

76.

FOURS IN SIKHIM

AND THE DARJEELING DIS-

TRICT BY PERCY BROWN

REVISED AND EDITED WITH

ADDITIONS BY JOAN TOWNEND



SNOWS FROM SANDAKPHU

TOURS IN SIKHIM
AND THE DARJEELING DIS-
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WITH FRONTISPIECE, CONTOURS AND MAP.

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PREFACE



SIXTY-THREE years ago a book was written describing Sikhim, which has in many respects rendered superfluous further accounts of this State. This was Hooker's *Himalayan Journals*, published in 1854. In one respect however Sikhim has changed considerably since the issue of that famous work: it has become much more accessible.

To the tourist fresh from the sights of other countries, Sikhim and its neighbourhood offer, in a few short marches from Darjeeling, near views of snow-clad mountains of unrivalled grandeur. To dwellers in the Lower Provinces of India it presents a rare opportunity for a holiday in the open air; in fact, within certain limits, it holds the same position to this part of the country that Kashmir does to the North. In two respects at least Sikhim compares favourably with the far-famed Happy Valley—it is more easily reached from the “cities of the plain,” and its mountain scenery is generally on a more splendid and more massive scale.

Having known Sikhim for nearly twelve years, and having taken full notes of all my tours, it occurred to me that what I had written might be of use to others. I have therefore revised my notes and cast them into the form of this little hand-book. Dealing mainly with routes, and ways and means, it provides only an outline of what may be done and seen. I have not attempted to treat the subject of mountaineering, a matter best left to experts, to whom the giants of Northern Sikhim present a fascinating and little touched field. The bibliography on pp. 56, 57 will introduce the reader to a variety of works on this and other special aspects of the country. It is not suggested that the routes here dealt with by any means exhaust the tours which may be taken. The enterprising traveller will no doubt be able to devise others suitable to his own time and tastes.

During the preparation of this book I have had the good fortune to find in Mr. A. F. Scholfield as enthusiastic

a lover of Sikhim as myself, and for his sympathetic assistance in much of the work, especially for the compilation of the index, my warmest thanks are herewith tendered.

It is a great pleasure to recall the many acts of kindness and courtesy which have been extended to me from time to time during my travels by the various officials of the State, which I feel certain will also be the experience of others who may spend a holiday in the country.

A few remarks on the system of spelling adopted throughout the book seem necessary. There is at present no recognised, uniform manner of spelling the place names of Sikhim, and a writer is practically free to follow his own choice. On the whole it has seemed to me wisest to let myself be guided by the old Survey of India map (published May 1906, Reg. No. 246—S-06). It unfortunately omits many names, and offers a spelling of others which is now generally abandoned. The official *Gazetteer* (p. 1 footnote) disclaims any authority in the matter: "A uniform system of transliteration has not been followed throughout the *Gazetteer*; the style adopted by each contributor has been reproduced." Perhaps the safest guide would be the official *Routes in Sikhim* by Capt. W. F. O'Connor, of which Mr. Douglas Freshfield mentions three editions. But I have been unable to obtain a copy. When the Government map failed me I have generally followed Mr. Freshfield's *Round Kanchenjunga* or Prof. Garwood's map attached to that book. (The spellings of these two frequently differ.) The names of bungalows are spelt, with one or two exceptions, as they appear in the *Notice* issued over the signatures of the Deputy Commissioner, Darjeeling, and the Political Officer in Sikhim. In the few remaining doubtful cases I have tried to use my best judgment.¹

I may add that additions and corrections are invited and will be gratefully acknowledged.

November, 1916.

P. B.

¹ See further L. A. Waddell, *Place and river-names in the Darjeeling district and Sikhim* (Journ. Asiat. Soc. of Bengal, vol. LX, pt. i, 1891, pp. 53—79).

PREFACE TO THE SECOND EDITION.

The reception accorded by the public to the original impression of "Tours in Sikhim" has encouraged me, now that the first edition is exhausted, to republish it revised and corrected. In the work of bringing the information up to date I have received considerable assistance, all most freely rendered. Sir Charles Stevenson Moore, K.C.I.E., C.V.O., has supplied me with a number of practical suggestions, while Mr. J. C. French, I.C.S., has given me the benefit of his experiences during several tours in Northern Sikhim. To Mr. A. Bowie I am indebted for some useful notes on the route over the Donkhya, and to Mr. L. S. S. O'Malley, C.I.E., I.C.S., for several corrections in distances, heights, and other details. Mr. Simmonds has checked my paragraph on the mineral resources of the State. Sir Charles Bell, lately Political Officer in Sikhim, has at all times readily answered my requests for information, and has spared no trouble in verifying those statements in which there appeared any element of doubt. To these friends and observant travellers, for the notes and jottings they have communicated to me, I tender my sincerest thanks. But it is to Mr. W. R. Gourlay, C.S.I., C.I.E., I.C.S., my most grateful acknowledgments are due, not only for several suggestions, and at all times a sympathetic interest in the work of revision, but for having unreservedly placed at my service the whole of his fascinating series of "Letters" (privately printed), written at various times while touring in some of the wildest and grandest parts of the Sikhim Himalayas. For the use of these I desire to express my gratitude.

The map at the end of the book has also been revised, but those who require a more detailed survey of the country should apply to the Map Record and Issue Office, 13, Wood Street, Calcutta, for the most recent edition of "Bengal, Bhutan, Nepal, Sikkim and Tibet." The official description of this particular sheet is "No. 78 A, and 77 D, Darjeeling;" the scale is 4 miles to 1 inch, the same as the map in this book, and its price is Re. 1/8.

April, 1922.

P. B.

PREFACE TO THE THIRD EDITION.

For some years circumstances have prevented me from continuing my personal associations with the country which is the subject of this book. When therefore a third edition was called for, it was evident that the changed conditions in the forms of travel, and other matters due to the passage of time, required the practical knowledge of some one more recently and intimately acquainted with the marked progress that has taken place. There is something in the atmosphere of Sikhim and its surroundings which seems to inspire in those who have travelled there a very special kind of enthusiasm, not a temporary affection, but one that is lasting and increases with the years. It may have some relation to that urge known to the old Chinese philosophers, a desire to escape from the pressure of social life and to live free and fearless in the isolation of the hills. Whatever the cause or motive, I was fortunate in finding these conditions in Mrs. H. P. V. Townend, who, combining with them wide experience and keen personal interest, undertook the heavy task of a complete revision of the work. In the course of preparing this present edition, all the original material has been brought up to date, and a considerable amount of new information added.

Mrs. Townend has not however confined her labours solely to the letter-press. Realizing, as many have done, that the sketch-map previously published was inadequate, she has compiled a new and much more practical map, which, ably reproduced by the Survey of India, should now provide a clear and reliable guide to all parts of the State. In the preparation of this map much valuable assistance was rendered by Mr. G. B. Gourlay, M.C., ex-Local Secretary of the Himalayan Club, who not only checked many of the details, but incorporated in the body of the book are the results of his extensive knowledge of some of the lesser-known routes, particularly in Northern Sikhim.

Responses to invitations for information on various matters have been most gratifying. Among those who have so willingly given the benefit of their knowledge, special mention should be made of Rai Sahib Faqir Chand

Jali, State Engineer; Mr. L. R. Fawcus, I.C.S., ex-Local Secretary, Himalayan Club; Mr. E. G. Marklew; Capt. G. H. Osmaston, M.C., R.E.; Mr. John Latimer; Lt.-Col. J. Tobin, D.S.O.; and Mr. C. E. Dudley, General Secretary to H. H. the Maharaja. For particulars with regard to Kalimpong and district thanks are due to Mr. Norman Odling, Secretary, Publicity Section, Kalimpong Advisory Station Committee, while useful details connected with the forest-bungalows, roads, and distances, were provided by Mr. E. A. C. Modder, I.F.S., and Mr. F. J. A. Hart, I.F.S. On the game birds and animals, Mr. C. M. Ingles, F.Z.S., Curator of the Darjeeling Natural History Museum, has given the results of many years of study; to Sirdar Bahadur Laden La acknowledgments are due for details with regard to the Sirdars, transport, and the purchase of curios. The list of monasteries has been kindly revised by Rai Bahadur Lobzang Chhoden, Private Secretary to H. H. the Maharaja. In the field of photography considerable practical advice has been supplied from the experience of Mr. G. A. N. Hamilton, Mr. A. J. Dash, I.C.S., and Mr. S. C. Cotton, Manager, Kodaks Ltd.; the portion on "Fishing" has been revised by Dr. Ceri Jones. To all these who have replied so readily to requests for information, most sincere thanks are due.

April, 1934.

P. B.

PREFACE TO THE FOURTH EDITION.

The third edition having been exhausted and demand still very great it has been necessary to prepare a new and revised edition. Present conditions prohibit the thorough revision that I would like to make. In appendix II however there will be found a very valuable note kindly provided by Sir B. J. Gould, Kt., C.M.G., C.I.E., I.C.S., Political Officer, Sikkim Political Agency, which may be the means of bringing some of the information more up to date.

P. B.

November, 1944.

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MAP.

In pocket at end of book.

PART I
GENERAL INFORMATION

INTRODUCTION



SIKHM (*Sukhim* or "New House")¹ is a small Independent State lying north of Darjeeling: it measures approximately 70 miles from north to south and 40 miles from east to west, and is therefore in general area less than half the size of Wales.

Small though this country is, it is however of exceptional interest. Within its narrow limits is situated the most magnificent range of snow-clad mountains in the world. This is the Kanchenjunga group, which, according to the time of day or the season, reveals its untrodden peaks in varying moods. Not far outside its borders, and visible from several neighbouring vantage points, stands Everest, its brilliant summit soaring high above all other mountains.

But even without these stupendous features, the mountain scenery throughout the whole of Sikkim is superb. The lines of the hills as they rise range beyond range, or meet and melt into one blue chain, or are lost in some far valley, the gathering sweep and dispersal of the clouds, as sunshine follows storm and storm sunshine, the dark slopes broken by the gleam of falling waters, the wooded ridges that look down upon escarpments wrought by landslip and torrent, and beyond and above all the towering fortresses of the mountains—these are things never to be forgotten. For its size Sikkim contains finer scenery and more absorbing sights than many larger countries of great reputation.

The climate ranges from the tropical heat of the lower valleys to the icy cold of the eternal snows, with the most perfect temperature in between. For several months in the year the climatic conditions in much of the country are ideal—settled weather with bright sunshine.

¹ Col. L. A. Waddell suggests another derivation; Skt. *Sikhin*, crested, i.e., mountainous country.

History. The original inhabitants of Sikhim were Lepchas, or as they call themselves, the *Rong-pa* (Ravine-folk). They are of Mongolian extraction, and their language and other characteristics tend to indicate that they are an ancient tribe emigrated from Southern Tibet. The early history of Sikhim is mainly based on Lepcha tradition. The reigning family however seems to have been from the first Tibetan, and the records of the State are bound up largely with those of the Great Plateau. Buddhism does not appear to have been introduced into Sikhim until as late as the 17th century, previous to which the people were undoubtedly Animists. It was brought by three monks of the *Duk-pa* or Red Hat sect who, flying from the persecution set on foot by the reforming party in Tibet, eventually arrived at Yoksam near Pamionchi. They had no difficulty in persuading the easy-going Lepchas to embrace Buddhism, and the founding of monasteries and temples proceeded vigorously from that date. It is from this late period that the tangible history of Sikhim really begins, and it becomes at once closely associated with the history of Tibet. In religion, in politics and in social matters the people of Sikhim have been guided mainly by the authorities of Lhasa, and all the institutions of the State were based largely on those of Tibet. The Sikhim Buddhists refer to the Delai Lama on all important secular matters, and the aristocracy having allied themselves matrimonially with Tibetan families, have accordingly vested interests in the larger country.

But at the beginning of the 19th century a considerable change took place in the affairs of the State. The situation opened with trouble between the neighbouring States of **Sikhim and Nepal, which was settled by the British Government** in favour of the former. This led to the treaty of Titalya in 1817, by which the English "assumed the position of lords paramount of Sikhim" and exercised certain protective rights over the State. In 1835 the site of Darjeeling, and a small tract immediately surrounding it, was ceded to the Government of India by the Raja of Sikhim, who received a pension of Rs. 3,000 per annum in lieu of it. Fourteen years later an incident took place which had a far-reaching effect on the fortunes of the

country. This was the seizure and imprisonment by the Prime Minister of Dr. Arthur Campbell, the Superintendent of Darjeeling, and Dr. (since Sir Joseph) Hooker while encamped at Chomnago on their way to the Cho La, a pass leading to Tibet north of the Nathu La. This act of indiscretion led to an annexation of territory comprising the entire *Terai* and a large area of country bounded on the north by the Great Rangit¹ river. Trouble however still continued in spite of this drastic measure, and in 1860-61 the Government of India found it necessary to order a British Force to occupy the country with the object of imposing a treaty ensuring good relations. This treaty was observed without friction for some years, until it became obvious that the influence of Tibet was becoming so strong in the State as to be a menace to further friendly relations. Among other aggressions the Tibetan militia occupied Lingtu on the road to the Jelep La about 12 miles within the Sikhim border, and proceeded to build a fort there. This led to an expedition in 1888, and eventually the Tibetans were driven over the Jelep Pass. A convention was then concluded in 1890 in which the boundaries of the country were defined and Sikhim declared a protected State. Since that time the government has been administered by the Maharaja assisted by a council of his leading subjects and guided by a British Political Officer. Previous to 1904 political dealings with the State were in the hands of the Government of Bengal, but these are now conducted by the Government of India.

The People. As previously observed the Lepchas are the original inhabitants of Sikhim, although they are only a minority of the population at the present time, immigrants from Nepal having recently far outnumbered the aborigines. The Lepcha is essentially a child of nature, a creature of the forest, with the fondness of the jungle-man for bird and beast and flower. He is of a mild and retiring disposition and extremely superstitious, his actions being largely guided by signs and omens. His knowledge of jungle-lore is extensive and there can be no more enter-

¹ The *g* is always pronounced hard, as in *geese*. So too 'Rangiroon.'

taining companion for a tour in Sikhim than a Lepcha *sirdar*. But before the advance of cultivation and with the disappearance of the forest to make way for crops and cattle the Lepcha is in great danger of dying out, being driven away from his ancestral glades by the prosaic Nepali and other materialistic Himalayan tribes. Out of a population in Sikhim of about 60,000, only 8,000 are Lepchas.

In the Lachen valley one may meet with an interesting border tribe called the Lopas. They are a picturesque but not very intelligent people, and most convinced animists, their mental atmosphere being occupied entirely by good and evil spirits. In the women ignorance is considered an adorning virtue, their attitude being always that of "knowing nothing." When a Lopa is ill, his recovery or otherwise is settled by a throw of the dice, and it is recorded that on occasion when the patient's condition does not appear to be conforming with the death-number, the disparity is corrected by a dose of poison. The most striking part of the women's costume is a woollen garment with coloured horizontal stripes, which gives them a bright and lively appearance.

The traveller will probably find in his retinue a fine opportunity for studying Himalayan types, as his *sirdar* and cook may be Lepchas, his *syce* a Nepali, and his coolies representatives of every tribe of Tibet from Turkestan to China.

Religion. Although a number of cults are followed in Sikhim the State religion is Buddhism as practised in Tibet (or what is generally known as Lamaism), the chief feature of which is the monastic life, and no one should leave Sikhim without visiting one at least of its many religious houses. To the resident priests visitors are always welcome.

Monasteries. The site of the *gompa* or monastery seems almost invariably to have been selected on account of its lovely surroundings and the magnificent views which it commands, and from very many points one may see two or three dotted about on the surrounding mountain-tops. Their white prayer-flags indicate holy ground. The monastery usually consists of a certain number of

dwelling for the monks, a temple in the middle, and often another smaller building containing the *mani* or praying-wheel. The centre of interest is the temple, and this is always built on the same general plan. In approaching a monastery one must always proceed by the left hand, that is with one's right hand to the wall, a custom which is observed by all without fail. The temple is usually a somewhat heavy building of two stories and situated in the centre of a paved court-yard. In front is an open court in which various religious ceremonies, such as devildances, take place. The orientation of these buildings is according to no fixed rule, although they often face the East. A flight of steps leads from the pavement into the outer court or verandah. A recess on the left may be set apart for a large *mani* (prayer-wheel). On the walls at the side of the main doorway fronting the visitor are generally painted in fresco four defiant figures representing the Four Kings of the Quarters, who guard the Universe and Heavens against the Outer Demons. Enter by this doorway and you are at once in the main hall of the temple. It is dimly lit by two narrow windows, and is divided into a nave and two aisles by two rows of bracket columns, carved and painted in bright colours. The walls also are decorated with figures painted in fresco. On each side of the doorway are the temple drums and holy water vessels. The *lamas* when at worship sit in two rows one on each side of the nave, and the head *lama*, or abbot, sits on a higher seat at the altar end. The altar, which is the most important feature of the interior, occupies the far end of the temple; on it are seated gilt images, usually "The three Rarest Ones," the Trinity of the *Lamas*, and, in a wealthy institution, many other minor divinities. Before it are set the various articles connected with the daily ritual, the seven bowls of holy water, the lighted lamps, the Everlasting Tree from which holy water is sprayed, the incense-burners and other necessary vessels. Hanging from the pillars and other prominent places are the temple-banners or *tankas*, while on the back wall on either side of the Trinity are pigeon-holes where the holy books are kept. But the library is generally situated on the floor above, the walls being fitted with receptacles to contain the scriptures. Such is the general arrangement

of the monasteries; if they vary a little in their internal fittings, it is mainly in the excessive amount of altar furniture with which some of the richest ones have been endowed. The best time to visit the *gompa* is in the afternoon, as then there is generally a service in progress.

Devil-Dance. It is a piece of rare fortune to see a "Devil-Dance." (Most monasteries have their own store of costumes and properties for it.) The dancers are clothed in marvellous brocades from China and wear masks of horrible and fantastic design. A band of *lamas* play upon strange instruments while the "devils" dance and whirl to their wild music. As a picture of mediævalism I know nothing to compare with it.

War-Dance. The Devil-Dance is a feature of Lamaism generally, but there is another dance peculiar to Sikhim alone, which is also occasionally performed. This is a "War-Dance" and is held at certain seasons to celebrate the worship of the Spirit of Kanchenjunga: he is invoked as the War-God of Sikhim. The dance is said to have been devised by the Maharaja Chagdor-Namgyal (who also invented the Lepcha alphabet), and is performed not exclusively by the *lamas*, but also by youths of good birth. It consists of a series of violent physical exercises, in which sword-playing forms an important part, and one of its aims is to counteract the effects of the sedentary life of the *lamas* and the upper classes. Underlying the dance however is a religious drama, the subject of which is the triumph of Truth over Evil. At intervals the battle-cries of "Ki-Kihuhu" and "Yi-Yihuhu" are shouted, and are intended to glorify Maha Kala, the Over-Lord of all the Spirits. The costumes worn by the dancers are most elaborate, especially the head-dresses, which are surmounted by gaily coloured draperies and a crest of peacock's feathers. Silk sashes are worn cross-wise on the chest and are a survival of the old warriors' battle uniform. They were put on as decorations when setting forth, and served also as badges to distinguish the different bodies of troops. The dance is a wild and strenuous performance, and those taking part in it are often completely exhausted at the finish.

Monuments. On the march the traveller will occasionally come across Buddhist monuments such as the *Chorten* and the *Mendong*. The *Chorten*, literally "the receptacle for offerings," is in its correct form a solid piece of masonry in three parts; the base is a cube (signifying earth) surmounted by an orb (signifying water) and crowned by a cone (signifying fire); sometimes there is a wooden finial consisting of a crescent and a circle, the Air with the Ether "in her lap." It corresponds to the *Chaitya* and *Stupa* or *Tope* of Indian Buddhism. They were originally designed as relic shrines, but are now often built as acts of merit or merely as religious emblems placed on sacred, beautiful or convenient sites.

The *Mendong* is a long wall-like erection generally built to divide the road into two lateral halves to allow of the reverent mode of passing it, namely, with the right hand to the wall. No true Buddhist will think of passing one of these monuments in any other manner, which if done, would at least bring ill-luck on the march. Many of the stones used in the construction of the *Mendong* are inscribed with the well-known formula *Om mani padme Hung!* which literally translated means "Hail! The Jewel in the Lotus-flower" (i.e., the Lord of Mercy as incarnate in the *Delai Lama*), the mere sight of which, let alone the utterance of it, will ensure deliverance from earthly danger, admittance into paradise and escape from hell.

Vegetation. From the point of view of the botanist Sikkim is a herbarium, and in the spring the country is a garden of flowers; orchids trail from the trees, and begonias cling to the damp rocks in the lower forests, while at higher altitudes the various colours of the rhododendrons are bewildering, and primulas carpet the ground. Writers have remarked on "the infinite variety of the vegetation of the Sikkim Himalaya, which contains in its whole extent types of every flora from the tropics to the poles, and probably no other country of equal or larger extent on the globe can present so many features of interest or so many problems for solution to the thoughtful naturalist."

A few examples of the wealth of the vegetation may be referred to. There are about twenty species of bamboos,

and the uses to which this tree are put are innumerable, from a receptacle for water (the entry of a six-foot pole of hot water into one's bath-room is quite usual!) to strips for tying up parcels. But the glory of Sikhim is the rhododendron, of which there are thirty species varying in size from a tree of 40 feet in height and a trunk girth of 5 feet down to a little prostrate shrub barely rising 2 inches above the ground. During several months of the year these may be seen in flower, but they are in the height of their glory in the month of May. Almost as prolific as the rhododendrons are the primulas, of which there are from thirty to forty species, and with these one may see gentians, violets, saxifrages, balsams, and dozens of other herbaceous plants, all bearing the most beautiful blooms. The best time to see the lovely Alpine flora, which grows above about 11,000 feet, is during July and the early part of August, though the gentians go on much later. Then there are the flowering trees, chief among which is the magnolia, producing in the spring white or "magnificent rosy-purple flowers, calling to mind the flowers of some of the water-lilies, which they strongly resemble."

Birds. Sikhim is noted for the large number of species of birds which are found within its limits, a natural result of the great variations of temperature and climate. Between 500 and 600 species have been recorded. They vary in size from the gigantic lammergeyer, about 4 feet in length and $9\frac{1}{2}$ feet across the outstretched wings, which inhabits high altitudes, to the tiny flower-pecker, barely exceeding 3 inches in length, which is found in the foothills, up to 4,000 feet. Owing, however, to the density of the vegetation, in many parts, combined with the precipitous nature of the forest slopes, observation is difficult, except in the beds of rivers and streams. The birds which are most likely to attract attention are those which frequent such spots. **Conspicuous among these are the fork-tails, black and white birds obviously distinct from our wag-tails; but sufficiently like to render identification easy.** They, however, prefer wilder spots; in place of the placid streams or damp fields which the wag-tails love, the fork-tails haunt the spray of waterfalls and appear and disappear round the boulders in the swift torrents. In similar places are found the white-capped redstart, black

above, chestnut-red below, and crowned with a snow-white cap; and the plumbous redstart, deep thunder-cloud blue below with a gleam of chestnut on its tail; and the whistling thrush, very like an overgrown English male blackbird, yellow beak and all, but with a rich indigo blue sheen on its feathers. Away from streams the traveller is only likely to see the birds which fly out into the open such as the verditer fly-catcher (plains in winter to 10,000 feet in summer), of a lovely turquoise blue with a greenish sheen on its plumage, or birds of singularly brilliant colouring such as the scarlet minivet (foot-hills up to 6,000 feet), or his slightly smaller cousin, the short-billed minivet (3,000 feet to 7,000 feet): in both these species the cock bird is brilliant scarlet with a little black, while the hen is bright yellow and black. Another bird of splendid colouring, who often perches in exposed places, is the male rufous-bellied niltava (*niltava sundara*), his head and back marked with royal blue and cinnamon brown breast. Though not often visible, the laughing thrush sometimes startles newcomers with peals of foolish laughter. When colder open lands are reached above 10,000 feet, insect life and berries are fewer and the number of species diminishes. Rose finches, like sparrows decorated with a varying amount of dark crimson, and wag-tails in the damper spots, will be the most commonly seen, and occasionally the handsome scarlet finch, who seems particularly fond of Singalila.

The game-birds will be found referred to under "Sport," and the mammalia, from the same point of view, will also be noticed in the same section.

Butterflies and Moths. Butterflies are extremely abundant, nearly 600 species having been enumerated. The genus *Papilio* is strikingly represented by no fewer than 42 species. The traveller will notice butterflies at nearly all elevations up to 8—9,000 feet, and it is interesting to observe that specimens have been caught even on the highest passes among the snow at 14,000 feet. Even to the novice these insects will have a great charm, for the colouring of the Sikhim butterflies is proverbial, and he may see a specimen of the oak-leaf butterfly, with its marvellous resemblance to a dead leaf, as it rests with

its wings folded over the back showing the underside only, the leaf stalk, veins, etc., being excellently mimicked.

The various species of moths are said to number nearly 2,000. The majority of these are comparatively small in size, but several are among the largest of the insect race. The largest of them all is the Atlas-moth, which is sometimes nearly a foot across. The ordinary layman not initiated into entomology, seeing one of these specimens, finds it difficult to believe that it is not artificially made.

Parts of the country are remarkable for the numbers of spiders, and especially of their webs, which in some places and seasons are woven into a continuous filmy arcade over the path. At certain heights the sound of the cicada is deafening and too persistent to be reckoned one of the delights of the country.

Mineral resources, etc. The extension of the railway from Siliguri almost to Tista Bridge has brought the resources of the State into practical consideration, and before long some of the natural products of the country may be extensively utilized. The bamboo in connection with the manufacture of paper may be considerably developed, but it is from its yield of so valuable a commodity as copper that the State may have some expectations. Copper-mining is an old industry in Sikhim, and the traveller will no doubt see traces of this on his tour, small excavations by the road-side, most of which have been abandoned many years ago. But recent investigations have shown that the ore is there in useful quantities, and with improved methods the output may be made to pay well. Water-power is available in all parts and might be easily harnessed, and with aerial railways to transport the material a considerable advance might be made. The principal copper mines are at Bhotong, near Rungpo, also between Pakyong and Rorothang, as well as below Tumlong, but there are many other places where the mineral has been worked. A small amount of gold has been found associated with the copper ores, and the same precious metal is reported to have been discovered between Chungtang and Lachen; lime and plumbago exist in workable quantities and only await the attention of a practical expert to convert these raw products into thriving concerns.

TOURING

Facilities for Touring. Such are the natural conditions of the State, and for those who desire to see for themselves the beauties of this wonderful little country, it only remains to add that travelling in Sikkim is made remarkably easy. For not only is the country intersected with good bridle-paths leading to all the accessible parts of the State, but at easy stages on these routes are situated comfortable, well-furnished bungalows for the wayfarer's accommodation. Provided therefore with the requisite passes for these rest-houses, one may travel at one's own sweet will among the most beautiful mountain scenery in the world. These bungalow-passes are obtained at a charge of Rs. 2 per head per night in Sikkim, and Rs. 3-8, with maximum of Rs. 10 for a whole bungalow in Darjeeling District, and every facility is offered to the traveller to aid him on his tour. Under these ideal conditions the most joyous holiday can be spent, extending from a few days within easy reach of Darjeeling to a tour of a month or more to the very foot of the everlasting snows. Nor need the busy man imagine that a long expedition is required to enable him to experience these pleasures, for one of the shortest trips, that to Phalut and back, occupying only 8 days, and which can be shortened to 6 with the aid of a car, will bring well within his vision Everest and Kanchenjunga—a panorama of snow-clad heights, thrilling in their magnificence.

Moreover, in the most remote regions of the State, one's personal safety is assured, for the inhabitants are a peaceful and hospitable folk, and on this point even the most nervous need have no fear. Ladies travelling by themselves may undertake expeditions to the furthestmost bungalows, without being subjected to the least inconvenience, their *sirdar* or headman always regarding their protection as his own personal charge. As for the roads, these, including the bridges, are all easily negotiable by the most timid. Those of active habit may walk all the marches without excessive fatigue, the more leisurely-inclined may ride on ponies, readily obtainable from Darjeeling, while ladies, not equal to this exertion, may be carried in dandies over all the bungalow-routes.

For persons travelling solely for pleasure, and without any specific hobby, the vision of the snows, the ever-changing effects of light and shadow on the forest-clad mountains, the fragrant air of the woodlands, or the life-giving breezes of the mountain-tops will be joys sufficient in themselves, while those interested in any special pursuit, such as sketching, photography, botany, natural history, etc., will find Sikhim an ideal field for these occupations.

Himalayan Club. People wishing to attempt more ambitious trips, away from the bungalow routes, and possibly penetrating to the summer snow line of some of the peaks of North Sikhim, are strongly advised to apply for admission to the Himalayan Club. Some preliminary experience of mountain travel is usually expected as a qualification for membership. The headquarters and registered office of the Club are in Simla. There are local Honorary Secretaries in Calcutta and Darjeeling, and other places, who are always willing to help members with advice. The Calcutta branch of the Club has a certain number of tents, and some equipment for tours at high altitudes which can be hired by members. The Club also has good library facilities, and publishes annually a most interesting and instructive Journal. Should candidates for membership not be able to find out the name of the local Honorary Secretary, they should write to The Honorary Secretary, The Himalayan Club, c/o the Imperial Bank of India, Simla.

Travellers' Bureau. The Darjeeling Progress Association have a travellers' section, which will arrange complete trips at inclusive rates. The Kalimpong Advisory Station Committee is also glad to help travellers with advice and transport arrangements.

Seasons for Travel. The best months to visit Sikhim are October, November, December and January. October is a good month, provided the monsoon has ceased, but to be on the safe side the latter half of the month should be selected. In December and January the higher altitudes should be avoided, as the traveller may be snowed up. February is good, but inclined to be misty; often also the views are indistinct on account of dust from the plains, or are obscured by the smoke from clearings or forest fires. March would be good if it were not windy, and also open to the same objections as the previous month. April is

excellent except for occasional showers, and the same applies to May, when there may be more rain. But the disadvantages of rain in these months are fully compensated for by the beauty of the flowers, especially the rhododendrons, which are in their full glory at this time. For scenery and snows, therefore, November may be recommended, while for flowers and the nearer beauties of nature, April and the first half of May.

The remaining months of the year are too wet to allow of touring with any degree of comfort. They are however considered the best months for the adventurer who desires to make a close acquaintance with the snows, provided he does not object to journeying for several days through dripping forests to reach his goal. When he has passed through this disagreeable climatic zone he will be amply rewarded by long days and reasonable weather and by the Alpine flowers at the foot of the eternal snows.

Passes. Travellers entering Sikhim are required to carry a pass, and unless so provided will not be allowed to cross the frontier. These passes, which are issued for a period of 15 days and cost 8 annas for each person, may be obtained on application to the Deputy Commissioner, Darjeeling. The consent of the Political Officer, Sikhim, is necessary for passes for longer periods, and as from June till November he may be on tour anywhere in Sikhim or Tibet, it is well to apply for these in good time. It is as well to state in your letter the purpose for which you propose to travel (such as for pleasure) and an idea of the route which it is intended to follow, as this information is required in making out the passes. They must be shown at the outposts on the routes into Sikhim, such as near Chiabanjan between Phalut and Dentam, Rungpo, Singla Bazaar Outpost, Manjitar Bridge, Pedong and Rhenok.

Maps. There is a map specially prepared for use in connection with this book in a pocket at the end. A map to the scale of 4 miles to 1 inch, the same as the above, the official description of which is "No. 78A and 77D, Darjeeling," may be obtained from the Map Record and Issue Office, 13, Wood Street, Calcutta. For those who prefer a larger scale map the Darjeeling District and part of Sikhim can be obtained on sheets, the scale of which is 1 inch to the mile. They are 78^A₁, 78^A₂, 78^A₁₂, 78^B₅, 78^B₁, 78^B₉

(Survey of 1929—31). An excellent large scale map extending from Darjeeling to the Tibet border on the North, and from Nepal on the West to the Lachen valley and Gangtok on the East, is that produced by Marcel Kurz, but it is only obtainable in Switzerland—Geograph Airstall, Kümmerly and Frey, Bern.

THE BUNGALOWS

Accommodation. Both Sikhim and the Darjeeling neighbourhood are well provided with travellers' bungalows, which the visitor is allowed to occupy on production of a pass.

Passes for the bungalows on the list on pages 19 to 22 are issued as follows:—

Nos. 1—37A by Deputy Commissioner, Darjeeling.
(For Bungalows Nos. 9—37A inclusive, application may, if preferred, be made to the Political Officer in Sikhim.)

Nos. 38—44 by Executive Engineer, Darjeeling Division.

All applications made to the above officers for passes should be addressed to them as such, and not by name. Those for the Political Officer should be addressed to the Agency Office, Gangtok, Sikhim; those for the Deputy Commissioner to the Deputy Commissioner's Office, Darjeeling; those for the Executive Engineer to the Executive Engineer's Office, Darjeeling. A few, which are specified in the list, being under the Public Works Department, may be reserved by applying to the Executive Engineer, Darjeeling Division. But applications for passes to any of these should be made well in advance; and this is especially necessary in October, during the *Pujah* holidays, when the bungalows are much in demand. The following are the charges for accommodation in the bungalows:—

Fees—

1. (a) The fees chargeable for bungalows (1—8) are as follows:—

For the New Senchal Bungalow—

(i) From 8 A.M. to 8 P.M. or any shorter period within these hours, Rs. 3 per head up to a maximum of Rs. 10 for the occupation of the whole bungalow for day use only.

- (ii) From evening to the following morning, Rs. 4 per head up to a maximum of Rs. 12 for the whole bungalow.

For Badamtam, Jorepokri and Tonglu Bungalows—

- (iii) For a period of less than three hours in the day, Re. 1 per head. For the whole day, Rs. 2 subject to a maximum charge of Rs. 8 for the whole bungalow for day use only.
- (iv) From evening to the following morning, Rs. 3-8 per head up to a maximum of Rs. 10 for the occupation of the whole bungalow.

For all other Bungalows—

- (v) From 8 A.M. to 8 P.M. or any shorter period within these hours, annas 8 per head up to a maximum of Rs. 6 for the occupation of the whole bungalow for day use only.
- (vi) From evening to the following morning, Rs. 3-8 per head up to a maximum of Rs. 10 for the occupation of the whole bungalow.
- (vii) These fees are payable in advance to the office of the Administrator, Darjeeling Improvement Fund, Darjeeling, and the Political Officer in Sikkim.

(b) The fees chargeable for bungalows 9—37 are as follows:—Eight annas for each person for occupation during the day up to a maximum charge of six rupees. Two rupees per night for each occupant up to a maximum of six rupees. The maximum charge for the occupation of the whole bungalow at Gangtok and Rungpo is Rs. 12 each per night *plus* electric light rent at annas 8 per head per night in case of Gangtok Dâk Bungalow.

2. Passes issued may be cancelled by the local authorities in case the bungalow is required by Government Officers on duty.

3. A refund of the bungalow fee is allowed after deduction of 12½ per cent. and money order commission, provided that the party does not occupy the bungalow and prior information is sent.

Out-station cheques in payment of fees should include 4 annas for every 100/- rupees as discount.

The bungalows are available only to persons provided with passes. A separate pass must be obtained for each occupant or party of occupants for each bungalow whether going or returning. Persons occupying bungalows without passes will be required to pay double fees, provided accommodation be available.

Appended is a complete list of the Travellers' Bungalows in Sikhim and the Darjeeling District. The heights given are in feet above sea-level.

Travellers' Bungalows in Darjeeling District and Sikkim.

Passes issued by the Deputy Commissioner, Darjeeling.

No.	Place.	Distance in Miles.	Height.	No. of Rooms.			No. of	
				Bed.	Dining.	Sitting.	Beds.	Mattresses.
1.	Senchal (old)	... 6 from Darjeeling	... .. 8,000	4	1	0	4	4
2.	Senchal (new)	... 6 ,, ,,	... .. 8,000	2	1	0	4	4
3.	Badamtam	... 7 ,, ,,	... .. 2,500	2	0	0	4	4
4.	Lopchu	... 15 ,, ,, 4 from Pashoke	... .. 5,300	2	0	0	4	4
5.	Jorepokri	... 13 ,, ,, 10 from Tonglu	... .. 7,400	2	1	0	5	5
6.	Tonglu	... 10 ,, Jorepokri, 14 from Sandakphu	... .. 10,074	2	1	0	4	4
7.	Sandakphu	... 14 ,, Tonglu, 12 from Phalut	... .. 11,929	2	1	0	5	5
8.	Phalut	... 13 ,, Sandakphu, 17 from Dentam	... .. 11,811	2	1	0	4	4
9.	Dentam	... 17 ,, Phalut, 11 from Pamionchi, 13 from Rinchenpong	... .. 4,500	2	1	0	4	0
10.	Pamionchi	... 11 ,, Dentam, 10 from Rinchenpong	... .. 6,920	2	1	0	4	2
11.	Rinchenpong	... 10 ,, Pamionchi, 13 from Chakung, 13 from Dentam	... .. 6,300	2	1	0	4	2
12.	Chakung	... 13 ,, Rinchenpong, 20 from Darjeeling via Singla Bazaar and Rammam-Bridge, 13 from Badamtam	... .. 5,100	2	1	0	4	0
13.	Rungpo	... 11 ,, Melli, 9 from Pakyong, 6 from Sankokhola	... .. 1,200	4	1	1	4	0

No.	Place.	Distance in Miles.	Height.	No. of Rooms.			No. of	
				Bed.	Dining.	Sitting.	Beds.	Mattresses.
14.	Sankokhola (Bard-ang)	... 6 from Rungpo, 19 from Kalimpong ...	1,400	3	2	1	4	0
15.	Martam	... 6 ,, Sankokhola, 10 from Gangtok by short cut—13 by cart road	2,180	2	1	0	4	0
16.	Gangtok	... 10 ,, Martam by short cut—13 by cart road, 52 to 63 from Darjeeling according to route followed: quickest route <i>via</i> Melli, Chhapar Bridge and Badamtam	5,800	5	2	0	4	0
17.	Pakyong	... 9 ,, Rungpo, 11 from Gangtok, 14 from Pedong, 6 from Rorathang	4,700	2	1	0	4	0
18.	Kewzing (Sosing)	10 ,, Pamionchi, 10 from Rinchenpong, 5 from Ligsip ...	6,000	2	1	0	4	0
19.	Temi	... 10 ,, Kewzing, 11 from Namchi, 13 from Martam and 15 from Rungpo	5,000	2	1	0	4	0
20.	Song	... 12 ,, Temi, 15 from Gangtok ...	4,500	2	1	0	4	0
21.	Namchi	... 11 ,, Badamtam, 14 from Chakung ...	5,200	2	1	0	4	2
22.	Ari	... 12 ,, Pakyong <i>via</i> Rhenok, 8 from Pedong	4,700	3	1	0	4	0
23.	Rhenok	... 3 ,, Ari, 5 from Pedong ...	3,200	1	1	0	4	0

24.	Rongli	...	9	„	Sedonchen, 15 from Rungpo, 13 from Pakyong, 4 from Ari	...	2,700	2	1	0	4	0
25.	Sedonchen	...	13	„	Ari, 9 from Rongli	...	6,500	1	1	1	4	0
26.	Gnatong	...	9	„	Sedonchen	... ..	12,300	2	1	0	4	4
27.	Kapup	...	4	„	Gnatong, 3 from summit of Jelep La, 9 from Changu	...	13,000	2	0	0	2	2
28.	Pusum (Karpoung)	...	10	„	Gangtok	... ..	9,500	2	1	0	4	4
29.	Changu	...	11	„	Pusum	... ..	12,600	2	1	1	4	4
30.	Dikchu (Riatdong)	...	13	„	Gangtok, 10 from Singhik	...	2,150	2	1	0	4	0
31.	Singhik	...	10	„	Dikchu	... ..	4,600	2	1	0	4	0
32.	Toong	...	8	„	Singhik	... ..	4,800	2	1	0	4	0
33.	Chungthang	...	5	„	Toong	... ..	5,350	2	1	0	4	0
34.	Lachen	...	13	„	Chungthang	... ..	8,800	2	1	0	4	4
35.	Thangu	...	13	„	Lachen	... ..	12,800	2	1	0	4	4
36.	Lachung	...	10	„	Chungthang	... ..	8,800	2	1	0	4	4
37.	Yumthang	...	8	„	Lachung	... ..	11,700	4	1	1	4	4
37A.	Jhepi*	...	10½	„	Rimbick, 12 from Darjeeling	...	4,100	2	1	0	4	0

* This bungalow has just been taken over by the D. I. F.

**Passes issued by the Executive Engineer, Darjeeling
Division, Darjeeling**

No.	Place.	Distance in Miles.	Height.	No. of Rooms.			No. of	
				Bed.	Dining.	Sitting.	Beds.	Mattresses.
38.	Pedong	... 12 from Kalimpong, 4 from Rississum, 5 from Rhenok	4,900	4	2	0	4	4
39.	Pashoke	... 17 ,, Darjeeling, 4 from Lopchu, 3 from Tista Bridge	2,600	3	1	0	6	6
40.	Tista Bridge	... 23' ,, Darjeeling, 3 from Pashoke, 6 from Kalimpong, 11 from Badamtam, 5 from Reang	710	2	0	0	3	3
41.	Berrik	... 10 ,, Tista Bridge, 5 from Kalijhora	...	2	1	0	5	5
42.	Kalijhora	... 5 ,, Berrik, 16 from Siliguri	550	2	1	0	4	2
43.	Melli	... 5 ,, Kalimpong, 11 from Badamtam and Rungpo, 3 from Tista Bridge	800	2	1	0	4	3
44.	Kalimpong	... 28 ,, Darjeeling <i>via</i> Pashoke and Bridle Path and 23 <i>via</i> Rungit and Bridle Path	4,100	4	2	1	7	6

The Bungalows.

Sites. These have been erected on specially selected sites, so that from the verandahs of many of them excellent views of the scenery and surrounding country may be obtained. This particularly applies to the bungalows at Senchal, Sandakphu, Phalut, Pamionchi, Rinchenpong, Lopchu, Temi, Song, Singhik—to mention no others.

Situation and size. Bungalows numbered on the list 9 to 37 are in Sikkim, the remainder are in the Darjeeling District. The plan of the different bungalows varies considerably: some are large and commodious buildings, such as Pedong and Yumthang, with rooms for several people, while others like Lopchu, Toong and Kapup, are somewhat small. Almost all are very comfortably arranged with bed-rooms and bath-rooms *en suite*.

Service. There is of course no resident *khansamah* at any of the bungalows, each building being solely in charge of a *chaukidar*. A sweeper can be hired on the spot at Kalimpong, Jorepokri, Tista Bridge, Rungpo, Sankokhola, Gangtok, Pakyong, Namchi, Rhenok, Rongli and Dentam; elsewhere travellers must take sweepers with them, and no pass will be issued except on this condition.

Furniture, etc. Beds, tables, chairs, lamps with wicks, candlesticks, glass, kitchen-utensils, bath and bath-room requisites are provided at each bungalow. Cutlery is supplied, also mattresses in those situated above 7,000 ft. Visitors are instructed to take their own bedding, linen, candles, oil for lamps and provisions.

Supplies, etc. Ordinary bazar supplies are obtainable at or near Jorepokri, Dentam, Pamionchi, Kalimpong, Tista Bridge, Pedong, Namchi, Pakyong, Rhenok, Rongli, Rungpo, Gangtok, and Singtam near Sankokhola.

Firewood is provided at 2 annas per maund at the Nepal Frontier Road bungalows (Nos. 5 to 8). At Kalimpong it is 4 annas a maund; the charges in Sikkim are notified in the bungalows and are payable before the delivery of the wood, whether used by travellers themselves or by their servants, coolies, etc.

Forest Bungalows.

Besides the rest-houses dealt with above, there are in the Darjeeling District, certain bungalows belonging to the Forest Department. With the permission of this department they may occasionally be used by the ordinary traveller. Applications for this privilege should be addressed to the Divisional Forest Officer, Darjeeling or Kalimpong, according to which division they are in. The bungalows mostly consist of 2 rooms and verandah and are furnished with two beds, tables, chairs, lamps, a certain amount of crockery, but no mattresses or cooking pots. Sweepers must be taken, as none are maintained at any of the Forest rest-houses.

Forest Inspection Bungalows in Darjeeling District.

DARJEELING FOREST DIVISION.

Bungalow.	Altitude.	Position.
1. Batassi	6,884 ft.	10½ miles north-west of Jorepokri. Part by motor road and part by bridle-path.
2. Debrepani	6,150 ft.	4 miles south of Jorepokri.
3. Lepchajagat	7,300 ft.	5 miles west of Ghoom by car.
4. Palmajua	7,250 ft.	7 miles north-east of Tonglu, 8 miles north-west of Batassi.
5. Rammam*	7,958 ft.	12 miles north of Rimbick, 8½ miles south-east of Phalut.
6. Rimbick*	7,500 ft.	7 miles north-west of Palmajua.
7. Rambi	7,300 ft.	6½ miles south-east of Ghoom railway- station by car.
8. Rangiroon	6,250 ft.	5½ miles from Ghoom railway-station by car, or 3½ miles north-east by road and bridle-path.
9. Takdar	5,400 ft.	16 miles south-east of Darjeeling by car.

KALIMPONG FOREST DIVISION.

1. Rississum (Rikisum)	6,406 ft.	11 miles north-east of Kalimpong, and 4 miles from Pedong. (Car to within 1 mile of bungalow in cold weather.)
2. Dalapchand	5,000 ft.	6 miles north-east of Kalimpong. (Car to the bungalow in cold weather.)
3. Tarkho'la	1,025 ft.	6 miles from Melli by car.
4. Pashiting (Pasteng)	6,600 ft.	8 miles south-east of Rississum.

* These bungalows may be booked through the Deputy Commissioner, Darjeeling, and are fully furnished, including cooking utensils, cutlery, etc., for 4 people.

Kalimpong Khasmahal Bungalows.

The Government Estate of Kalimpong is also well provided with *Khasmahal* bungalows. Permission to occupy them can be granted by the Sub-Divisional Officer, Kalimpong. The bungalows in the western part of the district are on an average about five miles apart—those in the east more widely spaced, up to about 10 miles apart.

In the following list most of the bungalows are old and in poor repair, sparsely furnished and with no crockery or cooking pots. The exception is Gitdubling, which has been recently repaired and fitted up with crockery for 6 people. It has two bed-rooms and a glassed-in verandah. The others all have two bed-rooms and bath-rooms and 1 set bath-room furniture, except No. 4 which has no bath-room or bath-room furniture, and No. 14 which has 4 bed and dressing rooms and a dining-room.

Bungalows Nos. 1, 4, 6, 7, 8, 10, 11 and 15 have 2 beds, Nos. 2, 5, 12 and 13 have 1 bed and Nos. 3, 9 and 14, 3 beds. They each have one or two tables, chairs, etc.

No.	Bungalow.	Distance from Kalimpong.
1.	Dolepchen	6 miles.
2.	Lolay	8 "
3.	Kankhibong	9 "
4.	Sinjee	12 "
5.	Samthar	14 "
6.	Gitdubling	15 "
7.	Mangzing <i>alias</i> { Pagriangbong Pokhriabong }	20 "
8.	Pankhasari <i>alias</i> Pharpakhet	23 "
9.	Gorubathan	30 "
10.	Kumai	40 "
11.	Paten Godok	48 "
12.	Today <i>alias</i> Tode	58 "
13.	Targta	62 "
14.	Nimbong	20 "
15.	Kagay	18 "

MOTOR CARS.

The advent of motor cars, and especially of the Baby Austin car fitted with special mountain gears, has altered the number of days necessary for various tours considerably, and, for people who are pressed for time, has brought some of the more extended tours within easy reach. For instance it is now possible to leave Calcutta by train after dinner and to be in Gangtok in time for lunch the following day. Big cars can now drive from Siliguri to Gangtok in 6 hours, though, during the rainy season, the road above Singtam is occasionally blocked by landslides. This becomes less and less likely each year as the Sikhim authorities improve the road. Baby Austin cars can go from Darjeeling to Gangtok in one day, instead of the three days necessary for doing the journey by pony. Below is a list of places to which cars, both large and small, can go, with approximate distances, prices and the times necessary for the journeys. It is to be noted that the rates cannot be taken as absolutely fixed, as the price of petrol, taxes, etc., may vary from year to year. Also the cost of the journeys is not based only on mileage, but also on the steepness of the gradients and the state of the roads to be negotiated.

Travellers are requested to get out of the cars, when crossing any of the suspension bridges.

The following are reliable motor firms in Darjeeling, Kalimpong and Sikhim:—

STEUART & Co., LTD.,

Mackenzie Road, Darjeeling.

(Telegrams "COTELINE" Darjeeling.)

THE DARJEELING MOTOR SERVICE,

Mackenzie Road, Darjeeling.

(Telegrams "MOTORCAR" Darjeeling.)

T. PEMPA HISHEY,

Kalimpong.

(Telegrams "PEMPAHISHEY" Kalimpong.)

RAMJATAN RAM,

Rungpo,

Sikhim.

It may be noted that it is possible to go about $3\frac{1}{2}$ miles beyond Gangtok, almost to the Penlong La on the road to Dikchu, etc., and about 2 miles along the road to Karponang on the road to the Natu La, in either large or small cars. This is sometimes useful in the case of people making double marches.

In the winter a car can go from Kalimpong to Algarah (Argarah) rather more than half way along the road to Pedong, and sometimes to Pedong itself. It can sometimes go at other seasons if the weather be dry and the road not too badly cut up by bullock carts.

Car Fares.

From	PLACES To	Distance	Fare Big Car Rs.	Fare Small Car Rs.	Time	Return Fare Rs.
Darjeeling	Lebong	... 5	3/-	2/8	25 min.	...
"	Jorepokri	... 13	8/- to 12/-	6/8 to 8/-	1 hour	...
"	¹ Manibhanjan	... 16	12/- to 13/-	9/-	1 $\frac{1}{4}$ "	...
"	" 8th Mile "	... 12	8/-	7/-	1 "	...
"	Tista Bridge <i>via</i> } Rungli Rungliot	... 31	...	20/-	2 $\frac{1}{2}$ "	30/-
"	Tista Bridge <i>via</i> } Pashoke	... 22	...	18/-	2 "	27/8
"	Tista Bridge <i>via</i> } Siliguri	... 82	35/- to 40/-	25/- to 30/-	5 $\frac{1}{2}$ "	60/- & 40/-
"	Sankokhola	... 102	50/-	...	6 $\frac{1}{2}$ "	75/-
"	" <i>via</i> } Pashoke	... 45	...	25/-	3 $\frac{1}{2}$ "	37/8

¹ A toll of Rs. 2 per car is charged on the forest road from Sukiapokri to Manibhanjan.

From	PLACES To	Distance	Fare Big Car Rs.	Fare Small Car Rs.	Time	Return Fare Rs.
Darjeeling	Martam	... 60	...	42/-	4 hours	...
"	Gangtok <i>via</i> Siliguri	}... 130	65/-	...	10 "	97/8
"	Gangtok <i>via</i> Pashoke	}... 70	...	50/- to 55/-	5 "	75/-
"	Phoobsering Garage or Ging Shops	}... 8	5/- to 6/8	4/-	½ "	...
"	Badamtam R. H.	... 11	...	10/- to 14/-	1½ "	...
"	Manjitar Bridge	... 14	...	16/-	2 "	...
"	Barnsbeg T. E.	... 8	...	9/8	1¼ "	...
"	Rd. Junction below Barnsbeg	}... 9½	...	12/-	1½ "	...
"	Tukvar T. E.	... 6	...	8/-	1 "	...
"	Tukdah Club	... 17	12/-	9/-	1¼ "	...
"	Kalimpong <i>via</i> Siliguri	}... 92	45/-	35/-	6 "	67/8
"	Kalimpong <i>via</i> Pashoke	}... 32	...	22/8	3 "	30/-
"	Siliguri <i>via</i> Cart Rd.	}... 52	18/- to 22/8	15/-	3 "	30/- & 22/8

	Siliguri							
	via Pashoke and	} ... 55	... .	30/-	4½	..	37/8	
	Tista Valley							
	Riyang	... 26	...	18/-	2½	..	25/-	
	Berrick	... 32	...	21/-	2¾	..	27/8	
	Singtam T. E.	... 4	...	4/-	¾	..	...
	Kalijhora	... 37	..	24/-	3¼	..	32/-	
Siliguri	Kalimpong	... 42	15/-	...	3	..	...
	Tista Bridge	... 32	10/-	...	2½	..	...
	Sankokhola	... 48	30/-	...	4½	..	...
	Martam	... 55	35/-	...	5½	..	...
	Gangtok	... 68	43/-	...	6½	..	...
Tista Bridge	Kalimpong	... 10	6/-	...	1	..	...
	Sankokhola	... 18	12/-	...	1¾	..	...
	Martam	... 25	17/-	...	2½	..	...
	Gangtok	... 38	25/-	...	3½	..	...
Kalimpong	Sankokhola	... 28	17/-	...	2½	..	...
	Martam	... 35	22/-	...	3½	..	...
	Gangtok	... 48	30/-	...	5	..	...
	Pedong	... 12	7/8	6/8	1	..	11/- & 9/-	
	(when road is passable)							

NOTE—Detention of Cars: One rupee per hour after the first hour. Night detention: Rs. 5 for small car, Rs. 7-8 for big car. Permission to take car along the roads belonging to the Forest Department must be obtained from the Divisional Forest Officer. All distances, times, fares are approximate.

PART II
TOURING INFORMATION

ON THE TOUR

Expenses. The cost of the tour will depend much on the traveller's taste, the number of the party, the distance travelled, or the time taken over the tour, and of course if camping forms a part of the programme, the expense of portorage on the tents must be considered. Within recent years prices have risen and fluctuated so appreciably that the difficulties in working out any reliable estimate of expenditure will be at once apparent. The following however, taken from actual experience, may be a guide as to the cost of tours. A party of four men in May 1921 made the round trip, occupying 9 days, from Darjeeling to Phalut, Pamionchi, Kewzing, Namchi and back to Darjeeling, for the total sum of Rs. 600 exclusive of bungalow charges and drinks. If the expenditure on the latter is also included, a fair average daily expense for one person undertaking this trip alone may therefore be estimated at Rs. 20. This has been checked by several subsequent expeditions, up to *Pujahs* 1932, and the cost has remained about the same. This figure may be reduced if the traveller dispenses with a *sirdar*, and also if he walks instead of riding. With regard to the former economy a single person of modest means and habits may find he can do the *sirdar's* work himself, having only a few coolies to manage; concerning the latter, all the marches may be walked, but certain sections are hot and steep, and the traveller may arrive at his destination so fatigued as to be unable to take any active interest in the beauties of its position. A ten or twelve mile march appears easy on paper, but when much of the road is at an angle of 40° , and the shade temperature of certain portions of the route at anything up to 90° , the situation will be realized.

Servants

The "Sirdar." Having decided on the outlines of the tour, you should at once proceed to engage a *sirdar* or headman; he is a most important member of the *personnel*, and on him depends much of the success of the expedition. He it is who makes all the arrangements for the coolies,

and is responsible for the transport and similar duties. If you go alone and have moderate tastes, you may dispense with his services and manage the few coolies required by yourself, but—*experto crede*—as a rule this is not recommended. It is presumed you are out for pleasure and wish to be spared the worry of controlling a number of rather feckless menials, however well-meaning these may be. The *Sirdar's* pay is generally 3 rupees a day. He speaks Hindustani of a simple kind, and although he cannot usually converse in English he often understands plain orders communicated in this language. The Darjeeling hotels may be able to recommend men for this purpose, but the following list of names may be useful:—

- Sirdar Tanjin Ongdu (Tibetan), Toong Soong Busti,
Darjeeling.
- „ Chirring Nashpati (Sikhimese), Woodlands
Hotel, Darjeeling.
- „ Angelsing (Sherpa), Mount Pleasant Road,
Darjeeling.
- „ Chiring Gya-gen (Sikhimese), Bhutia Busti,
Darjeeling.

It is necessary to note that occasionally the hillman is addicted to imbibing more country liquor than is good for him. As a rule however, when once away from the attractions of the larger bazaars, his conduct is exemplary and no trouble is likely to arise. Nevertheless it is often wise to shepherd him good-humouredly past any wayside liquor shops (*Kucha gadi*).

Cook, etc. The *Sirdar* will be able to engage a cook (usual rate Rs. 3 a day) and a sweeper (Re. 1-8).

Coolies. In consultation with the traveller he will also estimate the number of coolies required for portage, and will arrange for ponies. For a single person, on a trip of 10 days, 5 to 10 coolies may be required. For 4 people probably about 15 to 18. This at first sight may appear excessive, but it must be remembered that not only the traveller's supplies, but some food for his coolies and also fodder for his pony may have to be carried. A coolie's load is calculated at 60 lbs., but it is doubtful whether many of them are capable of carrying the full weight. You must not object to some of your porters being women, for these,

besides being reputed to carry the same weight as the men, are cheery creatures and help to keep the company in good spirits. As a rule the hill coolie is a good-humoured soul, and when well treated will do a great deal of work. He is also staunch, and will stand by his employer through thick and thin.

Rates. The rates for coolies specified by the Darjeeling and Kalimpong authorities are 10 to 12 annas a day (for a normal march) and by the Sikhim authorities 8 to 10 annas, but these rates apply to any *tikka* coolie plying for hire. If really good men and women, who can carry a full load and travel at a good pace for a number of days on end, are wanted, the rate will be 14 annas at normal times or a rupee during the *Pujah* holidays. It is worth paying extra for good coolies, as it means that one's baggage arrives in good time and one does not have any trouble on the road. If the tour extends beyond the bungalow routes and villages rations at the cost of 4 to 8 annas per day per man have to be supplied. It is the custom to give 4 annas per day for each day spent above the summer snow-line. For high altitude trips extra warm clothing may have to be supplied, including snow-glasses, boots and a blanket. It is well to try to engage coolies who have been out with the mountain climbing expeditions. They are often well supplied with warm wind-proof clothing and are accustomed to really high altitudes. Many of them have "Service Books" given by the Himalayan Club. The *Sirdar* will be able to make all these arrangements, and some will arrange for coolies and ponies to be paid at half rates for days when halting. The rates to be paid, including rations, should all be clearly arranged before starting.

For general work in Upper Sikhim the Yak herdsmen are hard to beat. They are used to sleeping out at heights of 18,000 feet and carry heavier loads than the men from Darjeeling. In addition they will carry their own rations, thereby minimising portorage from Gangtok. Notice of requirements for Lachen men should be given to the Sikhim Durbar very early, as the men have to come in from their herd camps in the hills.

The following is given by Mr. G. B. Gourlay in Vol. IV of the Himalayan Journal, as rations suitable for porters at high altitudes off the village routes.

Scale per man per day and approximate cost in Gangtok.

1 $\frac{1}{4}$ -lb. Rice	...	at	Rs.	8	4	0	per md.
8-oz. Atta	...	"	"	0	4	6	" seer
4 " Red Dhal	...	"	"	0	4	6	" "
2 " Ghee	...	"	"	2	0	0	" "
$\frac{1}{2}$ " Tea, Dust (Superior)	"	"	"	2	4	0	" "
$\frac{1}{2}$ " Spices	...	"	"	1	4	0	" "
$\frac{1}{2}$ " Salt	...	"	"	0	2	0	" "
$\frac{1}{2}$ " Sugar	...	"	"	0	5	6	" "

Approximate cost 7 $\frac{1}{2}$ annas per man per day.

It would not be necessary to give so much for two or three days away from villages as on the Donkya La trip.

The rates in British Bhutan and Sikhim being appreciably lower than those in Darjeeling, it may be considered expedient to discharge the first batch at Kalimpong or Gangtok, and engage a cheaper lot from these centres for the remainder of the journey. This plan will however necessitate a halt of a day or two at these places to make the necessary arrangements, and is not very satisfactory. The system of engaging fresh coolies from stage to stage has its advocates, but it needs considerable extra time, as you may have to wait at different stages while the requisite number of men is being collected.

The following notes are published by the Sikhim Raj with regard to the length of marches, etc. :

- (1) Any distance beyond 4 but not beyond 6 miles will be counted as a half-stage. Any distance beyond 6 and up to 13 miles will be considered a full stage. If any transport is detained for a whole day, half the hire for the stage that should have been completed shall be paid, provided no coolie gets less than 4 annas per day, and that no halt or detention goes beyond two days. Should detention exceed two days, full fares must be paid, plus 2 annas per coolie, and 4 annas per animal per day, to meet the cost of food.

- (2) 24 hours' notice must be given when 6 or less than 6 coolies or animals are required in Gangtok. If they are required at any other place, at least 5 days' notice must be given. Should more than 6 coolies or 6 animals be required, 3 days' notice must be given if the transport is required at Gangtok, and 7 days' notice if required anywhere else. The notice in every case should be given to the General Secretary of His Highness the Maharaja. Emergent cases will be attended to specially, as far as possible, by the local landlord.

The coolies may always be kept in a good temper by a judicious distribution of cheap cigarettes as a reward for any arduous march. These may be doled out after a satisfactory day's work has been accomplished. A large box of these may therefore be included in the stores for this purpose.

Mules. Pack mules may be hired at Gangtok and Kalimpong at the rate of Re. 1-8 to Rs. 2 per day. They are supposed to carry 2 maunds each, but if they are being taken on an extended tour it is safest to reckon on giving them only 1 maund 30 seers each. Roughly each mule carries about $2\frac{1}{2}$ times as much as a coolie.

Bearer. Unless one has a hillman, or a very strong healthy plainsman as a bearer, it is wiser not to take one's own servant. Neither is there any need for this, because a good *Sirdar*, or one of his assistants, will undertake all the personal service required, such as waiting at table, and the work of valet generally. These duties may be somewhat roughly performed, but they are well-intentioned, and the men soon learn their master's habits. An ordinary house-servant is apt to get ill or fall out, under the hard conditions of living incurred on tour.

Personal Outfit. The traveller will meet with extremes of temperature, he will cross hot valleys in the day-time and stay in bungalows at high altitude at night. He will therefore have to arrange his clothing accordingly. For the day's march, except on the higher routes, shorts, or cotton riding breeches, putties, a terai or topi, are an essential part of his costume. One should beware of

arriving in light kit at a high bungalow before one's warm garments are brought in by the coolies. A good plan is to carry on one's saddle or on one's back, a canvas satchel or rucksack, in which, among other necessities for the journey, may be packed a warm pullover and cardigan or coat, which may be donned as occasion arises. A waterproof should be strapped to the saddle. A *syce* may be made to carry these, but he does not always keep pace with the horse, so the former plan is best. Two pairs of boots should be taken, one with studs for climbing, and the other preferably with thick crepe rubber soles, for marching. Ordinary studs knock out in no time. The best things are probably "Triplehob," a good three-pronged nail which is stocked by Messrs. Morrison & Cottle, Calcutta. "Tricouni," something between a very small plate and a stud, are useful for climbers. It is always wise to take spares, and a hammer, and remember that if nails are put in when the boot is wet, they rust firmly in. Get boots large enough to take two pairs of thick socks inside them, but not too wide in the welt, otherwise the foot will not go comfortably into the rather narrow stirrups of the hired saddles. See that the boots are well greased and soft, and take care if they get wet on the march that they are treated with oil or dubbin as soon after getting in as possible, while still damp, and that they are then put in a warm place, but not too near the fire, to dry. A pair of slippers are comfortable at the bungalow after a tiring march. Do not omit glare-glasses, for sun or snow, a pocket compass, a stout stick which will be of assistance when walking, and one of the large umbrellas, obtainable in any bazaar for about Re. 1-8 or Rs. 2. This last will be found a great boon in the hot valleys, as it will often save the necessity of putting on a mackintosh. The Darjeeling ponies do not object to umbrellas being used by their riders, and the *syces* will carry them when not in use. A good pair of field-glasses adds to the pleasure of a trip.

The best sort of mackintosh is of stout waterproof canvas, made full in the skirt, with a triangular piece let into the slit up the back, which, when one is mounted, covers the back of the saddle, and prevents the rain running in. Straps should be fastened inside to go round the legs and keep the mackintosh from flying back when

riding, and so keep the legs dry. The Bengal Waterproof Works, 12 Chowringhee, Calcutta, make very satisfactory mackintoshes of this sort at a moderate price; the only drawback being that they are rather heavy. Another useful thing is a small waterproof apron. A piece of waterproof canvas 24 ins. wide by 18 ins. deep, with 2 narrow straps 14 ins. long, attached to the two upper corners and fastening back on to the apron with press fasteners. In dry weather the mackintosh may be rolled in it to keep it clean. When riding in the rain, the straps are slipped through the belt of the mackintosh and the apron covers the knees. When walking in the rain it is spread over the saddle, and when picnicing it is useful to sit upon.

It must be emphasised that a reliable waterproof and comfortable suitable boots can make all the difference to the pleasure of a trip.

For a trip of 2 weeks, including hot valleys and fairly high altitudes, the following list of clothing, exclusive of toilet requisites, may be considered:—

LADY'S OUTFIT

- 2 prs. boots, 1 with nails, "Planters" or "marching" boots,
or price about Rs. 16, are very good.
- 1 pr. boots and 1 pr. thick shoes. They should be well oiled.
- 1 pr. puttees.
- 2 prs. thick woollen socks. Some old silk stockings to wear
under these are comfortable.
- 1 pr. stockings, thin. To change into on arrival.
- 1 pr. house shoes and/or
slippers.
- 2 thin cotton vests.
- 1 or 2 woollen vests. (According to how many days will
be spent at high altitudes.)
- 2 night-dresses or pyjamas.
- 1 dressing-gown or over-
coat.
- 1 pr. cotton riding-breeches. Jodpurs are not advisable, as they do
not protect the ankles from leeches.
If worn, a half-puttee should be
worn over them round the ankle.
- 1 pr. warm riding-breeches. Or woollen linings under 2nd pair
thin riding-breeches.
- 2 prs. thin knickers, which
can be worn under
breeches.

TOURS IN SIKHIM

2 shirts.

Khaki twill, with collars attached, can be washed and worn rough dried if necessary. See that they have 2 breast pockets, with flaps to button over them.

1 tweed or flannel coat for riding. A man's coat is convenient because it has so many pockets.

1 light-weight pullover.

1 cardigan or sports-coat.

1 woollen skirt.

To be worn at cold bungalows with pullover in the evenings.

1 thin dress which does not crush easily. To be worn in the evenings at the hot bungalows.

1 good waterproof.

1 pr. thick gloves.

1 woollen scarf.

1 topi or terai.

1 hot-water bottle.

Suitable for riding.

Additions to ladies' outfit which will be needed for trips at high altitude such as Phari and Gyantze in Tibet, the Donkya La, Lhonak, Jongri and the Guicha La or Phalut in winter time.

1 or 2 prs. woollen combinations

or

woollen knickers and vests.

1 high necked pullover.

2 prs. thick woollen golf-stockings.

To be worn instead of puttees above the altitude at which leeches are found.

MAN'S OUTFIT

1 pr. woollen riding-breeches or "plus fours."

1 or 2 prs. shorts or cotton riding-breeches.

2 prs. boots (1 studded).

1 pr. puttees.

1 or 2 prs. stockings.

3 or 4 prs. socks.

2 prs. pants, thin.

1 vest, thick.

2 vests, thin.

1 cardigan or pullover.

1 sweater, high neck.

1 tweed or flannel coat.

1 pr. trousers (for evening).

3 khaki shirts with collars.

1 thin shirt (2 collars) for evening.

1 tie.

2 suits pyjamas (1 thick and 1 thin).

- 1 mackintosh.
- 1 pr. slippers.
- 1 dressing-gown or overcoat.
- 1 topi or terai.

In extreme cold a woollen scarf tied across the face preserves the complexion and keeps the ears warm.

Washing. The *Sirdar* can generally arrange for a limited number of smaller articles to be washed, on an extended tour, provided there is a short march, or a halt of a day, and sufficient sunshine for drying. Otherwise one can wash a few things each evening and dry them by the fire.

Bedding. Although mattresses are provided in most of the bungalows in the Darjeeling district, they are only supplied in Sikhim at those rest-houses which are situated above the height of 7,000 ft. The traveller will therefore be advised to bring a *razai* (quilt) with him. His bedding should be packed in a good stout Willesden canvas hold-all or Wolsey valise. In the higher altitudes, and especially in camp, the traveller should see before turning in that this hold-all is placed underneath, so as to form the lower layer of his bed, and thus prevent the cold from striking up from the ground. The *Sirdars* often stack this article in a corner, not realising its usefulness in this respect. For a tour near the snow-line a sleeping-bag is necessary. This may be cheaply and effectively made by taking two bags of stout cloth each 6 ft. by 4 ft., and sewing one inside the other, with several layers of thick brown paper sandwiched in between. In extreme cold the traveller will sleep inside this article, but in ordinary circumstances it may be used underneath the bedding in the same way as the hold-all (see above).

The whole of the bedding should always be carried in the hold-all, together with the other necessary garments required at night, such as pyjamas, dressing-gown and slippers.

The following is a list of bedding which may be required by one person for the nine days' tour over the Phalut-Pamionchi route:—

- 1 Quilt (*razai*).
- 4 Blankets or 3 and 1 eider-down quilt.
- 2 Sheets.
- 2 Pillows.
- 2 Pillow Cases.

Packing. It is best to pack clothes and toilet articles in a light medium-sized composition, compressed cane or fibre suit-case. Leather is strong but heavy. Remember the package must not weigh more than 60 lbs. Also remember that you will be wanting to get things out and put them back daily, so arrange your belongings accordingly. Roll as many of your things as possible, packing them side by side, so that one can be got out without disturbing others. A few things, *i.e.*, dress, coat, etc., can be laid flat on top. It is a good tip to pack spare woollies, stockings, etc., in a pillow-case, and put this in the bedding roll, using it instead of a second pillow.

For a party of three or four people a box or basket for oddments is convenient. It should contain the store medicines—safely packed in a box—books, maps, ink in a safety pot, some spare rope and stout string, hammer, pair of pliers, screw-driver, bradawl, nails, tacks, screws, a small coil of wire. A needle-awl and some scraps of leather for mending straps are sometimes useful.

For any of the months in which rain may be expected special attention should be paid to protection from the wet. Water-proof sheeting squares may be given to those coolies carrying delicate objects such as cameras and similar articles, but for ordinary purposes nothing can equal the *ghoom*. This is an indigenous appliance, being a woven grass rectangular mat, or shield, and is used by all the local coolies as a protection against rain. They can be obtained in the Darjeeling bazaar, price 2 annas each, and when not in use are folded double and carried on the top of the baggage. When opened out they act like a pent-roof over the load, and thus form an excellent rain-proof covering.

Useful additions to one's baggage are:—(a) a couple of empty kerosene tins for fetching or boiling water, and (b) a small light block-tin or aluminium kettle, capacity about one quart, which can be boiled up quickly and easily handled. The bungalows have only very large, heavy, iron kettles.

Horses. Riding ponies, with saddles, may be hired at Rs. 3 to Rs. 4 each per diem. *Sycés* accompany these, and are included in the above charge. The *Sirdar* will arrange for these and also for their food. The traveller will of course examine the horse he proposes to take, as

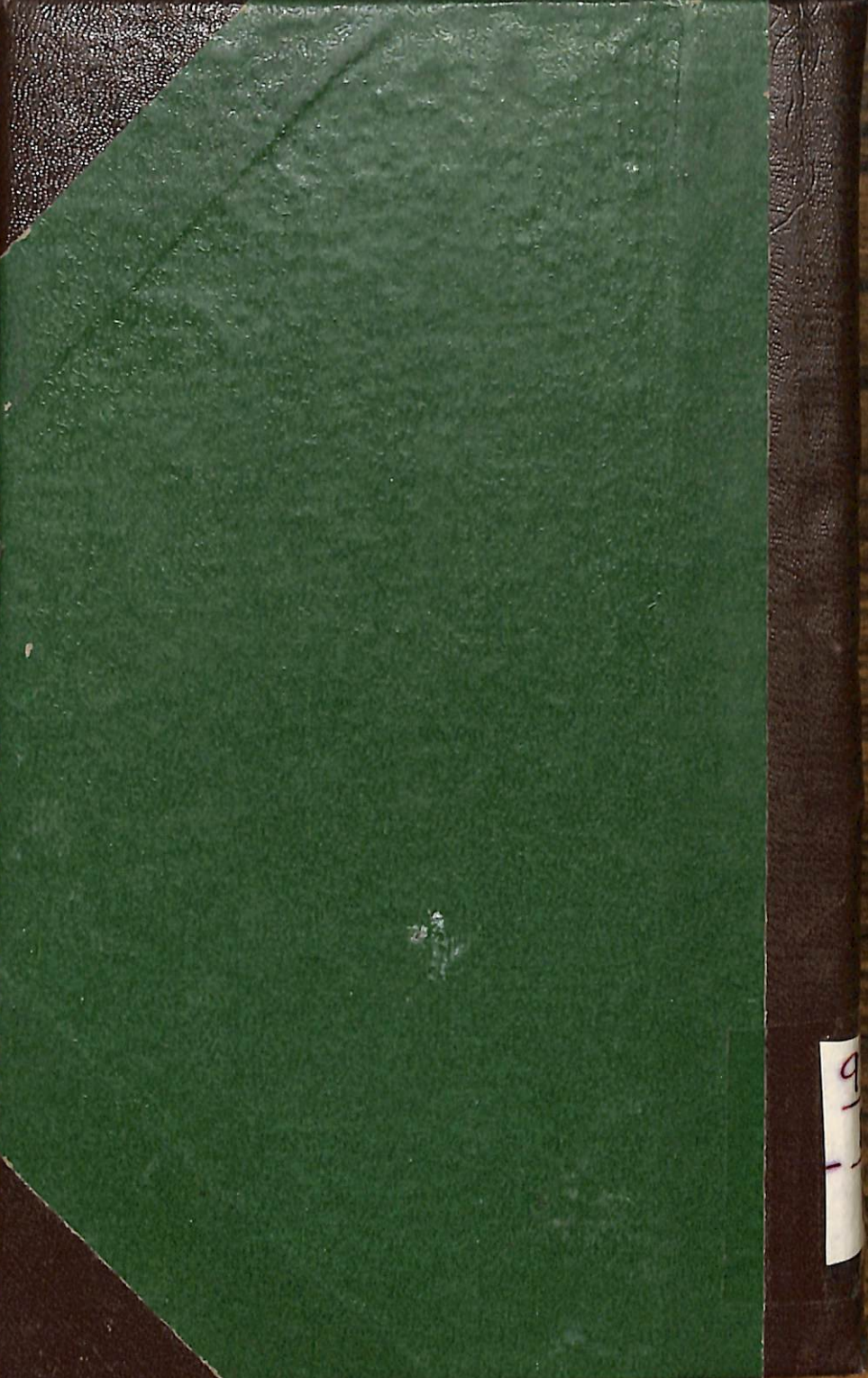
much of his comfort depends on having a decent mount. During the tour he might also occasionally enquire into its maintenance and treatment, as the *syces* are careless creatures when outside the range of the owner's supervision. For a long expedition he should see that his pony is well shod before starting, as there are very few places on the route where this can be done.

The ponies sent out on these trips are usually very quiet, steady-going animals, and even the nervous rider need have no fear. They are ordinarily sure-footed, but some people prefer to dismount and walk over awkward places. The *syces* are sometimes intelligent and may be of considerable help, especially to ladies unaccustomed to riding, and efforts should be made to secure a sharp youth in these circumstances. All these ponies have the habit of walking on the edge of the *khud*-side of the road, but one soon becomes accustomed to this, when it is noticed that the animal is to be trusted.

Over some of the bridges, to make matters absolutely safe, it may be as well to dismount and proceed on foot, the horse being led across by the *syce*, but this is not often necessary. It is advisable also for a party of mounted travellers to pass over one at a time, but this is more a survival of an old custom, rather than a necessity at the present day. On an extended tour one coolie for two horses, to carry fodder, may be required.

Dandies. For those unable to ride, a dandy may be requisitioned, and these can be carried over all the bungalow routes without difficulty. Two sets of 3 coolies each will be necessary in order to carry in turns; in all, six coolies. These men will each require from 12 to 14 annas a day, or even more. The hire of the dandy will be 8 or 10 annas a day. Rickshaws can only be employed in Darjeeling and its suburbs; it is not possible to use them for touring, as the roads are not suitable.

Pace. The rate of progress during the day's march, including halts, will generally be found to average about 2 miles an hour. This can be increased if desired, but in travelling for pleasure this will not be too slow. Photography, sketching, luncheon and other occupations will all



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