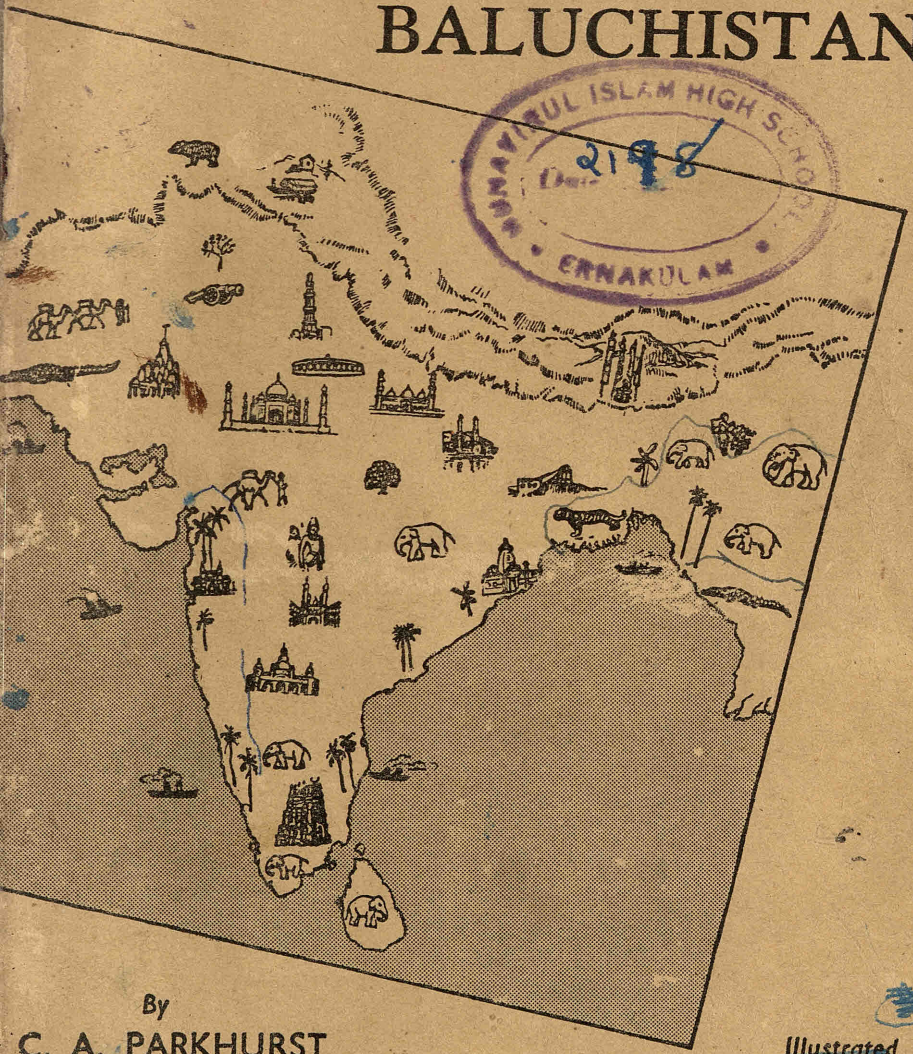
SIND AND BALUCHISTAN



ANWARUL ISLAM HIGH SCHOOL
2198
ERNAKULAM

By
C. A. PARKHURST

Illustrated

HERE AND THERE IN INDIA

THIRD SERIES

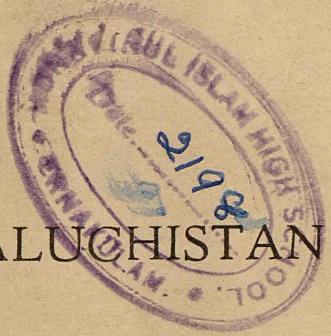
1. THE UNITED PROVINCES
2. ORISSA
3. THE BENGAL PRESIDENCY
4. THE TELUGU COUNTRY
5. SIKKIM
6. SOME FAMOUS MAHOMMEDAN SAINTS AND THEIR SHRINES
7. THE SEVEN HOLY PLACES OF THE HINDUS
8. IN THE STEPS OF GAUTAMA BUDDHA
9. TWO CHRISTIAN SHRINES IN INDIA
10. THE MYSTERIOUS LAND OF TIBET
11. BHUTAN, THE LAND OF THE THUNDERBOLT
12. CEYLON, THE PEARL OF THE INDIAN OCEAN

(*For First and Second Series see p. 4 of Cover*)

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SIND AND BALUCHISTAN

1

Turn to the map of India and you will find Baluchistan and Sind on the west, between latitudes 24° and 32°.

Sind is a desert country, comprising the lower valley of the river Indus. It was once a part of Ahmad Shah Durrani's empire. From the end of the eighteenth century it was governed by the Mirs of the Talpura family. From 1809 onward the British made a series of treaties with the

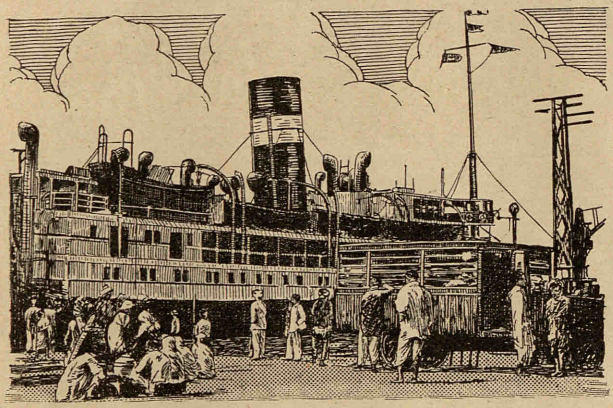


MIRS OF TALPURA

Mirs. In 1842 Sir Charles Napier annoyed the Mirs by his actions. This led to a war, after which Sind was taken over by the British and attached to the Bombay Presidency. It was made a separate Province in 1936, with Karachi as its capital.

Karachi has a population of about 380,000. It is built on a natural harbour which has been made into a very large seaport. It has fine

docks where ocean-going steamers can load and unload their cargoes. It is the nearest port for the Punjab,

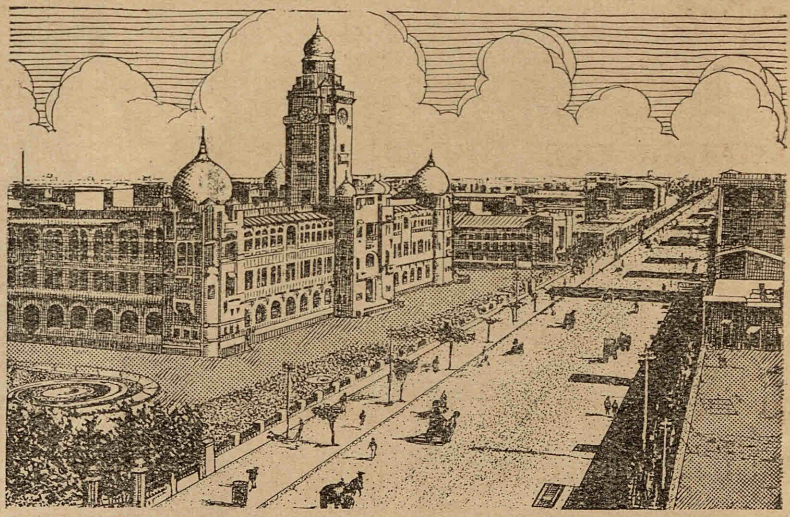


THE MAIL BOAT AT KIAMARI

the North-West Frontier Province and Baluchistan.

Karachi is also an important air-port, with a large aerodrome at Drigh Road. In 1928 a huge airship shed was built there. It had been arranged to start a service of airships between

England and Australia. Unfortunately the airship R 101 was destroyed by an accident in France on its first flight to India in 1930. Since then no airships have been built in England



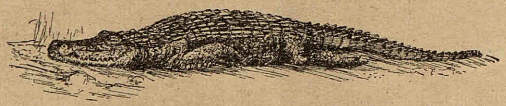
NEW MUNICIPAL BUILDING, KARACHI

so the shed at Drigh Road remains empty.

Karachi is a modern city. The important buildings are Government

House, the Chief Court, the Legislative Assembly, the Victoria Museum, the General Post Office, the Dayaram Jetmal Sind College and the Municipal Offices. There is a Zoo on the outskirts of the town.

Eleven miles to the north of Karachi, near the Baluchistan frontier, is Magar Pir, or Manghopir. This is a little oasis in the surrounding desert. There are two pools of water and a clump of date palms. In the smaller pool is a colony of crocodiles.

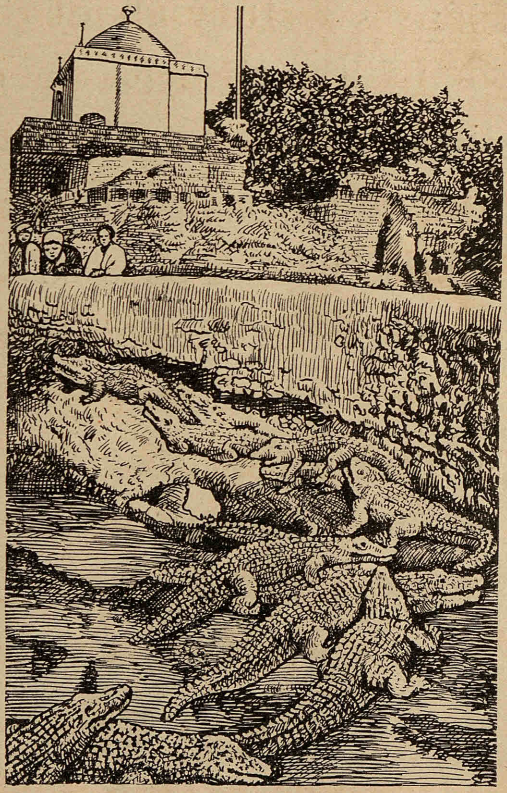


Some say that there are as many as two hundred there. Nearby is a

Pir's tomb and a hot spring which is supposed to have healing powers. Here is a story about the place.

In the thirteenth century there were many Pirs in Sind. One night four of these holy men sat near the spring and discussed among themselves what they had heard about its healing properties. The four friends were Lal Shahbaz Kalandar, Sheikh Bahawal Haq, Sheikh Farid Ganj, and Lakho Saheb. All four Pirs then bathed in the waters of the spring. Now, the guardian of the spring was a Hindu named Mangho. He made friends with the four Pirs, and the five men sat all night discussing religious questions. The next

day Mangho went with the Pirs to a sacred place about thirty miles away. As a result of this trip he became a Muslim, and returned to watch over his spring, he now being himself a Pir. The four saintly Pirs were so pleased with Mangho that they made a date palm grow out of the arid sand near the



SACRED CROCODILE POOL, MANGHOPIR

house. To-day there is a small oasis of date palms. Lal Shahbaz Kalandar, the most famous of the four Pirs, then filled the small pool with crocodiles. This miracle greatly pleased Mangho Pir, who lived happily for many years and was then buried in the tomb we see near the spring. Many pilgrims still bathe in the waters and bring goats as offerings to be sacrificed to the crocodiles, which are considered to be sacred.

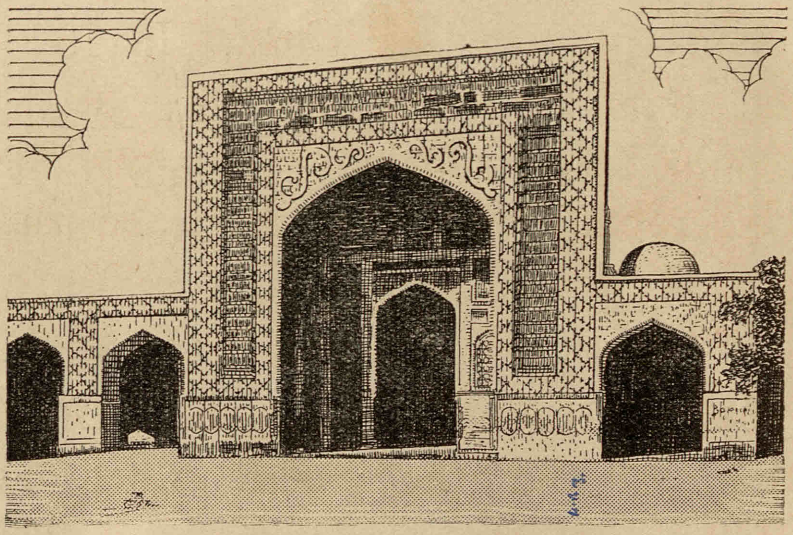


2

About fifty miles from Karachi by rail is Jungshahi Station. A further thirteen miles by road brings

us to a place called Tatta. In 1340 the Samma kings made it their capital. In course of time they became very powerful. By 1461, under the rule of Nizam-ud-din, they had reached the height of their power. This period of power and prosperity is called the "Golden Age" of Sind. The people loved King Nizam-ud-din, and their pet name for him was "Jam Nindo". After his death Sind was invaded by the Turkhans from the north. They ruled until 1612, when Lower Sind became a part of the Moghul Empire.

Tatta has a large mosque which was started by Shahjehan and finished by Aurangzeb. Outside the city,



JAMI MASJID, TATTA

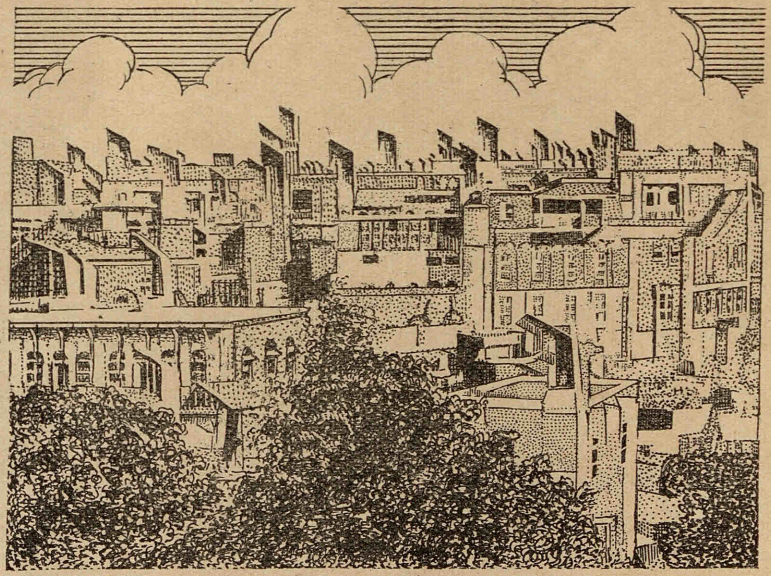
on the Makli Hill, is a vast cemetery of six square miles. It is said to contain over one million graves. A few tombs still stand. To the north of Makli Hill are a number of tombs, including those of Nizam-ud-din (Jam Nindo), the last of the Sammas, and Mirza Jani Beg, the last of the Turkhans.

We now make our way to Hyderabad, which used to be the capital of Sind under the Mirs.

Most of the city stands on a hill. The river Indus flows to the west of the city and the Fuleli canal, an offshoot of the Indus, flows to the east. The modern town of Hyderabad was built by Ghulam Shah Kalhora in the eighteenth century. He also built a fort, some parts of which are still standing. The city has considerably outgrown its original limits.

If we climb to the top of the circular tower in the fort, we shall

get a very fine view of the city and its surroundings. The tombs of the Talpuras and Kalhoras are worth a visit.



HYDERABAD, THE CAPITAL OF SIND. EVERY ROOF HAS ITS WIND TOWER TO CATCH THE BREEZE

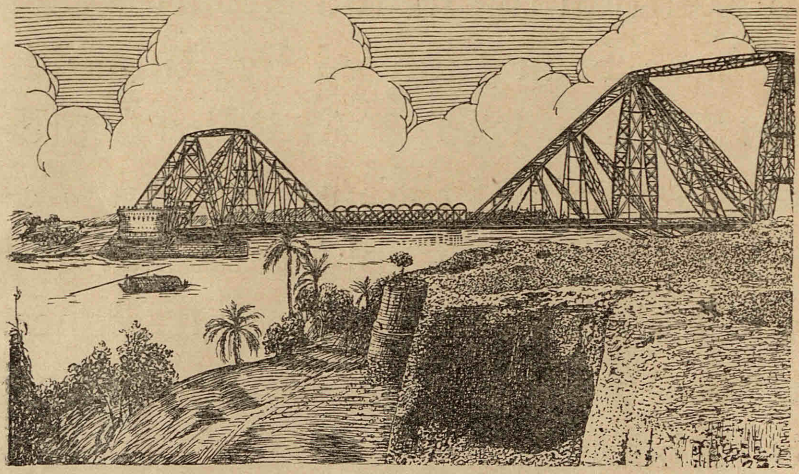
About seventy miles south-east of Hyderabad is the old Rajput fort of Amarkot. Here was born the child

who was destined to be one of the most famous men in history—Akbar, the Great Moghul Emperor.

From Hyderabad we take the train to Rohri on the Indus. Rohri is said to have been founded by Rukn-ud-din Shah in 1297. At Rohri is preserved a hair of the Prophet Muhammad. It is in a gold tube covered with rubies and other precious stones. It was brought from Constantinople by Abdul Baki. Some of his descendants still have the privilege of guarding the holy relic.

Five miles from Rohri is the ancient town of Alor, or Arore as it is now called. Hiuen Tsang, the Chinese pilgrim, visited it in A. D.

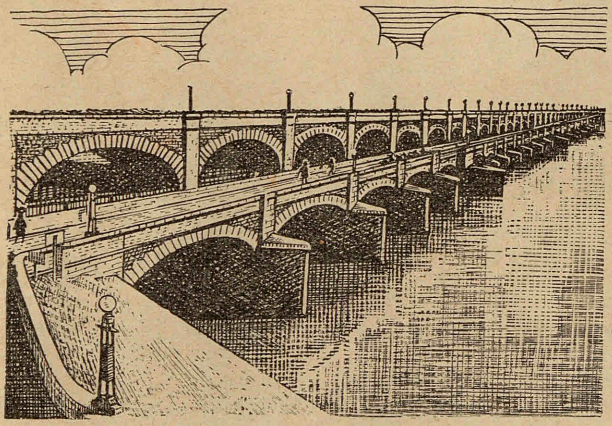
640. At that time, according to Hiuen Tsang, Sind stretched from Kashmir to the sea, with Alor as its capital.



THE LANSDOWNE BRIDGE OVER THE INDUS NEAR SUKKUR

Opposite Rohri is the small island of Khwaja Khizr. The shrine of Saint Khizr is venerated by both Hindus and Mohammedans. A little to the south of Khizr Island is the

island of Bukkur. It is at this point that the river Indus is crossed by the Lansdowne Bridge. It connects Rohri with Bukkur Island, then crosses to Sukkur. The bridge takes



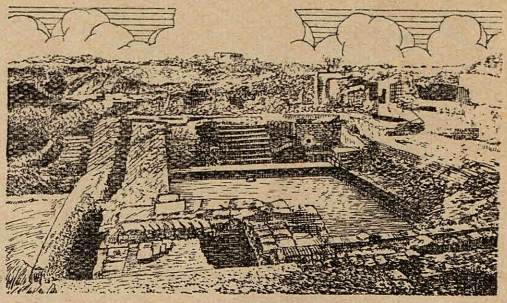
SUKKUR BARRAGE

foot passengers, road traffic and the railway. Sukkur at once brings to mind the wonderful Lloyd Barrage. It was begun in 1923 and opened by Lord Willingdon in 1932. Where the

Barrage crosses the Indus it is one mile long. The water flows into seven canals, totalling 400 miles in length. They spread the life-giving water to six million acres of thirsty land.

4

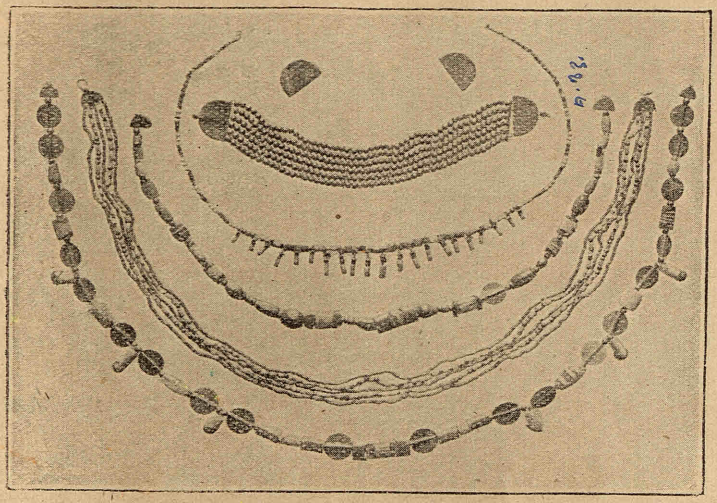
About seventy miles from Sukkur is the famous Mohenjo-daro, or



MOHENJO-DARO. VIEW OF THE BATH

Mound of the Dead. The ruins of five or six cities are below the huge mound

of earth, but only one city has been uncovered. That city was flourishing about 5000 B.C. Its people were highly civilised. They knew all about town planning and sanitation. This is



MOHENJO-DARO JEWELLERY

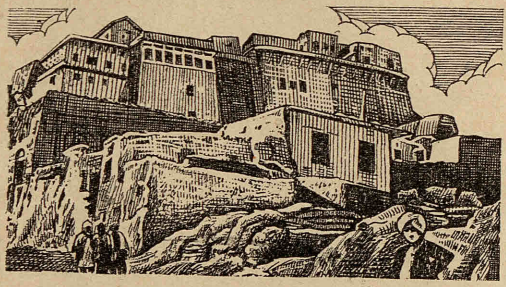
quite clear from the remains which have been uncovered. The Great Tank or Bath must be visited. There is a drain for emptying the water from

the Tank, and nearby are rows of well-paved dressing-rooms. Most of the places uncovered are houses and shops, which are provided with drains and bathrooms, things unknown to many of our towns and villages in the India of to-day. We should take this lesson to heart and try and help others to get the means of proper sanitation where none exist. This can only be done through our legislators, who must insist on the money for such necessary work.

5

We now start on a visit to Baluchistan. Baluchistan is a land of sand-dunes and deserts. Its eastern boun-

daries touch Sind, more than half of Baluchistan consists of the two States of Kalat and Las Bela, and its western frontier lies alongside that of Persia. Fifteen miles from Sukkur is Ruk Junction, and from there we take the



THE CITADEL AT KALAT

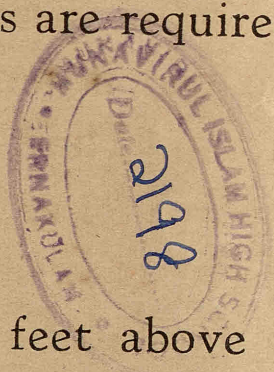
train to Quetta. Our first stop is Shikarpur. A great road to Central Asia passes through Shikarpur, which was for long a busy trading centre.

The next halting-place is Jacobabad. It is modern, having been laid

out in 1850 by General John Jacob. At that time the surrounding district was a paradise for robbers and dacoits, who kept the population in a state of unrest. The General's rule, however, soon turned the restless district into a peaceful one. The climate of Jacobabad is terrible in the summer months. The temperature has been known to exceed 125 degrees in the shade! How its inhabitants must then long for some cool refreshing drinks, and no doubt ice-cream as well! Perhaps they get it; let us hope they do.

A hundred miles away is Sibi Junction, near the entrance to the famous Bolan Pass. We cross the

Pass nine times on our way to Quetta. Three engines are usually attached to the train, as part of the way is very steep. One of the stations we pass is called Mach. It is 3250 feet above sea-level, so you can easily understand why so many engines are required to pull the train.



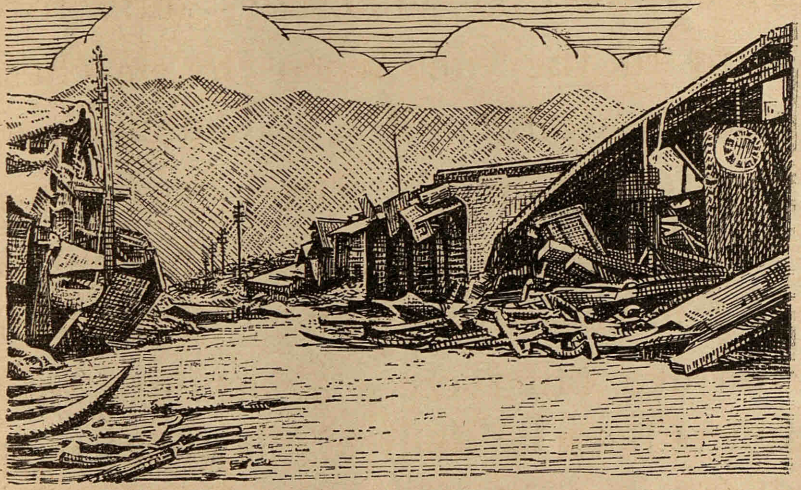
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Quetta is 5,500 feet above sea-level, and is the headquarters of the Western Command of the army. Both British and Indian soldiers are stationed here. Quetta is a very important frontier post, as it commands both the Khojak and Bolan Passes.

Its population is about 65,000. In winter-time the people have to wear thick clothes, as the cold is very severe. Many beautiful gardens and orchards surround Quetta, so you can guess how the schoolboys look forward to the time when the peaches, water-melons, and grapes will be ripe! You would imagine that these same schoolboys must be very happy in such lovely surroundings. So indeed they are, but there is always one fear at the back of their minds. What is that fear? It is the fear of earthquakes.

In 1935, on May 31st, a terrible earthquake shook the city of Quetta and the surrounding country. Houses

and shops, hospitals and temples, mosques and churches, all tumbled down to the ground like packs of cards. Thousands of people were cast into the yawning earth and were



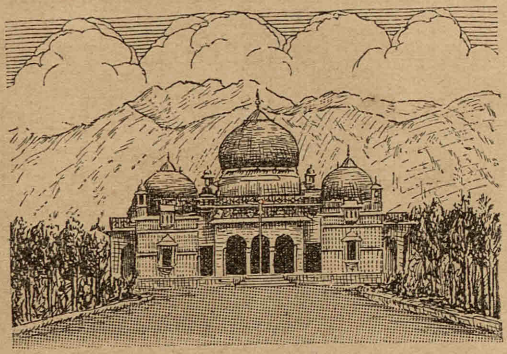
SWAJ GANJ BAZAR, QUETTA, AFTER THE EARTHQUAKE

never seen again. Others were buried under the ruins and were killed at once or trapped, perhaps with severe

injuries, until the rescue parties came along. When the earth stopped quaking, those who survived began to search for their loved ones. Rescue work went on day and night until outside relief came. Our older school-boy friends of Quetta do not wish to see such sights again. The city and parts of the cantonment are still being rebuilt !

Fort Sandeman and Chaman are military outposts a few miles from Quetta. The railway terminates at Chaman where we see the Khojak Pass, which is surmounted by a military road. If we ascend it we shall get a fine view of the country lying between the Pass and Kandahar, an

important town in Afghanistan. Kandahar was called Arachosia by Alexander the Great. In ancient India it was known as Gandhara. We leave this spot wondering what the

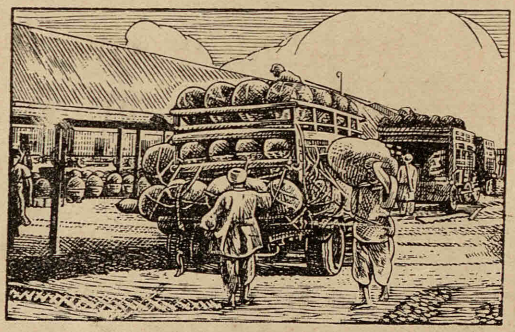


SANDEMAN HALL, FORT SANDEMAN

future has in store. Will the railroad ever be continued into Afghanistan? Only the future can tell.

Chaman is not only a frontier outpost, but is the depot for the valuable

fruit trade with Afghanistan. The main traffic is in grapes, which begin to arrive at Chaman in June and continue till November. In olden days the fruit used to be sent from Kandahar to Chaman by camels, but



LORRIES BEING UNLOADED AT CHAMAN STATION

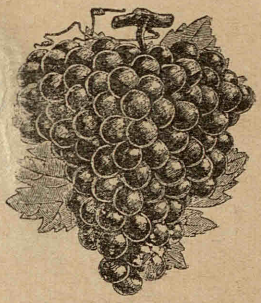
nowadays up-to-date motor lorries are used. The baskets of luscious fruit are placed in the waiting railway wagons, which are fitted for cold storage. The trains steam off to

distant parts of India, where the fruit is soon sold.

Thus a small station in Baluchistan becomes the link between the distant vineyards of Afghanistan and the fruit bazars of Bombay, Delhi, and Calcutta.

Let us, who enjoy the delicious grapes, remember with gratitude the scores of workers whose labour have helped to bring them to us—the pickers in the vineyards, the packers of the fruit, the lorry drivers rushing along the Afghan roads, the coolies loading the baskets into the train at Chaman, and last but not least, the railway workers who bring the fruit safely to its destination. We are

grateful to them and to the modern inventions which make their work possible.



NUNAVIRUL ISLAM HIGH SCHOOL
ERNAKULAM.
Dn. 2198

EXERCISES

2198

1. What kind of climate would you expect to find in Sind and Baluchistan?
2. Do you know what a "white elephant" is? What is Karachi's "white elephant"?
3. Tell the story of Manghopir in your own words.
4. Draw a picture of a crocodile.
5. The wind towers at Hyderabad are curious. Do you know of any similar arrangement? See picture on page 3.
6. Do you know of any other places in Asia, besides India, which are subject to earthquakes?
7. If you had to earn your living in Jacobabad, what kind of business would be most profitable to you?
8. Make a list of the fruits you enjoy most.

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