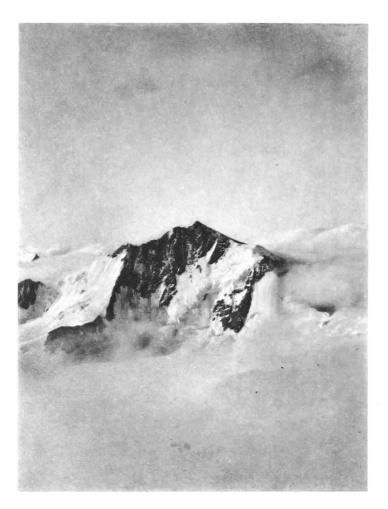
# KULU AND LAHOUL LT-COL.THE HON. C. G. BRUCE







# KULU AND LAHOUL



Todd's Giant.

LONDON EDWARD ARNOLD 1914.



# BY LIEUT.-COLONEL THE HON. C. G. BRUCE, M.V.O.

SIXTH GURKHA RIFLES AUTHOR OF 'TWENTY YEARS IN THE HIMALAYA'

WITH ILLUSTRATIONS AND A MAP

LONDON EDWARD ARNOLD

1914

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# PREFACE

IN my last book on the Himalaya I expressed a hope that one day I should be able to travel in Kulu, Lahoul, and Spiti.

Since then my luck has so far favoured me that I was able to spend a leave of more than six months in two of these attractive districts, and able to enjoy almost the most delightful time that I have ever had in the Himalaya.

These districts, I venture to say, will never be overrun or become hackneyed, even to the extent that parts of Kashmir are.

The mountaineering success of the expedition was almost entirely due to our excellent guide, Heinrich Führer.

We covered a very large extent of country, and spent but a short time in each valley, and if it had not been for his exceptional qualities as a path-finder, over and above his technical qualifications as a climber, we should not have been nearly so successful. Further, we were obliged, owing to continuous bad weather, always to make an early start.

The value of professional assistance in the Himalaya

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# PREFACE

has been very much argued. Given the right man, there is no question of its advantages. Doubtless there are many amateurs who can dispense with guides for the more difficult mountains, but none of them, as far as I know, live in India.

I do not deny that there is an immense amount of work which can be done without professional assistance, but for all the more difficult climbs, especially when tackled one after the other with little reconnaissance, a first-rate professional is a very great help.

No doubt there are many natives in different parts of the Himalaya who have sufficient mountaineering ability to become quite first-rate guides, given opportunity, time, and training, and a certain amount of general all-round experience, such as a soldier gets, for instance. But my experience is that though one may be able to get them for one year or more, when really wanted they are not forthcoming. This is especially true with regard to soldiers who are so trained.

I have had several Gurkha soldiers who became excellent mountaineers, and a few who were quite out of the ordinary, but last year, although most of the men were still in the army, I was obliged to take two complete novices, one of whom, at least, though very active and strong, was deadly dangerous in snow.

In fact, for reaching peaks, I should have had very little assistance from my Gurkhas until the arrival of Captain Todd and his excellent Chandra Sing, Gurung,

# PREFACE

who had already done a considerable amount of work in the high mountains.

I have especially to thank Mr. G. C. L. Howell for his assistance and advice, as also Colonel and Mrs. Tyacke, both for advice and much kindness to both of us, and especially to me when I was recovering from the attentions of the gods.

Lastly, and by no means least, I have to thank the Ilford Company for the immense interest which they took in all our photographic work, and in the assistance they have given us, particularly in preparing the illustrations of this book, and the large number of successful slides, enlargements, etc., which they have made for us. They have our best thanks once more.

C. G. B.

January, 1914.

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MAP ILLUSTRATING LIEUTENANT-COLONEL C. G. BRUCE'S EXPEDITION TO KULU AND LAHOUL IN 1912 At end

# APPENDIX

# ROUTES TO KULU AND LAHOUL (WINTER AND SUMMER). REMARKS ON SUPPLIES, ETC.

SUMMER ROUTE FROM SIMLA TO KULU AND LAHOUL.

То	MARCHES.			MILES.		
1.	Fagu	••		$11\frac{1}{2}$	••	Dak bangalow.
· <b>2.</b>	Theog	•• •	•	$5\frac{1}{2}$	••	Dak bangalow.
<b>3.</b>	Matiana	•• •	•	11	••	Dak bangalow.
4.	Narkanda	a.	•	11	••	Dak bangalow.
5.	Luri Brid	lge .		14	••	Rest-house.
6.	Dalash	•• •		7	••	Rest-house.
7.	Chawai	•• •		8	••	Rest-house.
8.	$\mathbf{K}$ ôt	•• •	•	9	••.	Rest-house.

[Cross Jalaori Pass, 10,650 feet.]

9. Jibi	••	$10\frac{1}{2}$	••	Rest-house.
10. Manglaor	••	$8\frac{1}{2}$	••	Rest-house.
11. Larji	••	7 <del>]</del>	••	Rest-house.

# In Kulu.

12. Bajaura	••	12	••	Dak bangalow.
13. Sultanpur	••	10		Dak bangalow.
14. Katrain	••	$11\frac{1}{2}$	÷	Rest-house.
15. Manali	••	12	••	Rest-house.
16. Rahla	••	· 9	••	Rest-house.

[Cross Rahtang Pass, 13,400 feet.]

# APPENDIX

Summer	ROUTE			A TO		LU AN	ID LAH	1001
		i i i	In L	ahou	ıl.			
To	MARCHES.			MILES.				
17.	Sissu	••	••	12	••	$\mathbf{Rest}$	-house.	•
18.	Gundla	••	••	7		Rest	-house.	1
19.	Kailang	••	••	10	••			ers of La- 300 feet.)
20.	Jispa	••	••	13	••		-house.	
21.	Patseo	••	••	12	••	Rest	-house.	
22.	Baralach	a Pass	••	—	••	No ł	nouse. feet	(16 <i>,</i> 200 .)
	WINTER	Route	FR	ом S	IMLA	то К	ULU.	-
To	MARCHES.			MILES.				
1.	Ghanna	••	••	7	• •	••	Banga	low.
	Arki	••	••	14	••	••	Banga	low.
3.	$\mathbf{N}$ amhol	••	••	15	••	••	Banga	
4.	Bilaspur	••	••	13	••	. • •	Banga	low.
5.	Dihur	••	••	12	••	••	Banga	low.
6.	Bhojpur	••	••	12	••	••	Banga	low.
7.	Mandi	••	••	14	••	••	Banga	low.
8.	Kataula	••	••	14	••	••	Banga	low.
9.	Kandi	••	••	9	••	••	Banga	low.
			In 1	Kulu			-	
10.	Bajaura	••	• •	9	••	••	Banga	low.
	Sultanpu	r	••	9	••	••	Banga	

SUMMER ROUTE FROM PALAMPUR (KANGRA VALLEY).

Leave North-Western Railway at Pathan Kôt Station. Tonga drive of 73 miles to Palampur, Kangra. (Bangalow.)

To	MARCHES.			MILES.		
1.	Baijnath	••	• •	$9\frac{1}{2}$	••	Rest-house.
2.	Dhelu	••	• •	12	••	Rest-house.
· 3.	Jatingri	••	• •	11	••	Rest-house.
4.	Badwani	••		12	••	Rest-house.
	[Cros	s Babbo	oo P	ass, 1	0,000	) feet.]
		Iı	ı K	ulu.		
5.	Karaun	••		10	••	Dak bangalow.
6.	Sultanpu	r,	••	<b>8</b> <sup>.</sup>	••	Rest-house.

# **KULU AND LAHOUL**

WINTER ROUTE FROM PALAMPUR (KANGRA VALLEY).

	MARCHES.		. ~	MILES.		
1.	Baijnath	••	••.	9 <u>1</u>	••	Rest-house.
2.	Dhelu	••	••	12	• •	Rest-house.

In Mandi State.

3. Horla	••	••	12	••	Rest-house.
4. Drang	••	• •	12	••	Rest-house.
5. Kataula	••	••	12	••	Rest-house.

[Cross Dulchi Pass, 6,500 feet.]

### In Kulu.

6. Bajaura	• •	18		Rest-house.
7. Sultanpur	• •	9	••	Rest-house.

REMARKS ON TRANSPORT, ETC.

Travellers to Kulu should apply for carriage (mule or pony), also for coolies, to the Tehsildar either of Simla or of Palampur, according to the route they wish to follow.

On arrival in Kulu, carriage will also be supplied by the Tehsildar of Sultanpur, Kulu.

In Lahoul application should be made to the Thakur of Lahoul.

It is as well to give at least two days' notice for all carriage or coolies.

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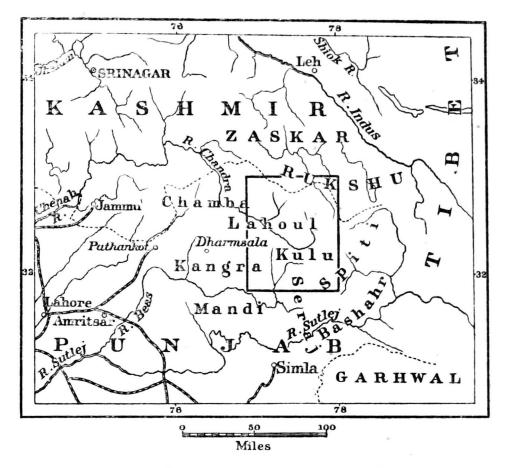
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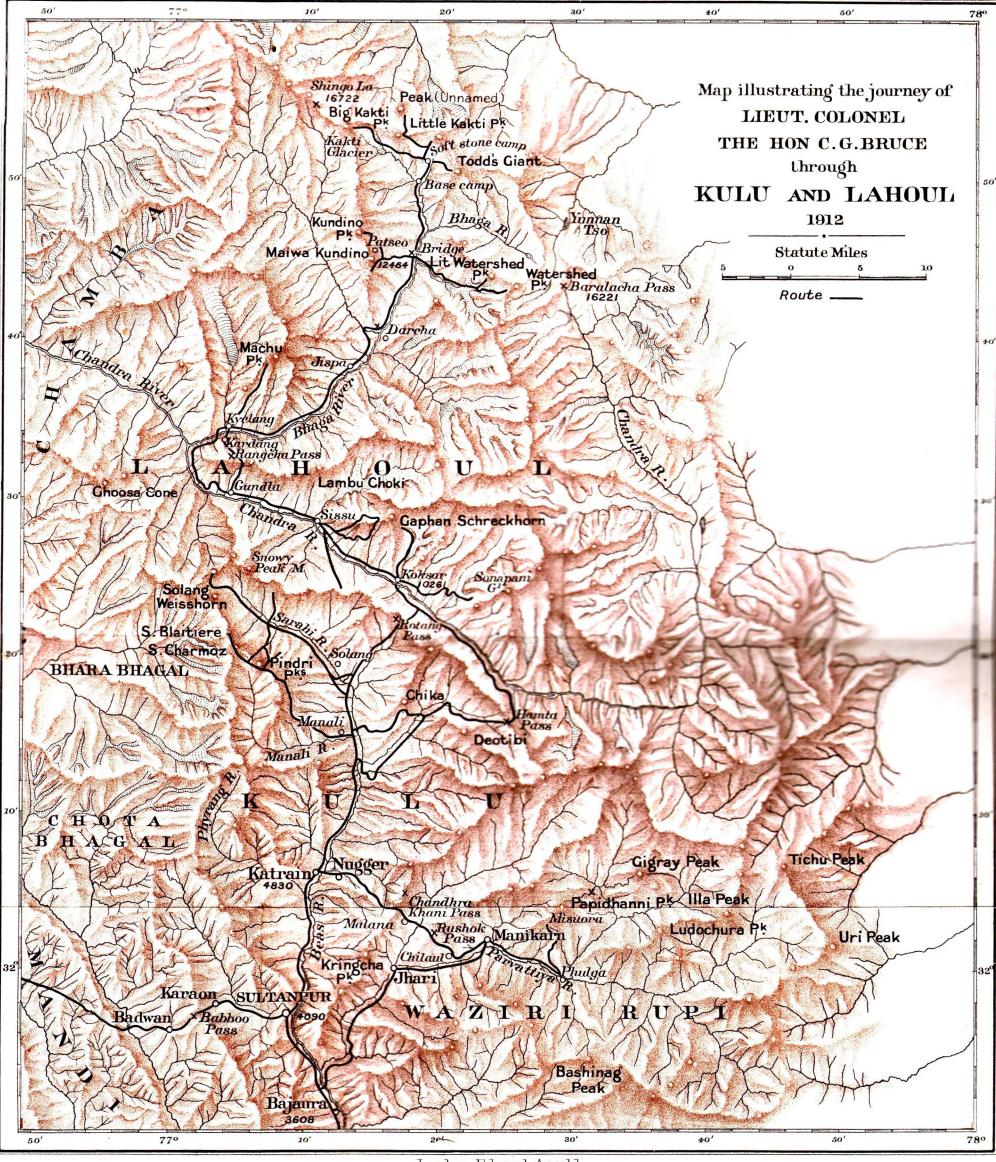
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#### THE END



MAP SHOWING THE RELATIVE POSITION OF KULU AND LAHOUL TO THE SURROUNDING DISTRICTS.

The square indicates the area shown in the large map.



London, Edward Arnold