

in writing, to the suspicion that Dr. Livingstone was no more. They had full confidence that he was still alive, relying on the fact that there had been no rumour to the contrary. Dr. Livingstone was so well-known, and so much interest was felt about him on the East Coast of Africa, that if anything untoward had happened, information of it would assuredly have reached the coast. The fact that no such intelligence had reached Zanzibar satisfied the Council as to his safety.

In reply to a question as to how, and from whence, intelligence came to Zanzibar, the PRESIDENT said he knew no more than what had appeared in the public papers. The telegrams were received by Mr. Pender and Sir James Anderson, the heads of the Telegraph Companies in England, from their agents at Aden, communicating the intelligence which they had obtained from the *Abydos*, on her arrival at Aden from Zanzibar. Dr. Kirk's intelligence would be contained in the despatches placed on board the *Abydos*, which would probably be transferred to the Government Mails, on the arrival of the vessel at Aden. It was only, indeed, by Dr. Kirk writing to some public officer at Aden to forward the intelligence by telegraph, that the Council could have received official information.

The Rev. HORACE WALLER said, although he fully concurred in what the President had said about Dr. Livingstone, sharing with him the idea that nothing untoward had caused the long silence, he nevertheless did not attach any importance to these telegrams. Dr. Kirk and Lieut. Dawson were at Zanzibar when the *Abydos* left. The captain of the *Abydos* was most interested about Livingstone, and all connected with him. If any news had reached Zanzibar, Dr. Kirk, knowing the *Abydos* was about to return through the Suez Canal, would not only have handed over despatches to be forwarded at the first opportunity, but also a telegram to be sent off when touching at Aden. He was sure the captain of the *Abydos* would have put himself to some trouble for that purpose. At all events, the telegram would have come from Suez. There was another remarkable thing connected with this matter—the captain of the *Abydos* did telegraph from Aden that there had been a cyclone at Zanzibar, which had destroyed all the shipping except his own vessel; and he was sure that, if there had been authentic intelligence concerning Dr. Livingstone, he would have forwarded it. His silence on the subject was rather ominous. His own impression was that, when the news came from Dr. Kirk, we should find that the foundation of the intelligence was one of those rumours which were always prevalent in the country; and of no more value than others which had often reached us to the same purport.

The following Papers were then read :—

1. *On the Position of Pein, Charchand, Lob Nur, and other Places in Central Asia.* By ROBERT B. SHAW, Esq., F.R.G.S.

“ MY DEAR SIR,

“ In reply to your letter I now have the pleasure to send you a few notes on the subjects you mention.

“ 1st. With regard to Marco Polo's province and town of Pein, identified by Colonel Yule with the Pima of the Chinese pilgrims, I can find no trace of either name in the recollections of the people, though I have had frequent opportunities of asking not only merchants who have visited Khotan and Kiria, but also natives of the latter place, and even a man who had lived for twelve years at Charchand. They all, however, agree that if ever there was such a

place, it must have been one of the cities swallowed up by the sand, of whose names even no recollection now remains. I enclose an itinerary from Kiria to Charchand and Lob, which accounts for all the country on the present route.

“But the remark made to me by an intelligent merchant may perhaps throw some light on the subject. He says that the route, on leaving Khotan, begins by going eastward to Kiria, but afterwards, making a wide sweep, the road ends by running nearly due north as it approaches Charchand. He adds that there should properly be a short cut across from Khotan to Charchand, but the barren and deep sands which occupy this line prevent men from attempting it. These are the sands which, advancing from the Takla Makân, are said to have engulfed so much fertile country. May we not suppose that in Marco Polo's time the road lay in this direction, passing through Peñ or Pima.

“The above information has two bearings. First, it gives us a probable locality for the vanished country of Peñ, on the direct line between Khotan and Charchand, where Marco places it, and at a place where the obliterating powers of the sand are known to have been exerted. Secondly, it corroborates Colonel Yule's suspicion (vol. i., p. 181) that Lake Lob should be placed much further to the westward than we find it in our maps; for the great curve in the road would make the absolute distance of Charchand to the east of Khotan (and of all places which are measured from it) much less than if the route were straight.

“As data for calculating the position of the mysterious Lake of Lob, I enclose statements of two several roads to Lob—one the northern *viâ* Aksu, and the other the southern *viâ* Khotan. For the distance by each of the roads I give two separate estimates, founded on different accounts. By taking the means of the latter we get a double indication (though a rough one) of the position of Lob.

“The position of Aksu is approximately known, being some 16 marches from Yarkand (say 220 miles in a direct line), and a little more from Kashghar. This is our first point of departure. Taking Mr. Johnson's determination of Khotan for our second starting-point, we have to make the two routes above mentioned meet at Lob. Allowing for the changes of direction which we know to exist, more especially in the southern route, we cannot place Lob further east than the 84th meridian (probably between that and the 83rd). Its probable latitude will appear to be between the 40th and the 41st parallels.

“This would leave plenty of room eastward for Marco Polo's thirty days to Shachau, which is too much if Lob is placed in the position

formerly assigned to it. As usual, all inquiry tends to verify the assertions of the great Venetian traveller.

“One of my informants, who lived twelve years at Charchand, says that the mountains are six days’ distant from that place on the south and east, and are frequented by shepherds, hunters, and gold-seekers. He mentions a district, called ‘Tokos Dewân’ (= the nine Mountain-Passes), a fortnight’s journey to the eastward, whence Kalmáks come to trade at Charchand, and through which a road leads to Lanchu, a large town on the high road to Pekin. These Kalmáks are probably what we should call Mongols.

“Another man relates a story of some gold-seekers who penetrated about 15 marches on a different line into the region on the east of Charchand, and, after crossing some mountainous country, came upon a considerable river of a red colour flowing towards the sun-rising, but were afraid to venture down it.

“Gold-seekers seem to play an important part in those regions; for I have lately heard of something resembling a Californian or Australian rush of diggers in the heart of Asia. There is a newly-found gold-field, named ‘Kappa,’ some 25 days eastward of Kiria, to which 1000 diggers have already flocked from all parts during the last year.

“Marco Polo is again curiously corroborated by the statement of a Khotan Hajji, that the precious jade-stone is found in the river of Charchand. This river runs into Lake Lob, and the road follows its banks, which are fairly inhabited. The Lob people are Mussulmans, but more uncivilized than their neighbours.

“Charchand and Lob Nur are, he says, in the great plains, but the mountains are not far off from the former place. Travellers from Kiria to Charchand, in clear weather, can distinguish hills in the distance on their right hand (S.E.). All my informants, however, agree that these mountains are what they call ‘black,’ or not covered with perpetual snow, though it lodges on them in winter. Thus the snowy Kuen-lun would seem to be dying out here, or at any rate to have retreated very far back, so as to be invisible from the plains.

“Judged by its productions, Charchand must be higher than Khotan; for rice and cotton do not grow there, while Indian corn, wheat, and apple and pear trees, are common. It is probably about the same height as Bora or Sanju, viz. from 5500 to 6500 feet roughly. Thus the mountainous country appears to descend very gradually in this direction, and to preserve its elevation much further north than it does in the neighbourhood of Khotan.

“From all the accounts taken together, I should gather that Charchand is not actually either in the plains or in the hills, but in one of those wide flats which may either be looked upon as a bay from

the plain running into the hills, or as a mountain valley opening out into the plain. Such also is the position of Sanju.

"I have thought that these particulars regarding Charchand would be interesting, as it has only lately been recovered by geography out of the haze of uncertainty, and identified with the province described by Marco Polo.

"One of my informants travelled back from Nia to Khotan with some Chinese officials, who, during the Mussulman uprising, had tried to escape to China by the Lob route, but had been captured at Karashahr by the victorious rebels and sent back under escort to Khotan. These officials evidently knew of no way eastward from Lob except by joining the regular northern route to Peking; but it probably exists all the same.

"The most easterly places (not on the grand road) that I can hear of in these regions, are 'Zilm' or 'Zulm,' and 'Salâr' or 'Salarun,' both in the hands of the Tungânis, though the former is inhabited by 'Kalmâks.'

"Zilm is said to be 40 days from Kumul, and also an equal distance in point of time from Aksu and from Lhassa. It may possibly be identical with 'Sining,' a known place in Western China, but the nature of the productions brought thence would seem to argue otherwise. Pen-holders, carpets, and horse-trappings, said to be from Zilm, still reach Ladâk yearly, while the valuable fabric formerly known in that market as 'Siling' or 'Sling' has ceased coming for some years, owing to disturbances in those regions (probably the closing of the road by the Tungânis). If Zilm and Sining were identical, the more valuable manufacture would reach Ladâk as well as the coarser produce. Moreover, the distances do not agree at all.

"Salâr is reported, by different authorities, to be a month's march from Kumul, and to lie to the westward of Lanchu (a large town in Western China). The distance is not stated, but is probably not very great, as distances go in those regions.

"2. The subject of the lost city of Pein leads to its sister mystery, the locality of *Bolor*. Though I have conversed with numerous traders and travellers who have frequented the roads from Eastern Turkistân into Badakhshân, and with Kirghiz tribesmen who have roamed over the Pamir with their flocks and herds, I have never met with one person who would acknowledge the existence of a town called *Bolor*, nor, indeed, of any place of that or a similar name to the west of the Pamir, as it is placed on some of our maps, and where the fictitious Ludwig von — is said to have seen it. Nor is such a position reconcilable with Marco Polo's account, which places *Bolor* distinctly to the eastward of Pamir.

"An old Kirghiz of the Alaï horde, who knows every yard of the

country south of Kokand, even down to Chitrál and Hunza, where he had several times gone to buy slaves, informed me that 'Palor' is the old name (sometimes used to this day) for the upper part of the Chitrál Valley. If we suppose this name to have extended (as suggested by General Cunningham) north of the watershed, or, in other words, to have included the high country between the Chitrál, Yassin, and Kanjut rivers on the south, and the Yarkand River on the north, all the requirements are fulfilled. Marco Polo is not usually so accurate in his bearings as to bind us to the exact direction E.N.E. from Pamir, when a point or two further south would correspond with other indications.

"The country above defined exactly answers to Marco's description of its natural features: 'Passing for a good 40 days over mountains and hills, or through valleys, and crossing many rivers and tracts of wilderness; and in all this way you find neither habitation of man nor any green thing.' This description is not very applicable to a town and its neighbourhood. Probably in no direction could a 40 days' journey through mountainous wilderness be taken from the Pamir, unless the traveller crossed into the Taghdumbash (the head of Sarikol Province), and thence over the Kandar and Arpatallak Mountains, and up the Yarkand River through Shingshal to the Dubla Sertkol Desert, &c. Certainly such a journey could not be taken between Pamir and Kashghar, which is a distance of not more than 12 or 14 marches.

"It is not necessary to include Baltistán in this definition. Its position and natural features separate it off.

"The region I have indicated corresponds with that described by Hwen Tsang as being to the south of Pamir (particularly that part of it where the ancient name still lingers). With this agrees also the Tarikh Rashidi (quoted by Colonel Yule), which states that *Malaur* (Palor) is bounded on the east by Káshghar and Yarkand, on the north by Badakhshán, on the west by Kábul, and on the south by Cashmir. Such a definition plainly excludes anything to the north of Badakhshán, though it also indicates a very considerable extension on the south (unless by Kashmir we are to understand its present outlying provinces of Gilgit and Baltistán).

"Finally, the Pushtu poem (also quoted by Colonel Yule) places *Bilaur* on the north boundary of Swat, which would precisely correspond with the position of Upper Chitrál, which, as I have mentioned, is said still to bear the old name of Palor.

"I am not aware what weight should be given to the Chinese tables, which would seem to be almost the only contradicting authority."

COMPARATIVE TABLE OF ROUTES TO LOB-NUR.

AKSU to LOB.

Routes.	Names of Halting Places.	Absolute Distance in Miles.
1st. Route (given by Hajji Yusuf of Yarkand). [See Route annexed].	Aksu to Karashahr: 17 marches (taking 20 miles as the average day's march by road, and deducting one-third for windings) =	227
	Karashahr to Lob: 2 marches (ditto) .. =	27
		254
2nd Route (given by Mahmood Jân, Afghân trader).	Aksu to Kuria: 80 <i>tash</i> (taking 1 <i>tash</i> at 5 miles, and deducting one-third for windings) =	267
	Kuria to Lob (say) 2 days (as above) .. =	27
		294

KHOTAN to LOB.

Routes.	Names of Halting Places.	Absolute Distance in Miles.
1st Route (given by Rozi, a native of Khotan, who lived twelve years at Charchand). [See Route annexed].	Khotan to Kiria: 6 marches (calculated as above) =	80
	Kiria to Charchand: 16 marches (ditto) =	213
	Charchand to Lob: 6 marches (ditto) .. =	80
		373
2nd Route (given by Mahmood Jân).	Khotan to Lob: (the Khotan Hakim's camp is said to have taken thirty-five days, <i>marching slowly</i> from Kuria to Khotan <i>via</i> Charchand: deduct 3 such marches from Kuria to Lob; there remain 32 marches of, say, 18 miles each. Deducting one-third for windings, as above) =	384

EASTERN ROUTE TO KHOTAN.

Number of Marches.	Names of Halting Places.	Distance in Kacha Koa.	REMARKS.
	No	A hamlet on the Pangong Lake (east side).
1	La - rung (pass) (narrow).	15	Road up a nullah. No cultivation; sometimes a camp of Champa (Tibetan nomads). Grass and wood.
2	Sum-ziling (three) (valleys).	15	Grass and wood. <i>Ovis ammon</i> and <i>antelope</i> .
3	Dung - lung Tak-nakpo .. (wild yak) (valley) (mtn.) (black).	18	Grass and wood.

EASTERN ROUTE TO KHOTAN—*continued.*

Number of Marches.	Names of Halting Places.	Distance in Kacha Kos.	REMARKS.
4	Tsa-ga (salt) (place).	14	Grass and wood. A salt lake 3 miles long.
5	Tang-mar Kang-ri (plain) (red) (ice) (mountain).	16	A little grass. Antelopes. A pool of sweet water. Cross an easy ridge on the road.
6	La Kankial (mn.) (descent).	12	A little grass and fuel. A pool.
7	Tso-kante (pool) (bitter).	11	Grass and fuel. Dig for drinking-water. Remains of an old prayer-inclosure (Musulman), also marks of cattle and sheep-pens. Supposed to be due to Hor (Turki) shepherds.
8	La-chu-lung Sumdo .. (mtn.) (water) (valley) (3-fold junct.)	11	Grass and fuel. Antelopes.
9	Kang-lung Ding-rol .. (ice) (valley) (ascent) (descent).	20	Ascend to a high level, passing a lake; then follow down a stream of water. Perpetual snow close by.
10	Baba Hatim	3	An old ruin, on banks of same stream as above, which is scarcely fordable, and runs to the East. Grass and fuel. Thence cross a pass (less than Chang-la, 17,800) and get into a narrow valley, with a stream running in a northerly direction.
11	Aksu Lungpa (white water, Turki) (valley, Tib).	12	Camp on stream. Grass and fuel. Then road leaves stream to its right.
12	Tang-nakpo (plain) (black).	12	Appearance as if strewn with ashes. Sulphur mines. Grass and fuel. Then cross the plain and enter a difficult nullah.
13	Pur-lung (through) (gorge).	17	Grass and no wood. Pass a "langar" (rest-house) half way, and, continuing down the same difficult nullah, reach
14	Pulu	12	Pulu, a very warm place; all kinds of fruit produced. Snow Range visible on south over the nearer hills. Pulu is in a depression whence you rise on to a plain covered with low hills which takes you to Khotan.
15	Ganju	18	400 houses.
16	Imâm-Ullah	18	Ditto.
17	Langar	18	A single house in a plain.
18	Khotan (Ilchi)	18	A city a little smaller than Srinagar (Kashmir).
	Kacha kos	260=	About 390 miles by road.

N.B: This road is very seldom traversed. The names are those given to the different stages by the Tibetans, who have travelled that way.

KHOTAN to LOB.

Route given by Rozi of Khotan, who lived at Charchand for twelve years.
About 380 miles (exclusive of windings).

Number of Marches.	Names of Halting Places.	REMARKS.
	Khotan (Ilchi) 6 marches to	
6	Kiria	Small town near the gold-fields.
7	Oitoghrak	A few houses.
8	Yashil-yurghun	A langar or rest-house.
9	Takhtaban	Desert.
10	Nia	A town.
11	Baliklik	A pasture.
12	Yertongus	Desert.
13	Haidilshah	Desert—salt pools.
14	Akhai	Salt pools.
15	Paka	Ditto.
16	Akmurân	A small stream.
17	Kalasde	Salt pool.
18	Yantag kuduk	Ditto.
19	Kukmurân	Ditto.
20	Islam-langar	
21	Yang-arik	
22	Charchand	A small town and district extending on both sides of a stream which flows to Lob, producing <i>jade</i> ; inhabited by Mussulmans. Produce wheat, Indian corn, &c.; no cotton or rice. Road chiefly along banks of river, partially inhabited.
	6 marches to (one authority makes it only 4)	
28	Lob (thence to Karashahr on the northern road is 2 marches).	A lake and habitations. People Mussulmans, but very uncivilized.

ROUTE FROM YARKAND TO PEKING.

From a written Itinerary made by YUSUF HAJJI before the Mussulman Rebellion.

Number of Marches.	Names of Halting Places.	REMARKS.
	Yarkand to	
1	Ajartaku	Large village, 500 houses, a bazâr.
2	Lailik	Ditto 200 houses, in a jungle.
3	Rahmat	Ditto.
4	Ala-aghîr	Village in jungle.
5	Aksak-marâl	On the banks of the Yarkand River. The road is here sometimes closed by floods, when travellers go through the jungle.

ROUTE FROM YARKAND TO PEKING—*continued.*

Number of Marches.	Names of Halting Places.	REMARKS.
6	Shamál (= "wind" T.)	A village—windy spot.
7	Marál-Bashi	A town founded by the Chinese. Fertile country (wheat, &c.), irrigated from the Káshghar River. In the hills to the west is a mine of salt, like the Panjab salt.
8	Chahr Bagh	Village, 200 houses.
9	Tumshak	Ditto do.
10	Kuduk (= "well" T.)	Ditto
11	Châdir (= "tent" T.)	Ditto.
12	Süt (= "basket" T.)	Ditto.
13	Chilân (a fruit)	Ditto.
14	Yaka-kuduk (= "well" T.)	Ditto, with a well.
15	Si-arik (arik = "canal").	
16	Kumbash (= sand-head)	Village. Cross a river (Kashgar?), less than Yarkand River; fordable except in summer.
17	Aksu	A town with 6000 houses. Two divisions; one Mussulman, the other (formerly) Katai. The Aksu River is close to the walls of the former on the south side; often floods the town. In mountains to north are copper-mines. The Chinese used to coin the produce here.
18	Jâm	A hamlet of 50 or 60 houses.
19	Kara-yulghun (black) (a tree).	Many trees.
20	Yak-arik (side) (canal).	
21	Unbash	
22	Bai	Small town, 500 houses.
23	Kizil = red)	Village, 50 houses, soil red (iron?). After 4 or 5 miles cross the River Shaldung (flowing from the north, and turning towards the east) from the mountains south of Ila. Small river. Then cross a hill.
24	Kuchâr	A large town. Chief city of the districts of Aksu, Ush-Turfân, Bai, Sahrâm, Bigur, and Kurla. Celebrated for fruit and handsome women. Mines of "phatkari," and sulphur and salt.
25	Tukan	Village, 100 houses.
26	Aid	Ditto.
27	Châdir	Ditto.
28	Bigur	Small town. Inhabitants Turks.
22	Yang-hissar	A ruined fort. Cultivation.
30	Charchi	Village.
31	Kara-su	Much rice grown here.
32	Kurla	Small town. Turks.
33	Shorchuk	Soil incrustated with soda. A large river, crossed at all seasons by boats.

ROUTE FROM YARKAND TO PEKING—*continued.*

Number of Marches.	Names of Halting Places.	REMARKS.
34	Karashahr	Inhabited by Kalmáks, whose ruler is a woman. Country to south, as well as north, inhabited by nomads of the same tribe. Buddhists. They are rich in flocks and herds, of sheep, cattle, camels, &c. Mountains and forests near; much game.
35	Tablaghu	Village, 50 houses.
36	Ushaktál	Many small trees. Village.
37	Karakil	Village, 50 houses.
38	Kumush Ak	
39	Uchma	A windy desert.
40	Ighar Bulak	A spring.
41	Subashi	Village.
42	Tuksun	Small town.
43	Yughun	Village.
44	Turfán	Large town. Mussulman inhabitants. Coal mines and sulphur found in the neighbourhood.
45	Sangin	Village.
46	Lamchin	Ditto.
47	Pachán or Piján	A town.
48	Baka	No village—a swamp(?)
49	Chiktum	Village.
50	Yanchi	Ditto.
51	Kösh	Ditto.
52		
53	Utun-kuz	Ditto.
54	Ludun	Ditto.
55	Chakda	Ditto.
56	Tughach	Ditto.
57	Sumbal	Ditto.
58	Kumul or Hami ..	The last 9 marches belong to Kumul. Double town, of which half is inhabited by Mussulmans. Formerly only subjects of China were admitted here.
	7 marches to	
65	Shing-shing	
66	Kang	Village, road level; inhabitants Karakatai (Chinese).
67	Khekupu	Small town, inhabited by Kara Katai, and also by Mussulman Tunganis.
68	Andesha	Large town. 2000 Chinese troops (before 1863).
69	Yuman	Large town. 1000 troops (before 1863).
70	Sa-chang	Small town.
71	Shang-ching-za	Police station. Passports examined.
72	(Chinese Frontier) .. (Ja-i-band).	A gate-way in the Great Wall. Bazárs within and without. The wall is here of stone and of brick, 12 yards high. 1000 troops stationed here (half within the gate and half without). The wall joins two hills. Passports examined for both directions.

ROUTE FROM YARKAND TO PEKING—*continued.*

Number of Marches.	Names of Halting Places.	REMARKS.
18 Marches	(Suchu)	Large town. 8000 troops.
	(Kotipu)	Ditto 3000 do.
	(Sachu)	Ditto 2000 do.
	(Languchu)	Ditto 5000 do.
		Cross large river.
	(Kanchu)	Large town.
	(Lanchu)	Ditto A viceroy, who affects the state of a king. 20,000 troops. To the west of Lanchu lies Salâr, a large town of the Tungani Mussulmans, the capital of eight other towns.
		Town with 600 soldiers.
	Zoj	Cross a mountain.
	Ching-chu	Town with 500 soldiers.
	Ching-ku	Ditto 1000 do.
	Andishan (? Aleshan)	Ditto 1000 do.
	Shig-koyan	Small town with 500 soldiers.
	Koen-shan	Large town with 3000 do.
	Ching-shal	Town with 1000 do.
	Hi-ku-ja	Small town with 500 do.
	Lingu-du-shan	Large town with 2000 do.
	Wat-ku-pa	Small town with 1000 do. Cross high mountain with large and rich pagoda.
	Chansi	
	Pang-lang-ku	Large town with 2000 soldiers.
	Bi-shen-chu	Small town with 200 do.
	Chin-chu	Ditto 300 do.
	Aya-za	Ditto 200 do.
Cha-lung	Ditto 300 do.	
Be-gu-ji	Large town, magazine, and arsenal.	
Yang-shu	Ditto 1000 soldiers.	
Ching-chu	Ditto 5000 do.	
Li-chen-chu	Ditto 4000 do.	
Shen-yang-shen	Ditto 2000 do.	
10 marches to		
Po-shian		
Siampu	A viceroy, with 30,000 soldiers.	
Langku-mang-san	Town 1,000 do.	
Uman-san	Ditto 500 do.	
Ju-ju-jing	Ditto 1,000 do.	
Tunugun jing	Ditto 2,000 do.	
Sujing	Large town 1,000 do.	
Barmajan baldur	Ditto. 15,000 do.	
Panchurin	Small town; no troops.	
Shang-chin	Ditto do.	
Unmanshan	Large town with 2000 soldiers.	
Homi	Ditto 2000 do.	
Si-shung	Ditto 1000 do.	
Pi-ying-ku	Ditto 2000 do.	
Khung-no-shan	Ditto 2000 do.	
Ching-chin-shan	Ditto 1000 do.	
Khoju	Town 2000 soldiers.	
Rin-ku	No troops.	

ROUTE from YARKAND to PEKING.—*continued.*

Number of Marches.	Names of Halting Places.	REMARKS.
	Lingu-shan-shan ..	1000 troops.
	Chi-chi-shu	No troops.
	Ti-ku-shan	Ditto.
	Ji-pu-shan	1000 soldiers.
	Shu-ku-shan	500 do.
	Wang-wu-kra-lu-ki-wun	No troops.
	Shu-ing-shan	1000 soldiers.
	Le-shi	None.
	Pangar-chu-chun ..	2000 soldiers.
	Bi-chi-yun	500 do.
	Chingarshun	1000 do.
	K'ai-lash	1000 do.
	Wang-pu-chun	1000 do.
	Khu-chin-san	1000 do.
	Lu-shan	1000 do.
	Bar-wu-chun	2000 do.
	Wang-lung-shan ..	1000 do.
	Bar-man-chu	
	Chang-mang-ku ..	
	Li-nang-pu	1000 do.
	Anshu	A district.
	Bagshu	
	Ju-ju	Large town with 2000 soldiers.
	Lang-ku-shan	Ditto do. (Passports examined).
	Bajin	The city of Peking (from the frontier 91 marches).

2. *A Havildar's Journey through Chitral to Faizabad in 1870.* By Major T. G. MONTGOMERIE, R.E., F.R.G.S., Officiating Superintendent G. T. Survey of India, in charge of the Trans-Himalayan Exploring Parties.

[EXTRACTS.]

THE Trans-Himalayan and Trans-Frontier explorations were carried on during 1870 in various directions, in continuation of my general plan for systematically exploring all unknown or partially unknown countries beyond the British Frontier. One line of exploration from Peshawur direct to Faizabad, the capital of Badakshan, was brought to a successful conclusion, and will now be reported on.

I have long wished to clear up the geography of the mountainous tract lying between Caubul and Little Tibet which is bounded on the south by the Indus River and its great Caubul tributary, and on the north by the Hindoo-Koosh and Mustagh ranges. Though