city just in those places in which the current ran strongest, for it was there that the ferry-boat was carried along at its swiftest and the whole of my attention was engrossed with mapping. After the stretch in question was worked out, drawn, and printed, it turned out, upon comparing it with the positions as calculated astronomically, that it had been made 80 km. too short. When the length of the seventy days' drift was calculated as straight lines from camp to camp on the map I am alluding to, the total amounted to 738.830 km., or in round numbers to 739 km. When the same distance was calculated after the incorporation of the map in question into the general map constructed with degrees of latitude and longitude on the scale of 1: 1,000,000, the same stretch of the river, namely from Lajlik to Karaul, amounted to 819 km. The only effect of this error is that the scale of Pl. 2 to Pl. 11 ought to be 1: 110,800, instead of as now 1: 100,000; and this is the fact to which I desire to draw attention thus early. In all the succeeding sheets Major Byström and Lieut. Kjellström have had an opportunity of availing themselves of the astronomical determinations, and thus have been able to correct the distance as determined by my mapping of the river day by day. In the general criticism, as also in the text to the maps, a legend will in future be appended to each separate sheet. If, keeping to the scale of 1: 100,000 in Pl. 2 to Pl. 11, we follow the Tarim through all its windings, we obtain 1256 km. as the distance between Lajlik and Karaul; but if we employ the true scale of 1: 110,800, we get the correct distance, namely 1392 km. Hence the Tarim regarded as a straight line stands to the Tarim with its windings counted in as 819 km. to 1392 km., or approximately 7 to 12. In other words, the journey down the river is almost twice as long as it is by land, using the shepherds' tracks that run along the banks of the Tarim.
