

II.—Brass vessels and candlesticks.

Although I have stated generally that it is comparatively unprofitable to carry iron from India to Yarkand across the Karakorum, I should mention that Wazir Goshaon professed to have cleared a large profit on a load of made up horse shoes sent, by way of experiment, with his caravan in 1867.

Articles of luxury being in small demand, and household furniture reduced to a minimum by the simple habits of the Turks, there remain but few articles of import, and, so far as I can ascertain, Indian traders can undersell all others when offering them to buyers in the markets I have visited. These are—

1.—Cotton piece-goods.	10.—Madder (and other dyes).
2.—Muslins.	11.—Sugar.
3.—Chintzes.	12.—Spices.
4.—Broadcloths (a very small demand).	13.—Arms.
5.—Velvet.	14.—Percussion caps.
6.—Kinkab.	15.—Tobacco.
7.—Tea.	16.—Otter skins.
8.—Opium.	17.—Cured skins.
9.—Indigo.	18.—Nick-nacks.

That the trade in these articles so far as Kashghar is concerned is in the hands of Russian traders, the following detail of a caravan which arrived from Khokand at the end of March in this year will show.

This caravan comprised 1,635 loads, of which 600 loads were piece-goods and chintzes, the remainder, 1,035 in number, being made up of madder, indigo, tobacco, iron, and steel.

The piece-goods, cloths, and chintzes were unquestionably Russian, but the indigo was said to have found its way from India *via* Bokhara, and the madder was originally obtained from Badakshan.

This caravan was a larger one than usual, owing to the fact that the merchants had been detained in Khokand in consequence of political disturbances.

The total number of loads reaching Kashghar yearly by way of Khokand may be estimated at from three to four times the amount of this single caravan, *i.e.*, from 5,000 to 6,000 loads, more than half the goods reaching Khokand, in the first instance, directly from Tashkend.

Almati (Vernoe) is in far closer connection with the Kashghar market than Khokand and the arrival of small consignments from Russian territory, in return for which the merchants carry back cloth and cotton, gold, copper, alum, salomoniac, and churas, is pretty continuous throughout the year. The detail of merchants resident in Kashghar, which is given in the Appendix, will show that regular agencies are established between the markets of Khokand and Almati, and that of Kashghar.

The Russian consignments brought over are usually of a mixed character, comprising iron vessels, iron, steel, brass vessels, spices, sugar, honey, earthenware (Chinese), tea, otter skins, Russia leather, cloths and chintzes, bon-bons, matches, and a variety of nick-nacks. I have no data upon which to estimate accurately the total amount of trade between Almati and Kashghar, but the trade is an increasing one, and certainly exceeds that which passes by way of Khokand; to explain the nature of the return traffic along the Khokand route, I will here give the detail of the first outward caravan this season, which left Kashghar in February, taking the route across the Terek Pass.

Total horse loads 871.

	<i>No. of loads.</i>	<i>Cost per load in Tungas.</i>
Country cloth, of Kashghar, Kám and Chakman ...	220	600
Churas	284	800
Numdas (felts)	120	500
Carpets	25	650

is, like most Chinese arts, a very old one, and we find that, in the first century before Christ, the people of Tawan or Farghana acquired the new art of casting iron tools and utensils from Chinese deserters."

N.B.—The usual water vessels, the Aftaba and Chilumchi, are of copper, tinned over, and are made principally at Khoten, though in every large town they are made up to a certain extent.