

Alphabetical Arrangement. In order to render the route-book as practical as possible, I thought it best to give the routes in a strictly alphabetical order—a plan generally adopted in similar publications;¹ but an unexpected difficulty presented itself in fixing the *length* of any route, viz. in defining the “starting” and “terminal” points. In general I have considered every place where another route branches off, as a limit to it; and though this arrangement may have the disadvantage of increasing the *number* of routes, it obviates the necessity of referring to other routes, or of repeating details already given. As the starting point I have adopted the southern one, if the general direction of the route is from south to north; and the eastern one, if the direction is from east to west. In a few cases, however, a doubt may exist as to the places selected as the starting and terminal points; the routes are therefore given in the alphabetical arrangement also in the reverse order, with a reference to their place in the book.

For the direct connection of important places I have frequently made combinations of larger routes, *e. g.* Símla to Leh, Leh to Yárkand, Nainítal to Mílum, &c.; though, by aid of the detailed list given at the beginning, and especially of the Index-map to the routes annexed to this volume, it will be easy for the traveller himself to find out such combinations for any two remote places.

Index-Map. The Index-map is drawn on the scale of 20 miles to an inch, or in the proportion of 1 to 1,267,200; and in order to make it clear and precisely adapted to its purpose, only the starting and terminal points of each route are inserted, together with some of the principal rivers and passes. A part of Central Asia is drawn at the left side, as a separate map, on the scale of 80 miles to an inch, or in the proportion of 1 to 5,068,800. To the right and left of the map, which should be regarded as an Index-map only, is added an alphabetical enumeration of the routes.

The numbers affixed to the routes on the map are identical with those in this volume; for most places the height is given. Distinctions are also made with reference to the *nature* of the route, these, in my opinion, not being without their practical importance, as enabling the traveller to select *that* route between distant places which will be most in accordance with his taste, or with the mode of travelling he wishes to employ.

¹ I mention as instances: “Tables of Routes and Stages through the Territories under the Bengal Presidency. Calcutta 1838.”—Routes in the Peninsula of India, by Major F. H. Scott. Madras 1853,” &c.