjacent villages. Water from the Kalli. Country open and but partially cultivated. Road good. Pass Kazimabad at 44, Rempoor at 54, and Fururawlee at 8 miles.

11.—A town and good bazar. Water from wells. Country open and partially cultivated. Road a pretty good hackery track. Pass Burowla at 5, Laiber or Lollneir at 8, and Burrason at 14 miles.

12.—Country and road as in last stage. Pass Kylawun at 24, Saleempoor at 5, Tirsoon at 54, Mukermpoor at 84, and Dhutara at 94 miles. Cross the Kalli under Boolundshehur by a good ferry boat which plies here in the rains.

No. 163.—FROM FUTTEHGURH TO MYNPOORIE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Futtehgurh ..	Mahomedabad ..	13	4	{ Kalli Nuddy	1
		Bewur ..	11	6			
	Mynpoorie ..	Bowgong ..	8	0			
		Mynpoorie Cantt. ..	7	0			
4 Total ..			40	2	miles.		

1.—A bazar. Water plentiful. Country low, flat and cultivated. Road generally much cut up and bad.

No. 164.—FROM FUTTEHGURH TO SEETAPOOR.

British.	Futtehgurh ..	{ Left Bank Ganges at Hussainpoor Ghat ... }	2	4	Ganges ..	1
			Oude.	Resident at Lucknow ...	Kurruckpoor ..	6	0	Ramgunga ..	2
Pawley ...	9	4			..	3
Shahabad ...	12	0			Guerra ..	4
Antowrah ..	8	4			..	5
Peyaanee ..	9	3			..	6
Left Bank Goonty near Moondha }	8	0			Goonty ..	7
Mahowly ..	11	0			..	8
SEETAPOOR Cantt. ..	16	0			..	2
9 Total ..					82	7	miles.

1.—Supplies from Futtehgurh. Water from the Ganges. Cross the river by ferry and pass over a heavy sand in its bed.

2.—A small bazar. Water plentiful. Country open, flat and cultivated. Road pretty good, cross the Ramgunga by ferry at the end of the stage.

3.—A bazar. Supplies and water abundant. Country and road as in last stage. Ford the nullah.

4.—A small bazar and supplies procurable after due notice to the Oude authorities. Country partially cultivated and road bad. Water good and plentiful. Cross the Guerra by ferry, and ford about 1/2 mile E. of Pawley.

5.—A small bazar and supplies procurable as above. Water plentiful. Country flat and partially cultivated. Some bush jungle. Road bad. The nullah thigh deep.

6.—A small bazar. Supplies must be collected when required in large quantities. Water good and plentiful. Country flat, thin cultivation and wood jungle. Road bad.

7.—Supplies procurable from Moondha, and other neighbouring villages. Cross the Goonty at the end of the march by ford. Usual depth of water in dry season 3 feet. Country open, flat and pretty well cultivated. Road tolerably good. Moondha is 4 miles off.

8.—A large village and bazar. Water plentiful. Open country, partly cultivated. Road indifferent, first part sandy. Cross the nullah by temporary bridge. Water about 4 feet deep.

No. 165.—FROM FUTTEHGURH TO SHAHJEHANPOOR CANTONMENT.

British	Shahjehanpoor ..	Jellalabad, as No. 68	28	0	Ramgunga	..	1
		Kant	11	0	..		
		SHAHJEHANPOOR Ct.	10	0	Guerra ..			2
3 Total ..			49	3	miles.		

1.—A small bazar. Supplies from surrounding villages. Water plentiful. Country flat, open and very partially cultivated. Road indifferent. Pass Obereea at 2½, Pureona at 2½, Arooa at 5, and Bhareera at 6 miles.

2.—Road pretty good. Country as in last stage. Pass Piprool and Azeegunge. Cross the Gurra by ferry under Azeegunge, and from thence to the lines the road leads through the city of Shahjehanpoor.

No. 166.—FROM GHAZEEPOOR TO GORRUCKPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.					
			M.	F.								
British.	Ghazeepoor ..	Kahgudeepoor ..	15	6	Bysoo & Munghie }	..	1					
		Bahadergunge ...	10	2				..	1	2		
	Azimurh ..	Left Bank of the } Surjoo at Mhow. }	8	4	Surjoo ..	..	3				
		Ghosee ..	10	0				4		
	Gorruckpoor	Dhooree Barhul ..	13	0	Gogra	5				
			Gugya or Ghuga ..	12	0				2	6
			Bellipar ..	10	0				7	
			GORRUCKPOOR Cant.	12	0				Amee & Raptee }	..	8	
8 Total..	91	4	miles.									

1.—A small village. Supplies procurable in abundance after due notice. Water plentiful. Road good. At 7 miles cross the Bysoo by good ford, and at 12 miles cross the Munghie by a pucca bridge.

2.—A large village and bazar on the right bank of the Surjoo river. Supplies and water plentiful. Road pretty good. Cross dry nullah at the end of the stage.

3.—A large straggling town on the right bank of the Surjoo, which is crossed by very good ford just below the town. Supplies and water plentiful. Road good through a partially cultivated country.

4.—Supplies procurable after due notice. Water from wells. Road pretty good.

5.—A bazar on left bank of the Gogra river, which is here confined to one channel, and is crossed by 10 good ferry boats.

6.—A small village. Supplies scarce, but procurable after due notice. Water plentiful. Road tolerably good. The nullahs are passed by ferry free of expense to troops and public stores.

7.—Ditto ditto ditto.

8.—Cross the Aurnee by a temporary bridge, and the Raptee by ferry at the Bhowaparghat. Road pretty good from November to June, but quite impassable in the rains.

No. 167.—FROM GHAZEEPOOR TO HAZAREEBAGH.

British	Ghazeepoor ..	Zumaneah* ..	10	0	Ganges ..	..	1
		Cuddasur ..	11	0				..	2
	Benares ...	NOBUTPOOR ..	9	4	..	..	3
		Hazareebagh, as in } No. 1 ..	161	6			
10 Total...		192	2	miles.			

1.—A large town on right bank of the Ganges. Supplies and water plentiful. Cross the Ganges by ferry and nullah by a bridge. Road pretty good.

2.—Supplies procurable. Road indifferent.

3.—A bazaar and water plentiful. Road indifferent.

* N. B. There is a more direct route to Sasseram thus : Right bank Ganges 2½, Zumaneah 10, Kaytancee 10½, Moutanee 11, Koorumabad 12, and Sasseram 12, fording the Kurumnassa and Durgowtee rivers.

No. 168.—FROM GHAZEEPOOR TO JUANPOOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Ghazeepoor ..	Nundgunge ..	10	2	Ganghie	8
		Syedpoor ..	12	4			
		Behree ..	8	0			
	Jaunpoor ..	Chundwuck ..	7	0	2
		Mooftigunge ..	12	0			
		JAUNPOOR Cantt. ..	11	0			
6 Total..			60	6 miles.			

1.—Supplies easily procured. Water good, and road very good. Encamping ground confined and bad.

2.—Road very good. Supplies abundant, and good water from wells.

3.—Road good. Supplies abundant, and water from 2 pucca wells. Nullahs shallow.

4.—A fine road. Supplies and water abundant. Cross the Goomty by fine pucca bridge, and encamp near the Cantonment.

No. 169.—FROM GHAZEEPOOR TO MULLYE BY CHUPRAH AND MUZUFFERPOOR.

British.	Ghazeepoor ..	Mahomedabad ..	14	2	Bysoo ..	2	1
		Lutteodhee or Sutoodhee ..	10	0	Munghie ..	5	2
		Left Bank of the Surjoo, opposite Burragong ..	10	0	Surjoo ..	1	3
		Bulleah ..	8	0	Kuttehur ..	..	4
		Huldee ..	10	0	..	..	5
		Mudbunee ..	12	0	..	..	6
	Chuprah ..	Left Bank Dewah River at Manjee Ghat ..	6	0	Dowah or Gogra ..	..	7
		Chupra Civil Station ..	12	0	..	..	8
		Runpoora or Ry-poor ..	10	0	..	..	9
		Mukair ..	12	0	..	..	10
	Muzufferpoor ..	Buckra ..	8	0	Ganduk, ..	..	11
		Koorunjadhee ..	19	0	Byah ..	..	12
		Muzufferpoor ..	10	0	..	..	13
		Mullye, as in No. 91 ..	50	4	..	..	..
17 Total...			182	6 miles.			

1.—A bazar and water plentiful. Road good. Temporary bridge and ferds.

2.—A small village. Supplies scarce and must be collected by previous notice. Water from wells. Road pretty good. Cross the muddy and nullahs by bridges.

3.—Supplies and water abundant. Road good. Surjoo crossed by ford and ferry. Nullah inconsiderable.

4.—Supplies procurable in abundance after due notice. Water plentiful. Road good. The Kuttehur is crossed at the end of the stage by ferry in the rains, and by a temporary bridge during the remainder of the year.

5.—A small village. Supplies scarce and must be collected from a considerable distance. Water sufficient and road good. Nullahs dry after the rains.

- 6.—Ditto ditto ditto.
 7.—Supplies and water procurable in abundance. Cross the river by ferry. Plenty of good boats.
 8.—Supplies and water plentiful. Road pretty good.
 9.—Good road. Water plentiful and supplies procurable from adjacent villages.
 10.—Road very good in dry season, but partly under water in the rains. Supplies and water plentiful.
 11.—Road pretty good. Cross the Gunduk at Rewah Ghat. Public ferry, and no charge for crossing troops. A bazar and water plentiful.
 12.—Supplies must be collected. The Byah is fordable about 6 months in the year, and boats are procurable when it is not. Road good.
 13.—Good road. Supplies and water abundant.

No. 170.—FROM GOONAH TO MHOW.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.	
			M.	F.				
Rajgurbh & Nursingurh Scindea's	Resident at Gwalior ...	RAGOOGURH ...	16	4	1 Nuddy	12	1	
		Burkhera ...	12	0	Parbuttee	3	2	
		Chachowra ...	12	0	...	...	3	
	Pol. Agent at Sehore ...	Sundoria ...	11	4	...	...	5	4
		Beorah ...	7	0	...	...	5	5
		BHOPALPOOR Old Cantonment ...	11	0	Ajnar	...	3	6
		Kujneer ...	9	2	Neewuj	...	4	7
		Golautee ...	10	3	...	...	2	8
		Left Bank of the Kalli Sind, opposite Sarungpoor.	8	0	Kalli Sind	...	4	9
		Soneyra ...	9	3	...	...	4	10
SHAHJEHANPOOR ...	7	2	Teelur or Cheelur.	...	2	11		
Dewas	Resident at Indore ...	Jonkur ...	15	1	Lookunder	10	12	
		Tonk, (Purbia) ...	9	1	...	...	2	13
		DEWAS ...	12	1	Chota Kalli Sind	...	2	14
Holkar's		Duckaitch ...	9	6	Sipra	...	3	15
		Indore ...	13	0	Kaan	...	5	16
		MHOW Cantonment ...	13	6	Gumber	...	5	17
		17 Total...	185	4	miles.			

- 1.—A good bazar and water abundant. Country hill and dale the whole way. Road a good hackery track. Pass through town of Leynugurh Bujnurgurbh at 11 miles.
- 2.—Supplies procurable and water plentiful. Road indifferent. Cross the Parbuttee river by a pretty good ford near the end of the stage.
- 3.—A good bazar and water plentiful from wells. Road an indifferent hackery track.
- 4.—Supplies must be collected from surrounding villages. Water from wells and a nullah. Road stony and bad through a dreary country with alternate hill and dale.
- 5.—A bazar and water from the Ajnar river. Road an indifferent hackery track.
- 6.—Supplies scarce and must be collected. Water from the Neewuj river. Hackery track very circuitous. Country bleak, stony, and undulated.
- 7.—A good sized village. Small bazar and market on Sundays. Water plentiful from wells and nullahs. Road good. Country much undulated and covered with grass jungle, thinly interspersed with dak trees. Pass Dabree at 1, Banskherree at 3, and Koorra at 5 miles. The Neewuj is crossed by ford soon after starting, 200 yards wide, banks steep, and bottom of rock and loose stones, depth of water in dry season from 1 to 1½ feet.

8.—A middling village. Two buniahs. Supplies must be collected from surrounding villages. Water from wells. Country open and slightly undulated. Little cultivation, except immediately round the villages. Road good. Pass Dobree at 2½, Amlaroree at 4½, Dasmunda at 6, and Sheerpore at 9½ miles.

9.—Sarungpoor is a large open town on right bank of the Kalli Sind river. Supplies and water plentiful. Road good. Country open and partially cultivated. Pass Borakheree at 2½, and near Tillinee at 6 miles. Cross the river at the end of the march by ford. Bed 400 yards wide, bottom of rock in ledges and sand. Water shallow during the dry season.

10.—A small bazar and supplies from neighbouring villages. Country level and pretty well cultivated. Road good and no impediment, except at the first nullah, which is miry at the ghat and bad for carts. Pass Punwarah at 6, and Peerkheree at 8 miles.

11.—A large town on left bank of the Teelur river. Supplies and water abundant. Ground for encampment on the left bank of the muddy, just above the town. Country undulated and raised into low ridges and knolls. Cross the muddy by good ford at the end of the march.

12.—A bazar and market on Mondays. Water plentiful. Country hilly. Road rough, and covered with small loose stones. Pass Dullode at 3, Bhullakheree at 4, Anka at 6, Dewanee at 7½, and Serowlee at 11 miles. The rivers and nullahs are all crossed by good fords.

13.—A middling village. Three buniahs, and supplies from surrounding village. Water from wells and a nullah. Country open, undulated, and pretty well cultivated. Soil black mould, and road full of fissures and holes. Pass Peeplee at 4½, and Bherwakheree at 8 miles.

14.—A large town and bazar. Water and supplies plentiful. Country and soil as in last stage. Road pretty good. Pass Seah at 6, and Bilawulee at 9 miles. Nuddies and nullahs fordable.

15.—A middling village. Five buniahs, and supplies from surrounding villages. Water abundant. Road good. The country between Dewas and the Sipra is slightly undulated and slopes to westward from a cluster of hills called the Nagde Pahar, lying to eastward of the road, and distant from it 3½ miles. Soil a deep black mould and pretty well cultivated. Pass Bowlee at 2, Resoipoor at 3½, Lohar Peeplee at 5½, and Peerkurarae at 7 miles. Cross the Sipra by rough ghat (ford), but not difficult.

16.—Road tolerably good in dry weather. Pass Lusolda at 1, Manglea at 4, Tillawulee at 5, and Jelode at 7½ miles. Kaan and nullahs fordable.

17.—See. No. 9.

No. 171.—FROM GOONAH TO NEEMUCH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Amcer Khan's Scindea's	Resident at Gwalior ...	Durnowda ..	16	0			
		Bholone or Boolain ..	9	0	Parbuttee	1	1
		CHUBRA ..	8	4	Bytaillee ...	2	2
Kotah.	Pol. Agent at Kotah ...	Barode ..	10	0	...	...	3
		Sartul ..	12	0	...	...	4
		Benace ..	12	0	Purwan & Chappee	...	5
		Itchnawar ...	13	0	...	...	6
Scindea's	Pol. Agent at Kotah ...	JALRA Patun ...	10	0	...	...	7
		Left Bank of the Ahoo at Bulwara. }	7	6	Ahoo ..	5	8
		Oosarah Mullar-gunge ... }	10	4	Rewah ...	11	9

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Holkar's.	Pol. Agent at Neemuch ...	BHANPOORAH,	10	4	Rewah ...	4	10
		(west Gate of) ...					
		Bara Bhumoree ...	14	6	Nuhsir ...	11	11
		Rampoorah, (west-	9	1	Chumbul ...	4	12
		ern Gate of) ...					
		Kuckresir ...	11	0	Toolsee ...	11	13
		Sawan ...	13	6	11	14
NEEMUCH Cantt. ...	13	0	...	...	9	15	
16 Total...			180	7 miles.			

- 1.—A small village. Scanty supplies, and must be collected. Water from a muddy.
- 2.—A bazar. Water plentiful. Road rough and bad over a broken country, mostly covered with low jungle and cut up by ravines—at the 3rd mile pass through a break in low range of hills.
- 3.—Capital road through a well cultivated country.
- 4.—First part of road good. Cross a range of hills by a bad ghat, and latter half of road very stony.
- 5.—Cross the Purwan about half way. Pass through Eklaira at 8 miles, and cross the Chappee at the end of the stage.
- 6.—A good hackery road,—by a short cut a stony ghat is crossed about half way.
- 7.—A large walled town and excellent bazar. About half way cross a range of hills by a stony ghat; the hackery road is some distance further but good.
- 8.—Supplies from Bulwara and other adjacent villages. Water from the Ahoor, which is crossed by ford at the end of the march. Country undulated and partially cultivated. Hills on right. Road pretty good. Pass Gondul at 4, and Sumraee at 6½ miles.
- 9.—Four baniyahs' shops, and supplies from surrounding villages. Well water plentiful. Country open, undulated, and well cultivated. Road pretty good. Pass Kulleakheree at 5, Panchakheree at 7 miles.
- 10.—A large walled town and good bazar. Supplies and water abundant. Country open, undulated, and partially cultivated. No jungle. Hills on right at end of stage. Road stony in parts and indifferent generally. Pass Chota Lardee at 2½, Ostruah at 4½, and Bulumpoorah at 8 miles.
- 11.—A small bazar. Water plentiful. Country undulated and rocky in parts; partial cultivation. Hills on right at some distance. Road rugged and stony in parts. Pass Burkheree at 4½, Kowlah at 6, Rewalkee at 8½, Dublah at 10, and Tailah at 11 miles.
- 12.—A large walled town and bazar. Water plentiful. Surface of the country uneven. Soil rocky and stony. Road rugged. Pass Chota Bhumoree at 1½, Goojrut at 2½, and Semurree at 5½ miles. The Chumbul at Goojrut ghat is fordable after the 1st of November, and during the rains there is a ferry boat of 400 maunds in attendance; the banks of the river are steep, and its bed of rocks and loose stones.
- 13.—A bazar. Water and supplies plentiful. Country much undulated and rising in abrupt swells in some place. Hills on right. Soil stony and road rough. Pass Koonduleah at 7, and Phoolporah at 9½ miles.
- 14.—A bazar. Supplies and water plentiful. Country undulated, partially cultivated, and free from jungle. Road pretty good. Pass Gotabee ke Peepulee at 2½, Dendehree at 4, Peetpor at 6½, and Munassah, a large town and bazar, at 8½ miles.
- 15.—Country as in last stage. Road good. Pass Jawassa at 2½, Boorkheree at 2½, Dewuree Dewuree at 6, and Girdowra at 7½ miles.

No. 172.—FROM GOONAH TO NUSSEERABAD BY KOTAH AND BOONDEE.

Kotah.	Pol. Agent at Kotah ...	Chubrah, as in } No. 171 ... }	33	4			
		Koondce ...	12	4	Underee ...	...	1
		Sakutpoor ...	12	6	Paronee ...	...	2
		Bhopawur or Bopour ...	9	0	...	...	3
		Sungode ...	9	4	...	...	4

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.		
			M.	F.					
British Kishengurb British Jeypoor, Boondee, Kotah.	Pol. Agent at Kotah ...	Kujooree ...	15	0	Oojar and Kalli Sind	3	5		
		Keytone or Kethoon.	11	4	...	...	2	6	
		KOTAH	...	9	4	...	...	...	...
		Kinaree	...	2	0	Chumbul	...	...	...
		Tolarah or Talerah.	...	11	4	Tye	...	2	...
		BOONDER	...	10	4	...	...	2	...
		Nowgaon	...	10	0	...	...	1	7
		Thanna	...	8	4	Maize	...	1	8
		Jehazpoor	...	11	4	...	...	...	9
		Sawur	...	10	4	Banas	...	...	10
		Parah	...	9	0	Kharri	..	1	11
		Kekree	...	7	0	...	...	2	12
		Surwar	...	11	0	...	...	1	13
		Surrana	...	12	4	...	...	...	14
		NUSSEERABAD Cantt.	...	13	0	...	...	...	15
36 Total...			229	2	miles.				

1.—A large village at north end of ridge of hills. Supplies procurable and water plentiful. Road pretty good over an undulated and partially cultivated country. Hills on left at distance, and approaching close at end of stage. Pass Reechunda at 34, Kopoor at 54, Gorukherree at 64, Moassa at 84, and Nosutu at 104. The Underee is 170 yards wide, rocky bottom, steep banks, and clear rapid stream.

2.—A small village. Supplies from surrounding villages. Water from wells. Road over a rough broken country, at first barren and cut up by ravines, latterly pretty well cultivated, distant hills left at 8 miles. Cross the Paronee by pretty good ford, bed 200 yards wide, with pebbly and rocky bottom. Steep banks shelving at the ghat. Pass Dalloor at 24, Kurkura at 5, and Buchalus at 94 miles.

3.—A middling village. Some shops and supplies procurable. Water plentiful. Road over a broken undulated country, partially cultivated. Hills on left at distance. Pass Kuraree at 24, Amlet at 34, Danhee at 44, and Lalancee at 7 miles.

4.—A considerable town and bazar. Water plentiful. Country open, well cultivated, and thickly inhabited, distant hills southward. Road very good. Pass Kumolur, a large village, at 44, Boorda at 6, and Toolsee at 7 miles.

5.—A middling village and some baniahs' shops. Supplies procurable and water from wells. Country open and cultivated. Road good. Pass Luchmeepora at 2, Gunnahaira at 5, Kundgaon at 104, Rajpora at 12, and Diekolee at 134 miles. At 54 miles cross the Kalli Sind, bed 450 yards wide, of flat rock-like pavement, and banks cut into ravines. Water shallow during fair season, deep and rapid in the rains.

6.—A considerable village and small bazar. Water plentiful. Road excellent through an open well cultivated country. Pass Keelulhaira at 2, Arudkhaira at 4, Bugwanpoora at 64, and Ubbalpoor at 84 miles.

7.—A small bazar. Water from wells. The road through the pass in the hills. West of Boondee, is very rugged and bad for carts for 5 or 7 miles. The remainder is very good through a level well cultivated country.

8.—A small bazar. Water plentiful. The first part of the road is good through a well cultivated country, the last 3 or 4 miles over stony rocky ground.

9.—A town and good bazar. Water abundant. Road excessively bad over rocks and broken ground. Small hills and thick jungle.

10.—A town and good bazar. Water abundant. Road pretty good. At the 3rd mile ford the Banas at Jeeva ghat, knee deep in dry season, 300 yards wide, rocky bottom and steep banks.

11.—A middling village and some buniahs. Supplies from Sawur or Kekree. Water from wells. Road good, with exception of the bed of the Kharri, which is 200 yards wide and of heavy sand. Pass Goorgoon at 5 miles.

12.—A large town and bazar. Water and supplies abundant. Road good. Pass Koon-da at 3 miles.

13.—A town and good bazar. Water plentiful. Road very good. Pass Ujgurah at 4½ miles.

14.—A small bazar. Water from wells. Road very good. Pass Keered at 3½, and Golen at 6 miles.

15.—Road very good. Pass Rampora at 5 miles.

No. 173.—FROM GOONAH TO SAUGOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Not.
			M.	F.			
Scindea's	Resident at Gwalior	Bhadore ...	14	4	...	1	1
		Barode ...	11	0	Sind	...	2
Kheria ...		8	4	...	...	3	
Tonk Rampora.	Pol. Agent at Sohore	Daipoor or Deopoor	9	4	...	7	4
		SERONJE ...	7	0	Kaitoon Nuddy	...	5
		Schulpoor ...	9	4	Juarce Nuddy	...	3 6
		Bhourasso ..	13	0	...	3	7
British	Asst. Comr. at Saugor	Heerun or Aerun ...	11	0	Betwa & Raintee Nuddy	3	8
		Khorace ...	11	4	Beena	...	2 9
		Moondura ...	11	6	Narain	...	1 10
		Nureeawullee ...	9	0	Dussaun	...	3 11
		SAUGOR Cantonment	12	4	...	2	12
12 Total...			128	6			

1.—A middling sized village. Supplies procurable after due notice. Water from wells and a nullah. Country open and partially cultivated. Road good. Pass Kaijra at 4, Baitah at 6, Gionkhera at 8, and Burkhera at 9½ miles.

2.—A small village on right bank of the Sind, which is forded at the end of the stage. Supplies must be collected. Water from the river. Road pretty good. Pass Kamhera at 5, and Moondra at 7½ miles.

3.—A considerable village. Supplies procurable and water from wells. Country open and partially cultivated. Road good. Pass Ak, khera at 4½, and Chopna at 6½ miles.

4.—A respectable village. Water from wells. Road good through a well cultivated country. Pass Bohura at 2, Chopna at 4, and Lossulla at 5½ miles.

5.—A large town. Supplies and water abundant. Road stony, and at the 5th mile it descends from table land by a ghat of about ¼ mile in length, declivity easy and practicable for carts, but the road is stony and bad at the foot of the ghat. Pass Duraira at 2 miles.

6.—A large village. Supplies procurable and water plentiful. Road very good. Pass Bagrode at 3, and near Bheerpoora at 6 miles. Cross the Juarce nuddy at the 5th mile. No impediment.

7.—A large village and bazar on left bank of the Betwah river. Road very good. Pass Moreedpoor at 1½, Kulona at 3½, Khooja at 5, and Goarce at 7 miles.

8.—A considerable walled village on the left bank of the Beena river. At the 3rd mile ford the Betwa, bed 200 yards wide, bottom rock and stones, banks sloping at the ghat. Stream 50 yards wide and 2 feet deep. At the 9th mile ford the Raintee, which forms the western boundary of the Saugor territory. The road to be ford good for the first 3 miles, but intersected by ravines, the remainder very good. Pass Panasur at 6 miles.

9.—A respectable walled town with stone Ghurry detached. Road good, except at the passage of the Beena which occurs at the 3rd mile, and is 150 yards wide, with rocky bottom and steep banks, water 2 feet deep. Country for the first 6 miles through thick jungle, remainder of this stage cultivated. Pass Bapson at 2, near Silgooa at 4½, and Rossula at 7½ miles.

10.—A small village. Supplies from adjacent villages. Water from wells. Road good and country well cultivated to Bunhut, from whence a pass between hills is entered. Activity easy, and the hills which approach each other again recede from the top of the pass. The road from Bunhut is narrow, stony, and through thick jungle. Pass Kemgwa at 14, Siloda at 34, Simara at 6, Bonhut at 62, and Peepurkherree at 104 miles.

11.—A large village, situated between two hills connected with a stone wall at both ends of the passage. Road indifferent, being narrow and intersected by ravine. Cross the Dussau river at the 6th mile, 200 yards wide, bottom stony and rocky, 2 feet water, easy ghat. Pass Palee Torah at 2 miles.

12.—Country hilly. Vallies cultivated and road good. Pass Imalea at 2, and Bheekhero at 34 miles.

No. 174.—FROM GORRUCKPOOR CANTONMENT TO LUCKNOW.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Gorruckpoor	Sureyah ...	8	2	Raptee ..		1
		Mugurh ...	10	0	Aumee } ..	1	2
		MEERGUNGE ...	10	0	... ..	
		Bustee ..	15	2	.. ..	2	3
		Captaingunge ...	12	0	.. ..	...	4
		AMORHA or Amorah	13	0	Munorama and Ram- reckha ..	..	5
Oude	Resident at Lucknow	Bailwa Ghat ...	9	1	Gogra ...	...	6
		Fyzabad ...	10	0	... ..	...	7
		Nourahce ...	8	0	... ..	...	8
		Shujahgunge ...	15	0	... ..	1	9
		Deriabad ...	13	0	.. ..	...	10
		Syfdargunge ..	14	0	... ..	1	11
		Nuwabgunge ...	9	6	... ..	...	12
		Cheinhath Chokey ..	11	7	... ..	...	13
		LUCKNOW Cantt. ...	7	0	.. ..	...	14
15 Total ..			166	2	miles.		

1.—A small village. Supplies plentiful after due notice. Cross the Raptee at Raj ghat by good ferry. Road indifferent in dry weather, and under water in the rains.

2.—Bazar. Good water. Road pretty good. Ferry or temporary bridge on the Aumee.

3.—A Bazar. Water plentiful and good. Road bad in parts, but pretty good generally. Cross the nullahs by Bunds or temporary bridges.

4.—Supplies procurable in abundance. Road sandy in parts, but in general very good.

5.—Provisions and wood plentiful. Road occasionally heavy and sandy. Cross the mudsies by ferry, the latter close to Amorah.

6.—Provisions, wood, and water plentiful. Encamping ground on sandy plain on left bank of the Gogra river. Road indifferent.

7.—A large town and good bazar. Cross the Gogra by ferry at Race ghat. Boats indifferent, but numerous. Road heavy. Pass through the town and encamp in a fine top called 'Ashik Bagh.'

8.—Road at first much broken and out of order, latterly pretty good. Water plentiful. Supplies scanty.

9.—Road generally good, heavy in some parts. Cross the nullah by pucca bridge. Provisions and water plentiful and good. Fire wood rather scarce.

10.—Road very good. Provisions and water good and plentiful. Firewood very scarce.

11.—Good road. Encamping ground on an extensive plain. Provisions and wood must be collected by previous notice to the Oude authorities.

12.—Provisions and water plentiful, wood scarce. Road heavy at first, latterly good.

13.—Road for the most part heavy, sandy, and bad for carts. Provisions and water good and abundant. Wood scanty and dear.

14.—Road generally heavy and bad.

No. 175.—FROM GORRUCKPOOR CANTONMENT TO MULLYE BY BETTIAH.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Gorruckpoor ..	Pipraitch ...	10	4	...	3	1
		Captaingunge ...	12	0	...	2	2
		Ramkola ...	6	0	Chota Gunduk }	3	
		Perowna ...	8	0	Branch of Gunduk ...	1	4
	Chuprah ...	Mudbunee ...	11	0	Great Gunduk ...	5	
		Rutwal ...	8	0	...	6	
		Lungree ...	11	0	...	7	
		Bettiah ...	16	0	...	8	
		Mujhowlee ...	8	0	...	2	9
		SUGOWLEE ...	8	0	...	5	10
		Muttearee ...	15	0	...	11	
		Shekurgunge ...	13	0	Sickrona Lal Buckia or Boor Gunduk	1	12
		Baglee ...	14	0	...	13	
		MULLYE Cantt. ...	9	0	Bagmuttee old & new	2	14
14 Total...			149	4	miles.		

1.—A bazar. Water plentiful. Road heavy and bad, running through close jungle nearly the whole way. Cross the nullahs by bridges.

2.—Supplies and water abundant. Road good and country well cultivated.

3.—Ditto ditto ditto. Cross the river by ferry, and it becomes fordable in hot season.

4.—Road generally good. Country much wooded. Paddy fields and grass jungle. Supplies abundant.

5.—Supplies must be collected. Water plentiful. Road indifferent. Cross the river by Ford at Bansee ghat and enter the Sarun district. Boats are also in attendance at the ghat.

6.—Supplies procurable on due notice to local authorities. Encamping ground confined and bad. Cross the river by ferry at the 5th mile, 8 or 10 boats of middling and small size. Road for 5 miles heavy and bad, remainder very good.

7.—Supplies abundant. Road good and good encamping ground near the Village.

8.—Supplies abundant. Encamping ground 1½ miles East of town on a coarse grass plain. Road good, partial cultivation.

9.—Supplies and water abundant. Road good. Cross nullahs by pucca bridges.

10.—Supplies, water, and good hackeries procurable in abundance. Road good. Cross nullahs and ravine by pucca bridges. Soil poor and very partially cultivated.

11.—Supplies and water abundant and good. Country but partially cultivated, much long grass.

12.—Road very good and country well cultivated. Cross the Boor or little Gunduk at the 9th mile, 200 yards wide. Boats sufficient to cross a regiment procurable. Supplies and water plentiful.

13.—Supplies and water abundant. Road good and Country well cultivated.

14.—Road good. Cross the new Bagmuttee by ferry at the end of the 2d mile, and the old by a rickety wooden Bridge at the end of the Stage.

No. 176.—FROM GORRUCKPOOR CANTONMENT TO
SECRORA.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Oude.	Resident Lucknow ..	Amorha, as in } No. 174 ... }	60	2			
		Rehly ..	13	0			
		Wuzeergunge ..	11	0			
		Goonda ...	12	4			
		Ballpoor ..	9	0			
		SECRORA Cantt. ..	7	0			
		11 Total...	112	6 miles.			

No. 177.—FROM GORRUCKPOOR TO SOOLTANPOOR, OUDE.

British	Gorruckpoor ...	Meergunge as in } No. 174 ... }	28	2			
		Lallgunge ...	15	0	Koance ...	1	
Oude.	Resident Lucknow ...	Near Gace Ghat ...	6	0	...	2	
		Tandah ...	8	0	Gogra ...	3	
		Sujahpoor ...	16	0	Touse ...	4	
		Dostpoor ...	11	0	..	2	
		Imlack ...	11	0	..	1	
		SOOLTANPOOR Cantt. ...	15	0	Goomty ...	7	
		10 Total...	109	6 miles.			

1.—Supplies and water abundant. Cross the Koance nuddy 70 yards wide by ferry at the end of the march. Road generally good. Soil light and sandy. Much wheat cultivation.

2.—Road good. Light sandy soil. Country well cultivated. Supplies plentiful. Good encamping ground, 1 mile east of Gace Ghat.

3.—Cross the Gogra by ferry at the 4th mile. Boats sufficiently large to pass two bakeries each. Road generally pretty good. Supplies abundant.

4.—Supplies abundant. Country well wooded and cultivated. Cross the Touse by peeka bridge, 400 yards long.

5.—Road rough and bad. Cross first nullah by katcha bridge, and ford the second 24 feet deep and firm bottom. Supplies abundant. There is a cantonment here for 3 of the King of Oude's battalions.

6.—Road as in last stage. Country well cultivated, and supplies procurable after due notice. Good encamping ground close to the village.

7.—Road bad, the latter part sandy and full of ravines. Cross the Goomty by ferry.

No. 178.—FROM GURRAWARRA CANTONMENT TO JUBBUL-
POOR CANTONMENT.

British.	Gurrawa ...	Beerheree or } Beekheree ... }	11	0	Shair ...	8	1
		Cheinwarra or } Chind ... }	11	0	Bangunga & Oomar ..	7	2
Jubbulpoor ...	Saeepoora ..	13	4	Nerbudda .	8	3	
	Hunoutagunge ...	9	6	...	4		
	JABBULPOOR Cantt .	9	6	...	5		
5 Total...	55	6 miles.					

- 1.—A small village. Water plentiful and supplies procurable after due notice to the local authorities. Road very uneven and bad for carts. Nuddy and Nullah fordable.
- 2.—A large village and bazar. Water and supplies abundant. Road pretty good in dry weather. The muddies and nullahs fordable.
- 3.—A small bazar and water from wells. At the 10th mile cross the Nerbudda at Jhansee ghat. The river is generally fordable, except during the rains and immediately after. The only boats used here are common canoes, several of which are lashed together when necessary for the transport of wheel carriages. The ferry being a public one, there is no charge made for crossing troops and public stores. Road to the river much intersected by ravines, and thence very good in dry weather.
- 4.—A small bazar. Water from wells. Road good.
- 5.—Road very good.

No. 179.—FROM GURRAWARRA TO NAGPOOR PASSING
NEAR SEONEE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Gurrawarra ...	Butchye ...	10	4	...	...	1
		Mungwance ...	9	6	Macha Re- wa cross- ed twice...	2	2
Nagpoor.	Resident at Nag- poor ...	Gorahbebee ...	9	6	Kunehra ...	2	3
		Adagaon ...	10	4	...	...	4
		Guneshgunge ...	10	0	Beejna ...	2	
		CHUPPARA ..	7	4	..	...	5
British	Seonee ...	Kokurea Tullao ...	7	4	Wyne or BanGunga	2	6
		Nurella, (Seonee 5 miles S. East) . }	8	6	...	...	11 7
		Chowree ...	8	4	Ban Gunga	5	8
		Pattarea ...	12	4	...	...	16 9
		Puchdar ...	12	2	...	...	6 10
		Doongerthal ...	11	3	...	...	11
Nagpoor.	Resident at Nag- poor ...	Ramteak ...	15	1	...	...	9 12
		Kamptee Cantt. ...	14	4	Kunhan ...	4	13
		NAGPOOR City ...	10	0	...	...	4 14
15 Total...			147	1	miles.		

- 1.—A small village. Water plentiful, and supplies can be had after due notice to the local authorities. The road lies over fields, and is almost impassable in wet weather.
- 2.—A small hill village, where no supplies are to be had unless previously sent. Water plentiful. Road pretty good for cattle in dry weather, but becomes swampy and very bad in the vallies in wet weather.
- 3.—A hamlet in the Adagaon jahgeer. Water from a nullah. Supplies very scarce and procurable only on application to the jahgeerdar. An indifferent cattle road.
- 4.—A middling village belonging to Doulet Bhartee, a jahgeerdar. Supplies procurable in some quantities. Water plentiful. Road as before.
- 5.—A large bazar. Water from river and wells.
- 6.—Road stony and bad. Country hilly. Water from tank. Supplies must be collect-
ed. Ford river and nullahs.
- 7.—Supplies procurable. Water plentiful. Road tolerable in parts, and in others very stony.
- 8.—Eight buniahs and supplies from Seonee, distant 4 miles to N. E. Road as in last stage.
- 9.—A small village. Three buniahs. Water abundant, but not of very good quality. Road indifferent, and intersected by numerous dry water courses.

10.—A small village. eight buniahs. Water from a nullah by digging. Descend the Puttara Ghat, steep and rocky. First 7 miles of road ragged, remainder pretty good through thick jungle the whole way.

11.—Six buniahs. Water scarce and bad. Road good.

12.—A large bazar. Water and supplies abundant. Road as in last stage.

13.—Cantonment bazars. Water plentiful. Road good through a low open country partially cultivated.

14.—Road good, through an open and well cultivated country.

No. 180.—FROM GURRAWARRA TO NAGPOOR BY SINDWARA.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Asst. Commr. at Gurrawarra ...	Batchye ...	10	4	...	...
		Chota Moondrye ...	11	2	Macha Re- wa twice ..	...	1
Nagpoor.	Resident at Nagpoor ...	Hurrye ..	11	2	...	...	2
		Sukur Nuddy ..	8	2	Sukur ...	11	3
		Jingawance ..	9	4	...	9	4
		Amburwara ...	6	5	Tail ...	5	5
		Singowree ...	10	6	...	8	6
		Sindwara ...	13	4	Pech ...	7	7
		Ekulberce ...	13	6	...	11	8
		Right Bank of Kun- han at Ramakona }	13	5	Kunkan ...	9	9
		Lodikhera ...	10	2	Jam ..	7	10
		Nundapoor ...	13	1	...	15	11
		Patun Sungee ...	10	1	Nerunjena .	4	12
KAMPTEE Cantt. ...	12	4	Koolar ...	7	13		
14 Total...			155	0	miles.		

N. B. The distance from Patun Sungee to the City of Nagpoor is also 72½ miles.

1.—A very small and poor village under the hills, where no supplies are to be had unless previously collected. Water plentiful. Road stony and through jungle the whole way.

2.—A bazar. Water from wells.

3.—Water from the nuddy and supplies from Hurry.

4.—Water from nullah and wells. Supplies from Amburwara. There are 3 hill ghats in this stage, all practicable for carts.

5.—A bazar. Water from wells.

6.—Scanty supplies from the village and from Amburwara. Water from wells.

7.—A large bazar. Water plentiful.

8.—Small village. Supplies must be collected on previous notice or taken on from Sindwara. Road pretty good through brushwood and partial cultivation.

9.—A bazar. Water plentiful. Descend the Tara ghat practicable for guns with a little difficulty. Hills on right and left below the ghat. Road rocky and bad, intersected by numerous ravines, nullahs, and water courses. Fords.

10.—A bazar. Water from the Jam. Road indifferent generally, and in some places rocky bad. Country much intersected by ravines and broken ground, chiefly jungle. Fords.

11.—A small village. Supplies from Khapa, 2 miles south east. Water plentiful. The country pretty well cultivated. The road much intersected by ravines and water courses. Low hills on right and left. Fords.

12.—A bazar. Water and supplies plentiful. Road good through a well cultivated country. Fords.

13.—Road pretty good through an open well cultivated country. Soil much covered with loose stones. Fords.

No. 181.—FROM GURRAWARRA TO SAUGOR.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British.	Asst. Commr. at Gurrawarra ...	Right Bank Nerbudda at Keerpanee }	12	4	Singree Oomur, Shair, & Nerbudda ... }	8	1
	Asst. Commr. at Dummow ...	Maharajpoor ...	10	1	Punaree ..	4	3
		Deoree or Dewree ...	8	2	...	...	4
		Jeitpoor ...	7	6	Kopra ...	4	5
		Rhylee or Riley ...	11	5	Borace or Sonar.. }	...	6
	Asst. Commr. at Saugor ...	Dhana ...	15	6	2Nuddies ..	4	7
		SAUGOR Cantonment	10	1	Beos ..	4	8
8 Total...			86	5	miles.		

1.—Supplies from Keerpanee and neighbouring villages. Water from the river. Road circuitous and much intersected by ravines. Nullahs fordable, but banks steep and difficult for carts. Ford the Nerbudda by bad ghat. The only description of boats used here is the canoe, and two or more of them are lashed together when necessary to cross carts.

2.—A good sized village. Water plentiful, and supplies procurable in abundance after due notice. Road indifferent.

3.—A small village. Supplies procurable in abundance after due notice. Road pretty good with exception of the hill ghat (ascent), which is steep, ragged, and difficult for wheel carriages.

4.—A bazar. Water abundant. Road very good.

5.—Supplies from Jeitpoor and neighbouring villages. Water from the Kopra. Road stony and bad.

6.—A bazar. Water and supplies plentiful. Road good, except for a short distance near the ford on the Sonar river.

7.—Supplies from Dhana and surrounding villages. Water abundant. Road good, with exception of two small stony ghats.

8.—Road stony. A difficult rocky ghat on the Beos river, and a stony ascent near the station.

No. 182.—FROM HANSI TO BHAWULPOOR BY BHUTNEER.

British	Hissar	Hissar, (Town) ..	15	0	...	...	1
		Kalerawun ..	13	0	..	...	2
		Beegur ..	14	4	...	...	3
		Jodka ..	15	0	...	...	4
		Begoke ..	11	4	...	...	5
		Rania ..	12	0	..	...	6
		Bundee ..	14	0	...	...	7
		Tibee ..	13	4	...	...	8
		BHUTNEER ..	9	4	..	...	9
		Bikaner.	G. G.'s Agent in Rajpootana ..	Futteghurh ..	7	0	...	...	10
Gooree Bunga ...	10			0	...	...	11
Soorutgurh ...	13			0	...	...	11
Hulwana ..	8			0	...	...	12
Heber or Kumnaul } Sir ... }	22			0	...	...	13
Ancoopgurh ...	10	0	...	...	14		

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Bhawulpoor.	Nuwab of Bhawulpoor. ...	Sirdarkote ...	11	4	...	...	15
		Phoolera ...	12	0	...	...	16
		Meergurh ...	12	0	...	...	17
		Maroot ...	11	4	...	...	18
		Encampment in desert ...	15	0	...	...	19
		Parwallah ...	20	0	...	...	20
		BHAWULPOOR ...	13	0	...	...	21
22 Total...			283	0	miles.		

1.—A plentifully supplied bazar and water from canal and wells. Road good, and runs throughout the whole state within a few yards of the canal.

2.—No bazar and water scarce. Road tolerably good, though in some places rather heavy.

3.—No bazar. Supplies from the town of Futehabad, distant 4 miles. Water scarce. Road heavy in parts, but generally good.

4.—Road hard and good. No bazar and water scarce.

5.—Ditto ditto ditto ditto.

6.—A tolerably well supplied bazar and a sufficiency of water. Road very good, passing along the dry bed of the Guggur for nearly two miles.

7.—No bazar, and very scanty supply of water. Road sandy in parts, but generally good.

8.—Ditto ditto and road heavy.

9.—Road very heavy. Supplies and water scarce.

10.—One shop. Water good.

11.—A town with a brick fort. Sand hills near on left.

12.—A mud fort. Many houses and some wells of excellent water. High sand hills 8 miles left.

13.—A small Mahomedan village. Bad water and only 1 shop. Soil sandy throughout this march. Pass Boograh at 4, and Beloocha at 18 1/2 miles. Bad water at both villages.

14.—A considerable place. Brick fort. Several wells. Much dry grass on the sides of the road. Soil for the most part hard, and thinly dotted here and there with hillocks of shifting sand.

15.—A mud fort, outside of which there are many houses and several wells, but the water is bad.

16.—A small town with a fort. Road for the most part over hard earth, which sounds under horses feet. Much good grass by the way side.

17.—A strong little brick fort. A few shops within it, and many houses outside. Very little loose sand in this stage.

18.—A small town, surrounded by a wall with bastions; road for the most part over firm earth, occasionally crossed by a broad layer of heavy sand. Pass the small fort of Jamgurh about half way. Several wells of good water, at which one has to pay a trifle for watering horses.

19.—Water and supplies to be taken from Maroot. Much coarse grass near the encampment.

20.—A village of 100 huts in the desert, where there are 4 deep wells of good water. From Maroot and Purwallah there is more hard soil than loose sand, but what there is of the latter is very heavy. This is considered the only difficult part of the road.

21.—A considerable town within a short distance of the left bank of the Gurrah river. Road for 11 miles through heaps of loose sand, formed on hard subsoil, last 2 miles soil good and cultivated.

No. 183.—FROM HANSI CANTONMENT TO KURNAUL CANTONMENT.

British	Hissar	...	Narnound	...	14	6	Canal	...	1
Jheend.	Pol. Agent at Umballa ...	...	Jheend	...	13	0	Canal 3 times ...	}	...
			Kulwah	...	12	5				...	3
			Suffeedoon	...	10	7	Canal	...	4
			Moonuck	...	14	6	Canal twice	...	5
British	Paneput	...	KURNAUL Cantt.	...	15	2	...	6	
6 Total...					88	2	miles.		

- 1.—A bazar. Water abundant. Country level and partially cultivated. Road good. Cross the canal by bridge at the 3rd mile. Pass Khera at 6, Rajpoorah at 10, and Maddah at 11 miles.
2. A large bazar. Water plentiful. Country and road as in last stage. Cross canal by bridges. Pass near Bhainee at 2, Rathul at 4, Ramry at 7, and Doodu Teerutt at 9½ miles.
3. A bazar. Water rather scarce in hot season. Country flat and very partially cultivated. Road good, but near Pindarah Teerutt it becomes miry after much rain. Pass Pindarah Teerutt at 3½, and Sowaha at 9 miles.
- 4.—A bazar and water abundant. Country very slightly cultivated and much overgrown with jungle. Road good. Pass Boorakhera at 3½, Chapur at 6, and Singhana at 7 miles. Cross the canal by bridge under Chapur.
- 5.—A small village. Supplies must be collected or taken on from Suffedoon or Kurnaal, according to the direction of the march. Water plentiful. Road pretty good generally, but miry in some parts after rain, and particularly near Kye, where it becomes impassable for about ¼ mile. This place may however be avoided by a short detour to the right. Pass Kye at 7. Dharrumgurh at 10, and Bairh at 12 miles. Cross canal by bridges.
- 6.—Country flat and partially cultivated. Much jungle of dak. Road very good. Pass Sugsanah at 4, Seetoudee at 6, and Burotah at 10, and the town of Kurnaal at 14 miles.

No. 184.—FROM HANSI CANTONMENT TO LOODIANA CANTONMENT.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British Protected Sikh States.	Hissar ... Pol. Agent at Umballa ... Pol. Agent at Loodiana ...	Moonuck ...	14	6	Canal twice ...		1
		Kurruck ...	9	0	...		2
		Dunodah ...	12	1	...		3
		Dhumtan ...	12	4	...		4
		Mandowee ...	8	1	...		5
		Jeloor or Jheloor ...	10	5	Guggur ...		6
		Khuree al or Khureal ...	12	1	...		7
		Sungroor ...	11	2	Chooia ...		8
		Dhooree ...	9	5	...		9
		Kotelah Mullair ...	12	5	...		10
		Laihra ...	12	7	...		11
		LOODIANA Cantt. ...	15	7	...		12
12 Total...			136	2			

- 1.—Supplies procurable after due notice, or they may be taken on from Hansi. Water from wells. Country level and pretty well cultivated. Road good.
- 2.—No bazar, but supplies procurable as above. Water from two good pucca wells. Country and road as in last stage. Pass Dahta at 3½ miles.
- 3.—A small bazar. Provisions procurable in abundance and water from wells. Country slightly undulated and very partially cultivated. Road excellent. Pass Murdlanda at 4, and Koomba at 5 miles.
- 4.—Country generally level. Little cultivation and a great deal of jungle. Road good.
- 5.—On left bank of the Guggur. Country flat and road very good through thick jungle.
- 6.—The country for the first 4 miles is subject to inundation by the Guggur, and when that takes place after very heavy rain, the road so far is impracticable for laden cattle, but this is not the case after a slight overflow. The river is always passable by rafts constructed on earthen pots, and it generally becomes fordable in December. Pass Hybutpoor at 3, Rajtee at 4½, and Doodee at 5 miles.
- 7.—Country slightly undulated in low sandy swells, much cultivation and some patches of jungle. Road good. Pass Kowree Ally Singke at 3½, and Chahir at 6½ miles.
- 8.—Country flat and well cultivated. The Chooia is sometimes (not often) unfordable for a day or two after heavy rain. Road good, but a little mire in some places after heavy rain. Pass Begerwal at 2, Koolar at 4½, Kuncnee at 6½ miles.
- 9.—Country very slightly undulated and partially cultivated. Road good, but narrow and winding, confined by cultivation and enclosures. Pass Kocce at 3, and Balarah at 6 miles.

10.—Country as in last stage. Road in many parts miry after rain, and particularly so near Ruttolee, but the bad parts may be avoided by going to the right or left. Pass Beir-wall at 2½, Basoor at 5, Singhia at 7, and Ruttolee at 9½ miles.

11.—Country as in last stage. Road firm and good, but much under water after heavy rain.

12.—Country level and well cultivated. Road good at all seasons.

N. B. On marching from Loodiana this last stage had better be divided into two, by halting at Runecah, 7, under Pol. Asst. Loodiana.

The whole of this route is a capital hackery track in dry weather, and supplies may always be speedily collected at each stage.

No. 185.—FROM HANSI TO MUTTRA BY GOORGAON.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British	Rohtuck	Moondahul ..	15	0			
		Mohim ..	9	0			
		Kullanoor ...	12	4	...	...	1
Jhujur.	G. G.'s Agent at Delhie ..	Beeree ..	13	4	...	...	2
		Jhujur, ...	10	0	...	...	3
British	Goorgaon.	Furrukhnugur, ...	15	0	Sabee, ...	...	4
		Goorgaon, ...	13	0	...	...	5
		Badshah or Padshah-poor, ...	6	4	...	1	6
		Sonah, ...	10	2	...	...	7
		Munkolah, ...	11	2	...	...	8
		Huteen, ...	8	2	...	...	9
		Horul, ...	13	4	...	...	10
MUTTRA as in No. 144			37	0			
15 Total ..			174	6	miles.		

1.—Supplies for a regiment procurable. Water abundant. Road tolerably good. Good encamping ground.

2.—Ditto ditto ditto.

3.—Supplies and water plentiful. Road good. Jhujur is the residence of Nawab Fyz Mahomed Khan. Encamping ground at pucca tulao on west side of the town.

4.—Supplies procurable and water plentiful. Road indifferent.

5.—Supplies procurable. Water from wells. Encamping ground good on old parade.

6.—A bazar. Supplies and water abundant. Country level and partially cultivated. Road good. Low hills at a distance on right and left.

7.—A bazar. Water plentiful. Road good. Hills right and left, ridges running parallel to each other.

8.—Supplies procurable after due notice. Water from wells. Road good.

9.—Ditto ditto. Road indifferent.

10.—A town and bazar. Water from tanks and wells. Road good.

No. 186.—FROM HANSI TO NEEMUCH.

British	Hissar	Chota Bhowanee, ...	11	6	1
		Rohtuck	Bhowanee, ...	14	6	...	...	2

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.		
			M.	F.					
Khetree Raja. Jhujur Nuwab's.	G. G.'s Agent at Delhie ...	Munheiroo ..	8	2 ...	...	...	3
		Dadree ..	10	0 ...	...	...	4
		Doodhoe ..	8	0 ..	...	...	5
		Burana ...	8	2 ...	...	...	6
		Kurnound or Ku- nound ..	}	9	2	1	7	
		NARNOUL* ..							15	6 .	...	2	8
		Thuqwas ...		14	0	1	9	
				Kote Pootlee ..	11	6	1	10
				Neemuch asin No. } 143 ... }	275 0				
				34 Total...	383 6 miles.				

1.—A few buniyahs' shops. Supplies scarce and must be collected when required in any quantity. Water rather scarce and bad in hot season. Country open and uncultivated. Road good.

2.—A large bazar and water plentiful. Country open and very partially cultivated. Road good.

3.—A few buniyahs' shops. Supplies for a corps must be collected on previous notice. Water from wells and tanks. Country and road as above.

4.—A large bazar. Supplies and water plentiful. Last half of this distance the road is rather sandy and heavy.

5.—Water good and abundant. A few buniyahs' shops, and supplies procurable after due notice. Road good.

6.—A small bazar. Water from wells, rather brackish. Road good.

7.—A large bazar. Water plentiful, but rather brackish, last 7 miles over a deep sandy road. Country pretty well cultivated.

8.—A large bazar. Supplies and water plentiful. Road heavy, particularly between Kurnound and the village of Nagul, a distance of about 7 miles.

9.—A few shops and supplies for a corps procurable after due notice. Good water from wells.

10.—A good bazar. Supplied and water plentiful. Road pretty good. Country open, with hills at a distance. Good encamping ground opposite Pootlee.

* From Narnoul to Praugpoor there is another route by Surohee 8½, Chadurrah 6, Nurera, near Khirub, 8, and Praugpoor 9 miles.

No. 187.—FROM HANSI TO NUSSEERABAD.

Shaikhawut.	G. G.'s Agent in Rajpootana at Ajmere.	Narnoul,					
		as in No. 186...	86	0			
		Bussee ...	11	0 ..	...	2	1
		Moonda ...	14	0 ..	...	3	2
		Gualah or Gowlah .	*16	0 ..	...	3	3
		Madhoopoor ...	*16	0 .	...	4	
		Ringwas ...	7	4 ..		5	
		Budhar ...	10	4 ..	...	6	
		Mendha ...	12	4 ...	...	1	7
				Sunodeah	9	0 ..	...	8
Jeypoor.		Sambur ...	8	0 ..	...	1	9
		Momana ..	10	4 ...	...	10	
		Hurmara ...	11	0 ..	...	11	
British							

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British. Kishengurh.	G. G.'s Agent in Rajpootana at Ajmere.	KISHENGURH ...	10	0	..	1	12
		Rampoora	13	0	..	..	13
		NUSSEERABAD ..	8	0	...	...	14

1.—A small village. Supplies from Narnoul, and may be collected in some quantities from surrounding villages. Water plentiful. Country pretty well cultivated, and studded with small detached hills. Road good.

2.—Water from wells, few buniahs, and supplies procurable after due notice. Road indifferent. Country hilly.

3.—A large bazar. Water in abundance. Road stony and country hilly.

4.—A large bazar. Water and supplies in abundance. Road good. Country open and pretty well cultivated, hills at a distance.

5.—No bazar. Water plentiful, and supplies procurable after due notice. Country open, very little cultivation. Road sandy.

6.—Water plentiful, and supplies procurable from surrounding villages. Soil sandy and road heavy. Open undulating country.

7.—A bazar, and good well water. Country as in last stage. Road heavy.

8.—Water from wells. Supplies procurable after due notice. Country and road as above.

9.—A large bazar, and water plentiful and good. The Salt Lake extends to the west from this town, and is about 50 miles in circumference. Road heavy.

10.—No bazar. Supplies scarce and must be collected on previous notice. Water from wells. Country open, undulated, and very partially cultivated. Road tolerably good.

11.—No bazar, but supplies and water abundant. Country open and pretty well cultivated. Road very good.

12.—A large walled town. Supplies and water very abundant. Road rough and rather doubtful, to avoid hills and broken ground on the right near Kishengurh.

13.—Supplies abundant after due notice. Water plentiful. First 4 miles of road rough and stony, remainder good, hills on right, open undulating country left.

14.—Road good.

No. 188.—FROM HAZAREEBAGH TO NAGPOOR.

Belliah	15	2
Beenjah	13	6
Omadunda	8	2
Chooreah	15	0
Nowatand	10	0
Teekoo	8	2
Loaduga, or Lo- hurdga	11	6
Konrah	10	0
Kootamb	15	2
Burragaon	14	2
Burwanugur	4	4
Koothee	8	2
Joombah	7	3
Dhooree	8	4
Jheruah	10	1
Dipadee	9	5
Maunpoor	9	0
Laroo	11	2
Burree	12	4

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
		Sirgoojanugur	13	7			
		Andelah	19	2			
		Dandgaon	13	3			
		Urseemance	17	2			
		Sutringah	13	5			
		Choorhee	14	1			
		Chytmah	15	5			
		Palce	8	0			
		Ruttunpoor	13	7			
		Tukutpoor	12	1			
		Mohgelee	12	3			
		Nowagurh	12	3			
		Segowna	14	1			
		Rakhee	18	0			
		Kothelee	14	1			
		Khyragurh	14	5			
		Brinjarah	13	4			
		Moglejeree	7	6			
		Lanjee	15	4			
		Kamtah	16	2			
		Bureed	17	3			
		Koelwara	12	6			
		Toomsur	12	7			
		Moharee	8	0			
		Mohurgaon	10	0			
		Tarsa	10	0			
		Kamptee Cantt.	11	0			
		Nagpoor City	9	3			
		47 Total	574	0			

No. 189.—FROM HAZAREEBAGH TO SUMBHULPOOR BY DOORUNDAH.

Ramgurb.	}	}	Chandowl	14	6	...	..	2	1
			Augoo	10	4	Abhora	...	3	2
			Jynugur	10	4	Damooda	..	2	3
Chota Nagpoor.	}	}	Pittooreea	13	4	Nakaree	..	3	4
			DOORUNDAH	11	4			4	5
			Ludma	12	0				
			Longkelle	8	0				
			Govindpoor	8	0				
			Kumdurra	9	0				
			Bussea	6	0				
			Longa	6	0				
			Coleebeer	10	0				
			Tinginnee	12	0				
Gangpoor	}	}	Raiboga	13	0	...	....		6
			Kookroodce	12	0	Sunk			
			Sugra	10	0				
			Rugoonathpalee	11	0				

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Sumbhulpoor.		Chupudee ..	12	0			7
		Butlera ..	8	0			
		Sama Singa ...	8	0			
		Kutterbuga ...	9	0			
		Susun ...	9	0			
		Sumbhulpoor ...	7	0			
23 Total...			230	6	miles.		

1.—Supplies procurable and water from several good wells. First part of the road low and bad over rice ground. The ghat commences 6 miles from Hazareebagh and continues to within $\frac{1}{2}$ of a mile of Chandowl. It is a moderate descent the whole way with a broad and good road.

2.—A very limited quantity of supplies procurable. Bad water from a nullah. Road excellent all the way, the river is 100 yards broad and shallow. The Augoo ghat is of easy passage.

3.—Supplies procurable and water from a nullah. A short way from Augoo, is a short but steep rocky ghat. The Deonud or Damooda is about 100 yards broad, unfordable after heavy rain and no boats. Banks clay and easily levelled, road entirely through jungle.

4.—Supplies from Pittoorea and water from a large and excellent tank. The Nakaree is large and rapid after rain. The Peeraha ghat commences $\frac{7}{8}$ miles from Jynugur, it ascends for one mile, the road rocky and bad. From thence across a plain 1 mile wide to Donta ghat another ascent of $\frac{1}{2}$ miles, very rugged and bad, which debouches on the table land of Chota Nagpoor. For foot passengers there is a shorter way across the hills by the Doarance ghat, which saves $\frac{1}{2}$ of a mile.

5.—Supplies from cantonment bazar and from Barkagurh. Road level and excellent through an open country. Nullahs rugged and deep after rain.

6.—Jungle nearly the whole of this stage, and an easy ghat, more descent than ascent.

7.—In all the stages after entering Gangpoor there is jungle at intervals, and guns may travel with ease from Doorundah to Sumbhulpoor. The distance from Hazareebagh to Doorundah is measured, the remainder computed.

No. 190.—FROM HOSHUNGABAD TO ASSEERGURH.

British.	Hoshungabad ...	Doolurea ..	14	0	...	4	1
		Bhugwara ..	7	0	...	3	2
		SEONER ..	9	0	...	3	3
		Kotra ..	10	0	Gunjill	4
Seindee's.	Assist. Political Agent of Mundlaiser ...	Charkhera ...	12	0	...	...	5
		Mesingaon ...	14	0	...	...	...
		Charwah ...	13	0	...	...	6
		Gorapuchar River ..	12	2	Gorapuchar ...	...	7
		Gungapat ..	11	3	Gungapat ...	...	8
		Ramgurh ...	11	0	Bam & Sook ...	...	9
British.	ASSEERGURH Pettah.	Khirgaon ...	8	0	...	[ta	...
		Boregawn ..	9	0	Sookta ...	...	10
		ASSEERGURH Pettah.	13	4	...	...	11
13 Total ...			141	6	miles.		

1.—A large village. Supplies and water abundant. Country flat and well cultivated. Road good.

2.—A small village. Water from a nullah, and supplies procurable in abundance after due notice. Country and road as in last stage.

3.—A large town. Water and supplies plentiful. Road and country as above.

4.—A large village with abundance of water and supplies. Country as before. The Gunjill is crossed by ford at the end of the stage, banks very steep.

5.—A large village.

6.—A bazar.

7.—No supplies.

8.—No supplies.

9.—A bazar and water abundant.

10.—A considerable village. Bazar and water plentiful.

11.—Road bad, winding through hills; pass the Kuttee Ghat which is practicable for wheel carriages.

No. 191.—FROM HOSHUNGABAD TO MHOW. 1ST ROUTE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
British Scindea's.	Hoshungabad Pol. Agent at Schore ...	Seonee, as in No. 190.	30	0			
		Bissonie ...	11	0		2	1
		Nosur ...	11	0	Gungill ...		1
		Beejulpong or Bee- julpoor ...	10	0	Nerbudda .	1	2
		Sundulpoor or Sil- dulpoor ...	10	0	...		3
		Mhow, as in No. 52	88	6			
		16 Total ...	160	6			

1.—A small village. Water from a nullah. Supplies procurable after due notice. Road good. Country flat and cultivated.

2.—Ditto ditto ditto. Cross the Nerbudda at the end of the march by the Jelowda ford. Supplies from Jelowda, a considerable village on left bank of river.

3.—A large village. Water from a tank and supplies plentiful after due notice. Country open and cultivated. Road good.

N. B. In going from Seonee by Hindia to Sundulpoor the stages are Bissownie 11, Juloda 12, Hindia 12, and Sundulpoor 6m. 7f.

No. 192.—FROM HOSHUNGABAD TO MHOW. 2D ROUTE.

British Scindea's.	Bhopal Pol. Agent at Schore ...	Boodeni ..	2	0	Nerbudda ...	1	
		Ruttunpoor ..	11	6	...	3	2
		Rhetti ..	7	6	...	1	3
		Ralla ..	10	5	Koolar and Umar ..	4	
		Gopalpoor ..	15	0	Cheep ...	2	5
		Jeeagong ..	7	4	A Nuddy, name not known ..	1	6
		Chunwanah ..	9	1	...	2	7
		Mhow, as in No. 52.	80	3			
15 Total ..	144	1	miles.				

1.—A small village on right bank of the Nerbudda. Cross the river by ferry. Supplies from Hoshungabad and water from the river.

2.—A small village. Water from wells and a nullah, and supplies must be collected from Rhetti and other villages. Road first part pretty good, latter stony and uneven, winding through jungle between hills the whole way.

3.—A bazar. Supplies and water plentiful. Road pretty good. Cross several water courses and the nullah at the end of the march. Pass Lugonea at 5, and Bhya at 5½ miles.

4.—A good sized village. Several baniahs' shops and supplies from adjacent villages. Water plentiful. Cross the nuddies by indifferent fords. Road tolerably good. Pass Dhamunda at 1½, Chacholee at 4½, Nipanea at 6, and Nundgaon at 9 miles.

5.—A bazar. Water and supplies plentiful. Ford the nuddy and nullahs. Road pretty good. Pass Byronda at 2½, Jowrasa at 5½, and Burnagur at 9 miles.

6.—A large town. Supplies and water plentiful. Road good. Pass Dewta at 5 miles. Cross the nuddy on the west of Jeeagong at the end of the march.

7.—A middle sized village. Water from a nullah. Supplies from adjacent villages. Country open and cultivated. Road good.

No. 193.—FROM HOSHUNGABAD TO MHOW. 3D ROUTE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Bhopal.	Pol. Agent at Sehore ..	Boodeni ..	2	0	Nerbudda..		
		Ruttenpoor ...	11	6		3	
		Chuckuldie ...	10	0	Koolar ...	3	1
		Bhelai ...	11	0	...	4	2
		DABREE ...	6	0	...	3	3
		Khayree ...	12	6	Koolar ..	4	4
Scindea's.	Resident at In- dore ..	Bhowra ..	14	0	...	12	5
		Right bank Parbut- tee at Pugarea... }	12	2	Pupnas & } Parbuttee }	7	6
		Tuppah ...	13	0	..	7	7
		Peeplea, (Hathka) ..	14	0	Kalli Sind..	9	8
		Mhow, as in No. 52	41	6			
14 Total...			148	4	miles.		

1.—A bazar, and water from the Koolar, which is crossed by ford at the end of the march. Country for first 6 miles hilly, and covered with jungle of stunted trees, remainder open, flat and cultivated. Road first part stony, latter pretty good.

2.—A small village. No bazar. Supplies must be collected or taken on from Chuckal-
die. Water plentiful from nullahs and wells. Road good. Country first part open and
cultivated, latter part hilly, and covered with grass and tree jungle.

3.—A small village. Supplies must be collected from Peepulthone and other villages.
Water from one well and a nullah about a mile distant. The road leads up the Dabree
pass, is covered with large loose stones, and has several rather steep ascents, difficult for
carts. Country hilly and covered with thick jungle.

4.—A small bazar and weekly market on Mondays. Water from a nullah and wells.
Country much undulated and very partially cultivated. Much grass and dak jungle.
Road a rough hackery track, not much travelled. Re-cross the Koolar by ford at the 2nd
mile, (steep banks, difficult for carts), and at the 6th mile pass Peepulthone, a large village
and small bazar.

5.—A large village and bazar. Weekly market on Fridays. Water from wells and a
nullah. Road a very good hackery track the whole way, not much travelled; over high
undulated ground, covered chiefly with grass and thin bush jungle.

6.—A small village. Two buniahs' shops, and market on Tuesdays. Supplies from Mug-
gards, 2½ miles south west and from surrounding villages. Water from the Parbuttee.
Country undulated and pretty well cultivated. The first 5 miles of road is little more
than a pathway. The remainder a rough hackery track.

7.—A bazar. Water from wells and a nullah. Country much undulated and covered
with thick jungle. Road a hackery track, much covered with loose stones, and at the end
of the 10th mile there is a rugged descent into the Tuppah valley.

8.—A large village and bazar. Water plentiful from wells and a nuddy. Country for the
first 3 miles hilly, thence undulated. Road very good, leading through jungle the greater
part of the way. Pass Gowla at 5, Lussoora at 8½, and Kojurea at 11½ miles. At the 7th
mile cross the Kalli Sind by a rocky, but not difficult ford.

Of the above 3 Routes from Hoshungabad to Mhow the 2d is the best as well as the
shortest.

No. 194.—FROM HOSHUNGABAD TO NEEMUCH.

Scindea's	Political Agent { at Sehore ... } Resident at In- dore ... }	Chunwana, as in No. 192	67	6			
		Kunnode ...	8	5	...	1	1
		Beejwar ...	11	5	...	1	2
		Oonchode ...	9	1	...	2	3
		Neemuch, as in No. 54	177	2			
		25 Total...			274	3	

1.—A large village and bazar. Water from wells. Road good; much jungle and little cultivation. At 5 miles pass Ninwasa.

2.—A small village. Supplies must be collected. Water from a nullah, heavy jungle all the way. Road pretty good. At 3½ miles pass Baghun Khera.

3.—A bazar and water plentiful, heavy jungle for the first 6 miles. Road pretty good. A ghat of gradual ascent for nearly a mile to the table land of Malwa. At 5½ miles pass Dhantalao at the top of the pass.

No. 195.—FROM HOSHUNGABAD TO NUSSEERABAD BY SEHORE, KOTAH AND BOONDEE.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Not.
			M.	F.			
Bhopal		Dabree, as in No. 193	40	6			
		Shikarpoor	13	0	Koolar & Patara	2	1
		SEHORE	12	0			
Sein-dea's	Political Agent at Sehore	Nundney	12	4	Nuddy	2	2
				Parbuttee	5	3	
Holkar		Eklaira	15	0		5	4
		Kareyah	12	2		7	5
Rajgurh.		Left bank of the Newuj opposite Bhopalpoor old Cantonment	12	0	Newuj	3	6
Kilchee-poor.		Kuraree	9	0		1	7
		Kilcheepoor	9	4	Ghar	3	8
Kotah.	Political Agent Kotah	Bhojpoor	9	1		4	9
		Bhalta	10	4	Chapee	2	10
		Rutlace	12	2	Hoozar or Hujar	3	11
		Raichao or Reechwa	7	6		3	12
		JALRA Patun	8	2	Kalli Sind.	2	13
		Sukait	12	0	Ahoo	1	14
		Mukundura	12	6	Amjar	2	15
		Hunoteea	14	4		1	16
		Jugpoora	8	0		3	17
		KOTAH	10	0		0	18
		NUSSEERABAD, as in No. 172	117	0			
35 Total...			358	1 miles.			

1.—A small village. Two bunias, and supplies procurable from surrounding villages. Water from 1 pukka and 9 kutcha wells. Country undulated, first part covered with dense jungle, latter part jungle and thin cultivation. Road rough at first, latterly a good hackery track. Ascent from the Koolar difficult for carts.

2.—A large town and bazar. Residence of the political agent in Bhopal. Supplies abundant. Water from muddy. Country much undulated, and at first partially cultivated, latterly much covered with grass jungle. Road good, low hills on left.

3.—A good sized village. Supplies must be collected if required in any quantity. Water plentiful. Country open, undulating and very partially cultivated. Road good, the ghat on the Parbuttee is bad for carts, bank steep and bed rocky, usual depth of water in dry season 1 to 1½ feet.

4.—A small bazar. Water from wells and a nullah. Country and road as in last stage.

5.—A small village. Supplies scarce and must be collected. Water from wells. Country as before, road pretty good.

6.—Water from the river and supplies must be collected. Country and road as before. The ghat on the Newraj is rocky and banks steep. Water about knee deep at the ford.

7.—A small village of 100 houses, 6 shops and 13 wells. Supplies scarce and must be collected. Country as before; first part of road covered with loose stones, latter part pretty good.

8.—A large town. Supplies and water plentiful. Country undulating and covered with grass and jungle bushes, very little cultivation. Road pretty good. The Ghar nuddy is crossed under Kileheepoor by ford and stone bridge.

9.—100 houses, 5 shops and 13 wells. Supplies scarce, and must be collected or taken on from Kileheepoor. Country as in last stage, latter part of road covered with large loose stones.

10.—225 houses and 15 shops. Water plentiful, road very bad over heights, covered with loose stones the whole way. Many steep ascents and much high jungle, bad ghat on the Chapee, high banks and rocky bed, about 100 yards wide, water usually knee deep.

11.—230 houses and 10 shops. Water plentiful. Country hilly, hills covered with jungle and vallies well cultivated; first half of road very stony, last half good.

12.—300 houses and a small bazar. Water plentiful. At 1½ miles pass through ridge of hills, and thence the country is hilly on right and open on left. Road stony; fine cultivation near village.

13.—A walled town. Supplies and water abundant. Road pretty good, with exception of the ford of the Kali Sind which is excessively rocky and bad for cattle and carts, bed about 300 yards wide, banks steep and usual depth of water in dry season 1½ feet. Pass Deeree at 1½, Bhorasee at 2½, Bunjaree at 4½, and Gopalpoor at 7 miles.

14.—A small bazar and provisions procurable from neighbouring villages. Water abundant. Road rocky and rugged in parts. Country well cultivated. A range of hills runs parallel to the road on the right. Cross the Ahoor by pretty good ford near the end of the march.

15.—A middle sized village and small bazar, forming a long narrow street through which the road passes. Water from Bazolees and a nullah. Road pretty good through jungle and partial cultivation. Encamping ground within the valley of Mukundura, which is formed by two parallel ridges of hills running northwest and southeast between the Chumbul and Kali Sind rivers.

16.—A small village. Supplies from adjacent villages after due notice. Water plentiful. For the first 2½ miles the road leads through the Mukundura pass, and is very rough over rock and loose stones and winding between hills, and for 3 miles more it passes over rocky ground and through jungle. For the last 10 miles the road is very good over an undulated and well cultivated country.

17.—A small village. Supplies must be collected. Water plentiful. Road stony and rough the greatest part of the way. Much jungle, and little or no cultivation.

18.—A fortified city. Supplies and water abundant. Road over rocks and loose stones, bad for carts, through jungle the greater part of the way.

No.—196.—FROM HOSHUNGABAD TO SAUGOR BY BHILSA.

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nots.	
			M.	F.				
Bhopal.	Political Agent at Schore ...	Nuzurgunge ...	3	7	Nerbudda.	1	1	
		Pepureinee ...	11	3	...	5	2	
		Kulliaheree ...	8	2	...	5	3	
		Chuklode ...	8	1	...	...	4
		Bunchore ...	10	4	8	5
Seindee's.	Resident at Gwalior ...	Raeseen ...	8	0	Koohu ...	5	6	
		BHILSA ...	14	6	Damul or Dabur. }	3	7	
		Kuree ...	10	7	Newun & Siew... }	3	8	
		Garispoor ...	12	6	8	9
		Bagrode ...	9	6	9	10

Territory.	Civil Authorities.	Names of Stages.	Dist.		Rivers.	Nullahs.	Nos.
			M.	F.			
Scinde's, under British Management.	Assistant Commissioner at Saugor ...	Right bank Beena, } near Raatgurh... }	13	1	Babuna & Beena. }	10	11
		Gumereah ...	9	0	...	7	12
		Bhapye ...	8	1	Dussaun ...	3	13
		SAUGOR Cantonment	9	1	...	8	14
14 Total...			137	5	miles.		

1.—Supplies scarce and should be taken on from Hoshungabad. Water plentiful from a nullah. Road pretty good through a good deal of jungle. Cross the Nerbudda by ferry opposite the town of Hoshungabad, and by ford at the Goandree ghat, 2½ miles above the cantonment, from November to June. The distance in going by the ford is 7 miles.

2.—A small village above the ghats. Water from a nullah and wells. Supplies from Ukulpoor, distant 1½ miles. Country hilly and road stony and rather difficult for carts in ascending the Chouka ghat.

3.—A bazar. Water from tanks and wells. Road good through an open well cultivated valley.

4.—A small bazar. Water plentiful, first 4 miles through cultivated valley, last 4 miles through hills, and road stony in some parts but generally good.

5.—A bazar. Water from Baalees and wells. Country hilly and road stony and bad through heavy jungle most part of the way.

6.—A town and hill fort. Supplies and water plentiful. Road good through a well cultivated valley.

7.—A walled town. Supplies and water plentiful. Road good and mostly through an open well cultivated country. Hills at a distance on right and left, and at the 11th mile pass the western end of a low ridge.

8.—A small village. Supplies scarce and must be collected. Water from the Siew nuddy and one well. Road pretty good. Country open and pretty well cultivated. Hills at a distance on the right. The nuddies are both fordable by good ghats.

9.—A town and small pucca fort on ridge of low hills on right of the road. Supplies and water plentiful. Road pretty good. Country open and cultivated, ridge of hills gradually approached and the road turns the northern end of it a little way from Garispoor.

10.—A small bazar. Water from wells and 3 pucca baalees. Road good, leading through dak jungle all the way.

11.—Supplies from Raatgurh, a large town, protected by a hill fort about a mile to the right or southward of the road. For the first 9 miles the road passes over a gently undulated country covered principally with trees; it then passes between hills into the Raatgurh valley, and is a very fair cart road the whole way. Ford the river; the first at 5 miles from Bagrode, its bed 50 yards wide, bottom of rock and sand, banks steep, and depth of water 1 to 1½ feet in dry season; the latter at the end of the stage by a rocky ghat, 170 yards wide, and depth of water from 1 to 1½ feet during the fair season of the year.

12.—Eight buniahs and supplies from surrounding villages. Water from wells. The road for the first 7 miles leads over high undulated rocky ground, and is in parts covered with loose stone, the country is then open and partially cultivated, road good in dry weather.

13.—A middling village. Some buniahs, and supplies procurable from surrounding villages. Water from 3 pucca wells. Country slightly undulated and partially cultivated. Hills at a distance on right and left. Road good. Cross the Dussaun by good ford at the 3rd, and pass Schora, a good sized village, at the 4th mile.

14.—Country hilly. Valleys well cultivated. Road good.

No. 197.—FROM HOSHUNGABAD TO SAUGOR BY SEARMOW.

Bhopal.	Pol. Agent at	Shore ...	Chichalee ...	8	4	Nerbudda. .	4	1
			Dhobee ...	8	0	...	4	2
			Babace ...	15	0	...	7	3
			Jamgurh Bugdaee ...	14	4	Baum ...	7	4