

"2. To Youngbhee Naga village; over steepish hills. A long march; cross Umbang stream, about size of Terap.

"3. Cross Terap and march to Yoglee Naga village; short march.

"4. Mount and reach top of Patkoi range; long march.

"5. Descend Patkoi; steepish. Cross Namphook small stream, reach Morang Naga village.

"6. Cross Tilhee, size of Terap, reach Ishanghai village; short march.

"7. To Wadapanee; small stream, a long march to reach water.

"8. To Kalták village; a long march.

"9. Cross Dágá and camp on Desang, both large streams. No village; moderate march.

"10. To Soombogan, Singphoo village; long march.

"11. To Hookoong; short march.

"1. From Hookoong cross the Demai, larger than Dehing, and two other large streams, reach Jambó Hill; a fair march.

"2. To Leborg village, on the Noonkoong, larger river than Dehing, not a long march.

"3 and 4. By boat down Noonkong to Namsang Mookh.

"5. Land, and march to Santok hill; not a long march.

"6. To Nunjhan; small river.

"7. March down Nunjhan.

"8. Continue down Nunjhan to Benankhoo; Singphoo village.

"9. To Melankha village, on the Oorooop, large navigable river; short march.

"10. To small stream; long march.

"11. To Bhamoo; long march.'

"This is all that Mr. Jenkins says, but the particulars given are most valuable for the purposes of an exploring party.

"Up to this time I had always imagined that the route by Namchik, which place you will find I have marked in the map at the point where the Noa Dehing and the Booree-Dehing diverge from the parent Dehing, was longer and more precipitous than that by the Terap, but, from what Mr. Jenkins says, the reverse appears to be really the case.

"Lieut. Wilcox went due east from Namchik, and got into a labyrinth of hills before he reached the Irrawaddy, encountering much difficulty in getting on, but I imagine that the route of which Mr. Jenkins speaks must go off southward, so as to evade these difficulties and get into the plain.

"I could say something more on this subject, and a good deal regarding the practicability of a railway up the Assam Valley from Rajmahal, but I fear that you would throw a more lengthy communication aside, and that the present one requires an apology on the score of its length is certain.

"F. A. GOODENOUGH."

3. Expedition of Mr. T. T. Cooper from the Yang-tze-Kiang to Thibet and India.

THE following letter appeared in the 'North China Daily News' of June 15th last, from the adventurous traveller Mr. T. T. Cooper, who started from Shanghai originally with the intention of reaching Assam, over the mountain passes which traverse the high range on the western frontier of China.

He communicated his plans to the Royal Geographical Society in August, 1867, and a letter of instructions was drawn up and forwarded to him by an Expedition Committee of Council, called for the purpose in October last.

Unfortunately these instructions, and a letter from the President which accompanied them, did not reach him before starting on his journey.

“Tai-tasian-loo, Western Borders of China,
“26th April, 1868.

“DEAR SIR,—Since writing you from the village of Hi-yan-su, a troublesome and dangerous journey of seven days brought us on the 9th instant, in company with the good Bishop of Thibet, Monsgr. Cheauvan, to this place. Our road for the first four days lay through a country similar to that about Hi-yan-su. On the morning of the 5th we arrived at Loo-din chow, a small town on the left bank of the Tai-tow-ho, a branch of the River Min at Kia-tung-foo, and navigable for small junks only 80 miles west of that place. This city is famous in China for its chain suspension-bridge, some 150 yards in span, built about 80 years ago. Crossing the river at this point we continued along its right bank, north for two days, the road winding along frightful precipices sometimes 500 feet above the river, the wall-like sides of the mountains forming gorges of terrible grandeur. At noon on our sixth day from leaving the Tai-tow-ho, we entered what is called the Tai-tasian-loo gorge or valley. This place, so I am told, is the most dangerous part of the grand route from Chen-tu to Lassa; to form an idea of it you must picture to yourself two mountains from 1000 to 1200 feet high, running parallel to each other, their sides perpendicular, and in many places overhanging the mountain torrent rushing in white anger at the base, their summits capped with snow, and a cloud of white mist throwing into this terrible gorge the gloom of twilight. The torrent (scarcely 30 yards wide), as it leaps on its headlong course to the Tai-tow-ho, washes in many places the narrow path running along its right bank with spray from numerous waterfalls; while huge boulders, forced from their resting-places high over head by the fierce hurricane which seems ever to sweep the bleak summits of these mountains, fill the gorge with the noise of a hundred thunders as they crash into the angry stream below: such is the Tai-tasian-loo gorge, at the head of which, thirty-eight miles west of the Tai-tow-ho, lies this border town of Tai-tasian-loo.

“The town Tai-tasian-loo divides the province of Sz-chuen from the Mandzu country, which extends to Kyan-kha, being so called in contradistinction to Tibet Proper, which commences only at Kyan-Kha (the tribes inhabiting this country generally speaking Tibetan, wearing the same costume, believing in the same religion, and being subject to Tibet), and is of great importance as an exchange trading mart. Thither come Shan-si merchants with tea, glass-beads, and tobacco, which they exchange with the Mandzuz for hartshorn, gold, musk (from musk deer) and lynx, fox, wolf, and leopard skins, and a variety of a commoner sort, such as sheep, deer, and yak; this is the principal trade of the place. It is also of importance as a Chinese military station, containing nearly 1000 soldiers.

“As my next step onward will take me out of China into a country the trade of which can never be of great importance to my commercial friends in Shanghai, I will take leave of them with a few words relative to foreign trade with Western China. Many merchants in Shanghai told me that the exploration of the Upper Yang-tze and Western China was of no importance to their trade and sceptically asked me to prove to the contrary. I could then only point to the enormous wealth of Sz-chuen, its gigantic trade with Hankow in rhubarb, hemp, native medicines, sugar, and tobacco as exports, and cotton and piece goods as imports; all this was nothing new to them, and they looked upon my expedition as likely to result only in good pheasant or snipe shooting for myself. Even with the report of a meeting of the Royal Geographical Society extracted in your columns from ‘The Times’ of the 6th June, 1867,

before them, and reading therein the importance which Sir A. Phayre attaches to the Burma trade with Yunan, they remained unconvinced. Many, however, warmly upheld my undertaking, and to these gentlemen I address the following remarks :—

“ Chung-king, the trade gorge of four provinces, Sz-chuen, Yunan, Kwei-choo, and Chen-si, depends upon Hankow for the supply of foreign piece goods which it annually sends into these four provinces. The present junk transport on the Yang-tze between these two places, besides being extremely disastrous to trade on account of the total loss of many junks and their cargoes, is very expensive, and this, added to the Mandarins' squeezes, renders the price of foreign piece goods after leaving Chen-tu so heavy, that they are unsaleable beyond the Yang-ling range of the mountains near Chin-Chi-Chien, and this is the limit of foreign trade with Western China, numerous small rivers forming the arteries through which trade flows from Chung-king into Kwei-chow, Eastern Yunan and Southern Chen-si. The present trade between Chung-king and Yunan and Kwei-chow, is only temporary on account of the closure of the Bhamo and Tarli route and as sure as this route is opened, so sure will Burmah take to herself the trade of these two provinces and if, as is probable, British merchants establish at Ava, then a rivalry for the trade of Western Sz-chuen between China and Burma merchants seems almost certain,—the result telling probably in favour of the latter, both in export and import. Trade by this route has flourished before without European enterprise, and, as soon as it is re-opened, the trade between Hankow and Chung-king will be lessened by one-third. The Mahomedan Chief at Tarli has already established custom houses on the eastern borders of his territory, and at Hi Yan-sú I met several merchants who had come from Tarli and intended to return there to trade in spite of their having to pay Imperial and Mahomedan duty. Perhaps these facts are important for the Shanghai trade; if so, then the China merchants have but one object to gain, to attain equality with the Burma merchants by opening up the Upper Yang-tze to Chung-king. The Chinese authorities might be glad to checkmate the Mahomedan chief by this means. If the King of Burma abdicates in favour of British rule, that will place all India alongside of Western China, and no official mismanagement will cramp the energies and resources of the British merchant in Burma. For steamers properly constructed, and drawing not more than six feet of water, the navigation of the Yang-tze to Chung-king is possible. At the lowest winter level (Jan. 1868) known for some years, there were seven feet of water at the lowest rapids.

“ As to the route between Sudiya and Likiang, this in Shanghai seemed to me practically useful for the Calcutta trade with China, but I am constrained to admit now the fallacy of such a hope, and this admission is based upon the following remarks of Monsgr. Cheauvan, who resided for many years in the neighbourhood of Tarli and Likiang. He tells me, ‘Likiang is a name only, the place whereof is marked by a few small houses near the foot of the Snowy Mountains, which are impassable on account of perpetual snow and want of passes, while the Lao-tsan and Now-kiang rivers are fierce, unnavigable, and unbridged; the country through which they flow being inhabited by savage tribes constantly at war with each other, and beyond this in Bing there is another obstacle in the Pat-koi range. Admitting, for the sake of argument, that a practicable route could be found, the goods which Calcutta would send to China, Burma would send at a less cost. No! India has a brighter prospect in store for her trade with Tibet, and this must flow either through Nepal to Lhassa or by Sudiya to Bathang; the latter route, however, having to pass the Himalayas and a dreadfully hilly country to within a short distance of Bathang. At Lhassa there are already over 3000 Nepaulese trading in European goods, while, to deal in the figurative, the rivers of Bathang run with gold.

"For the information of my sporting friends in Shanghai, I may tell them that so far my bag consists of one wild goose, shot near Hankow, my journey to this place having been through a country destitute of game.

"Up to this time I have cherished the hope of being able to reach Sudiya from Bathang, but important considerations force me to abandon the idea. Without instruments and funds I cannot and dare not penetrate the unknown country between these two places. With the help of Providence I will reach Lhasa, where, disposing of my mules and ponies, I will foot it to Khatmandoo, hoping at some future time to accompany a proper expedition through this country.

"Nothing can exceed the kindness of the Catholic missionaries in China, especially Monsgr. Desflech, bishop of Chung-king, and Monsgr. Cheauvan. To the latter I shall ever owe a deep debt of gratitude, while to the united help of the French and Italian Catholic missionaries generally I am indebted for the pleasure of being at this moment on the western borders of China.

"Personally, with the exception of a slight cold and profuse perspirations at night, I have nothing to complain of, or rather feel that it is of no use complaining; otherwise I might fill pages with grumblings at martyrdom from vermin, bad housing, the pardonable tyranny of my Chinese interpreter, and wretched food.

"For the information of future travellers, I should mention that beyond this place as far as Lhasa, money is at a great discount, two or three needles and a little thread, or a piece of red Chinese cloth, often procuring what money cannot. Rupees pass for 32 tael cents, but the Mandzu people do not particularly care for them, and sycee is used at a great loss. I have laid in a stock of needles, thread, cloth, and a kind of turquoise stone, much prized by Mandzuz, and brought hither from Shansi. These stones, about the size of French beans, I purchased at 2½ taels per hundred. The idea of becoming a needle and thread hawker is novel and amusing.

"I leave this on Wednesday, the 29th inst., having been detained more than twenty days to procure mules, ponies, and an interpreter. If I am stopped at Tsamdo by the Tibetans, I shall return to this place, and make for Ava *viâ* Tarli and Bhamo, but I hope this is the last you will hear of me until I reach Nepal.

"Trusting that this will reach you in safety,

"T. T. COOPER."

4. *Extract of a Letter from MR. W. CHANDLESS, Gold Medallist R.G.S., now exploring the Tributaries of the Amazons.*

Manáos, March 21, 1868.

My journey from England began under bad auspices, for at Southampton they discovered my photographic materials and refused to admit them on board; however, that loss was not serious. On arriving here about the end of June, I found things much changed for the worse: there were no Bolivian Indians, whose services would have enabled me to ascend the Purus; the Consul had given orders to have them laid hold of whenever they turned up here, and sent to Bolivia, on the plea that there are more than 2000 now scattered about the Amazons, and that the lack both of their labour and of their poll-tax was felt in Bolivia. The Brazilian authorities executed his orders pretty strictly; so I found I had no chance of a crew of Bolivians. In any case, however (as perhaps I said to you in England), it was too late in the year to attempt ascending