

remarkable peak — the most prominent in all the landscape. The advance of this glacier obliquely across the valley, by closing its passage produced that inundation of the Indus in 1842 that proved so destructive along its course down to Attock.

The first glacier had violently pressed against the opposite side. The second glacier proved to be easier to cross. The road could not be used in summer on account of the sudden floods from the melting glaciers. Then they proceeded to Yapchan or Gyapthang as BELLEW says (15,150 feet), on the »wide bleak plateau, which forms the table-land of the Caracoram range». Three main lines of glaciers from N. W., west and S. W. were seen coming down forming one great mass filling the wide plain into which the river bed expands. All started from lofty snow peaks.<sup>1</sup> Bellew's description of the Kumdan glaciers was the best so far written, and hardly is excelled at the present day.

At Dowlet Bek-öldi, with ridges of loose shales and no snow, they were re-joined by Mr. Johnson.

Along the foot of the »Caracoram range» they continued up to the pass (18,300).<sup>2</sup> He says: »The Caracoram range is here the true watershed between the affluents of the Tarim on the north and the Indus on the south and on each side is supported by a table-land of swelling plateaux of very similar character as to elevation, soil, and blank desolation.»

Whilst the mission, from Camp Ak-tagh, followed one of the sources of the Yarkand-darya and left the narrow passage of Wahab-jilga behind them, Captain BIDDULPH went on to explore the sources of the Kara-kash River.

From the way over Suget-davan (17,500) to Shahidullah and »Camp Caracoram» the following rocks are mentioned: broken slate, black shale, moraine banks of granite boulders, schist, shale and gneiss. On the road to Sanju-davan (16,300) schist, silvergry slate and mica.

The journey back was begun May 17th, 1874, and took them over Kok-yar and Yangi-davan (15,800). At Ak-tagh they joined their former route to the Karakorum Pass. From Dowlet Bek-öldi they left the Kumdan route, »now impracticable owing to its floods», and went by the Dapsang route (17,500) from where they came down into a deep and tortuous chasm which is overhung by high cliffs of red clay and conglomerate. This is the Kisil-unkur or »Red grotto», the way I passed in 1908. At Murgho (14,800) one of the ablest members of the expedition, FERDINAND STOLICZKA died, June 19th.

At the start of Forsyth's second mission it had been decided that it should proceed to Shahidullah in two parties, of which we have followed the route of the

<sup>1</sup> Op. cit., p. 161 *et seq.*

<sup>2</sup> Or 5,579 m., which seems to be the figure accepted on the last editions of French and German maps, *viz.* 5,580 m. I found 5,658 m. in 1902. STEIN has 5,697 m. in 1908.