

mountains and get a glimpse of the desert plains to the N. E. This large village is situated at some distance from the great river, and the intervening space is inundated in flood time. The river is even now magnificent; its water is not so clear as at *Tong* and not so muddy as below *Yarkand*. The temperature of the water at noon was 15.6°. On both sides of the bed are low, flat hills of loose material.

At *Kusherab* we crossed the river on a ferryboat 14.3 m. in length. The river had here a breadth of 78 m. and a velocity of a little more than 1 m. per second. The greatest depth was 3.14 m., and the average depth about 1.60 m. The volume of water would be about 125 cub. m. per second. From *Kusherab* to *Yarkand*, ferryboats function at six other places. During the highwater period, or for three months, the ferryboat of *Kusherab* cannot be used on account of the great force of the river. Only *suchis* with *tulumis* are able always to cross it. Lower down where the current is slow, the ferryboats operate the whole summer.

At the left or northern side the road ascends a terrace some 10 m. high consisting of fine yellow alluvium eroded by the present river; at some places it is vertically carved out by the water and great blocks of earth occasionally fall down into the river.

*Chamsal* is a large village with extensive cultivation, gardens and fields, and roads zigzagging between grey clay walls. *Kachung* is another large village on the left bank, with broad irrigation canals from the river which here is divided into several branches. On the right bank as well there are large villages, one of them called *Chimdu*.

*Kachung* had 200 families. The whole population is Turki. On the road to *Yarkand* only two villages were said to be inhabited by Tajiks, viz., *Tokusmak* and *Kaltala*. Wheat, rice, maize, melons, apricots, apples, pears, and peaches are grown. Often two harvests, wheat and maize, are brought in from one field. Poplar, willow and mulberry are the most common trees. The inhabitants have great flocks of cattle and sheep. There is a direct road to *Kargalik*, crossing the river with *Kachung's* own ferryboat. To *Yarkand* is one day on horseback. In *Kachung* there is no bazaar. In the winter the river is frozen and can be crossed everywhere. It is generally called *Darya-i-Sarafshan*, and gold is obtained from the sand in the bed. The name *Yarkand-darya* is in use only in and below *Yarkand*.

September 28th we travelled 25.8 km. N. N. E. and north to *Yaka-arik* where the altitude is 1,364 m., a fall of 182 m. or as 1:142. We had still two hours' ride before we left the last cultivation of *Kachung* behind. To our left we have the whole way an old rounded erosion terrace corresponding to a similar one along the right bank and at a considerable distance.

The country is then desolate until we reach the village of *Tumshuk-seraikaraul* with a burial place and a little mosque. A direct road runs from this village