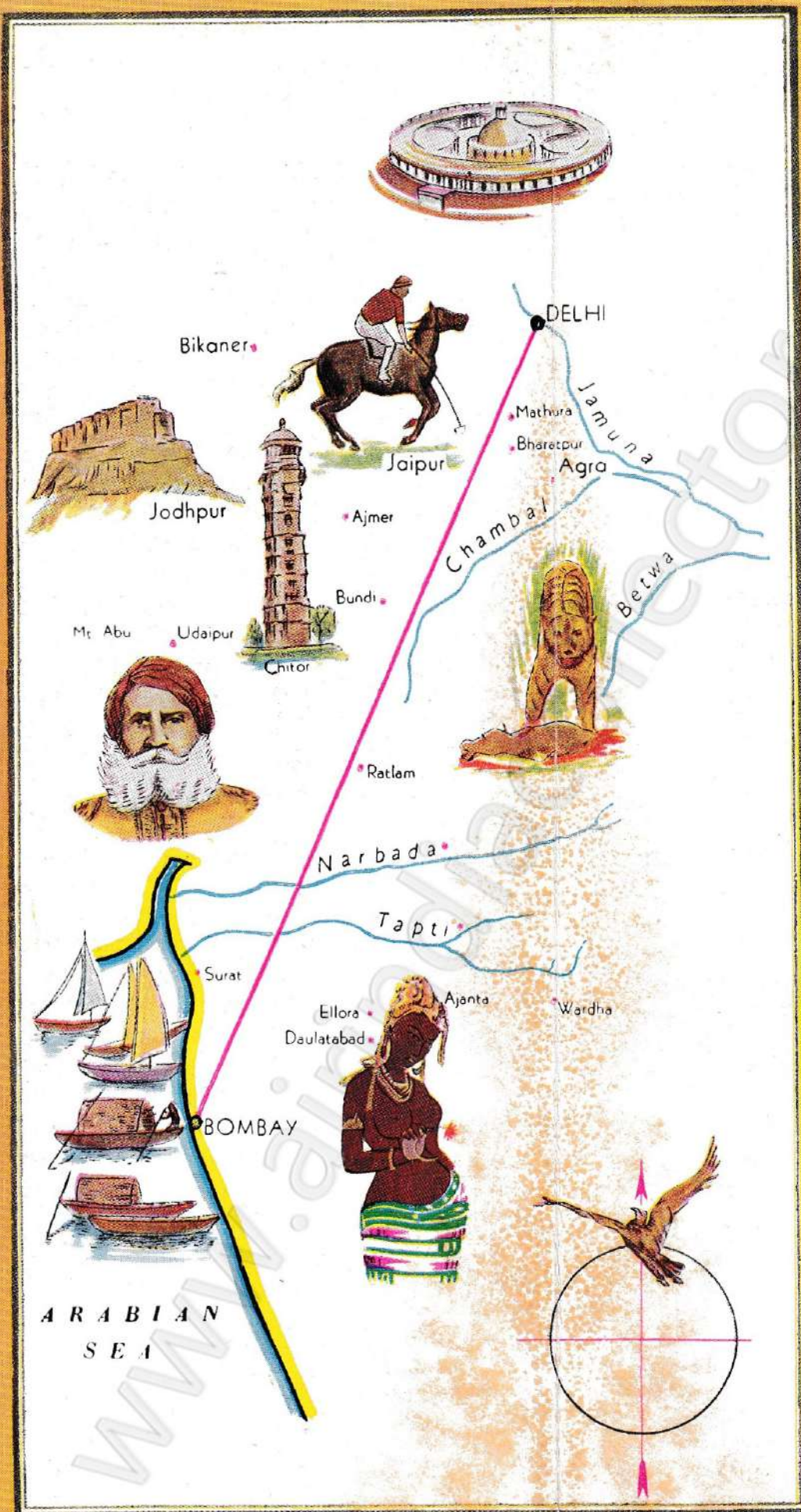


Delhi - Bombay
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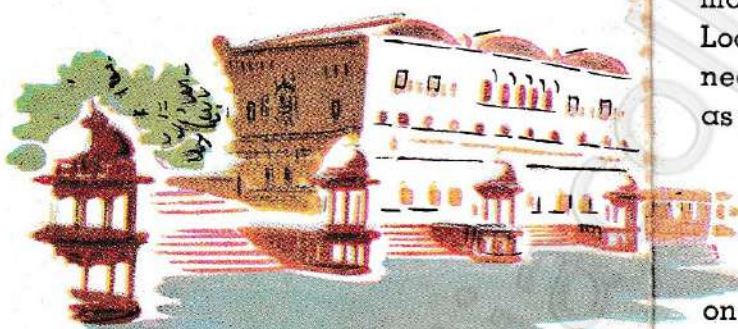




Routes of the

MODERN Delhi, a vast sprawling fusion of the old and the new, is probably the eighth in line of succession : the sites of the previous cities dot the plains of Delhi to the south and the west with rubble and ruins, sometimes imposing, at times merely decaying and gloomy, but always photogenic and awe-inspiring. The origins of these cities, the glory of their courts, the intrigues and follies of their

rulers are a mass of history and legend, folklore and fact. While the other Delhis are no longer centres of population, Shahajehanabad survives, at least in random form. Centred round the Red Fort, this township was famed for the skill of its jewellers, for the subtle artists in marble and ivory. Closely guarded secrets now, hereditary craftsmen still pursue their ancient art in the lanes of Chandni Chowk under the shadow of the graceful domes of the Jama Masjid. Some of the ancient sites like Siri and Surajkund are not easily accessible. But the



massive fort of the Tughlaks, Qutb Minar, the Lodi Tombs, Humayun's tomb and his fortress nearby can be approached by excellent roads, as can Feroze Shah's citadel, the Red Fort and Jama Masjid. The famous Ridge of Delhi is but a spur or offshoot of the Aravalli range parallel to which your flight to Bombay now takes you. Stretching starkly on the west is the Thar desert reaching to the waters of the Indus. Here, too, dotting the

sands, are oases of splendour. Politically, Rajasthan is now a single unit. But the names of the erstwhile princely states, Jaipur, Jodhpur, Udaipur, Bikaner may still conjure up visions of proud cavaliers, of graceful palaces, of swordcraft and chivalry. Jaipur (190 miles

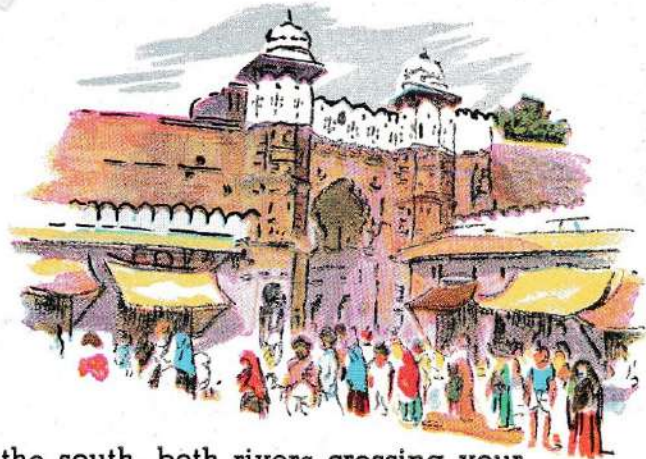
from Delhi) pink-hued and beautifully laid out within

its city walls, stands guarded by fort-topped hills on all sides but the south. The palaces of Jaipur have a



Golden Eagle

magnificence all of their own, and the city is well-known for its muslin prints, precious stones, enamel and lacquer work. Further along your route, impregnable on its escarped rock base, is the Jodhpur fort, sheltering ancient palaces and the city embraced by six miles of embattled walls. Even the most prosaic will find it easy to be lyrical about Udaipur. Situated on a sloping valley, green hills providing a perfect backdrop for its palaces mirrored in cool lakes, it is a city of island palaces and gardens, where on occasion the gorgeous pageantry of feudal India comes to life. Chitorgarh, abandoned when the population moved to Udaipur, is now in ruins except for the splendid Tower of Victory, a beautiful example of that type of architecture. There is hardly any name in Rajput historical tradition more honoured than that of Chitorgarh, symbol of Rajput bravery and glory. Another walled city along the route which repeats the pattern of lakes and palaces is Kotah on the Chambal river. About thirty miles to the west, located in a gorge among the hills, is Bundi. Magnificent gateways lead into this mediaeval town where the people appear to lead a life no different in tempo and colour than their ancestors did in the past. The surrounding forests, like those near Alwar, offer good tiger shooting. Mount Abu, a fine hill station 425 miles from Bombay, is noted for the famous Dilwara temples which contain outstanding specimens of Jain mediaeval art. The approach to the Western Ghats is heralded by another range of hills—the Satpura range—flanked by the Narbada on the north and Tapti on the south, both rivers crossing your line of flight almost at right angles. Surat, where the British first established their trading centre lies west of the aircraft route. And so to Bombay—not to put too fine a point to it—the 'Gateway of India'. The islands of Bombay are enchanting and to the antiquarian, Karla, Kanheri, Elephanta, and a little further afield, Ajanta and Ellora present a field of unbounded sculptural magnificence.



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