a narrow bridle path, and as it winds along precipitous spurs
many hundred feet above the stream, it required such a steady
hill pony as that kindly lent to me by Major E. J. Medley,
of the 17th Bengal Lancers, then Commanding the Force in
Gilgit, to ride with any feeling of comfort.

From Nomal and upwards the river has cut its way through
a succession of deep gorges, lined often with almost perpen-
dicular cliffs.   The path is carried in long zigzags over the
projecting cross-ridges, and more than once traverses their face
by means of galleries built out from the rock.   At Chalt, the
end point of my second day's march, I reached the limit of
Gilgit territory.   Here the valley widens considerably and
takes a sharp turn eastwards.   As a reminiscence of an
earlier state of things the place is garrisoned with a company
of Kashmir Imperial Service troops.   Their commandant, an
aged Subahdar from the Garhwal district, came to call on me
soon after I had arrived at the comfortable bungalow of the
Military Works Department.   In the course of our long con-
versation he gave me graphic accounts of what Gilgit meant
to the Kashmir troops twenty and thirty years ago ; of the
hardships which the want of commissariat arrangements
caused both to the soldiers and the inhabitants.   From the
description of these sufferings it was pleasant to turn to other
aspects of soldiering in the old Dogra service, e.g., the quaint
Sanskrit words of command concocted under Maharaja Ranbir
Singh, and still in use not so many years ago.

On the 17th I intended to make a double march, pushing on
straight to the centre of the Hunza valley, where baggage
animals were to be left behind and coolies taken for the rest
of the journey to the Taghdumbash Pamir.   After leaving
Chalt the road crosses to the left bank of the river by a fine
suspension bridge, hung like the rest of the more important
bridges on the route from Kashmir, from ropes made of
telegraph-wire.   This mode of construction, first tried in these
parts by Colonel Aylmer, of the Royal Engineers, has proved