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NEWMAN'S
GUIDE TO DARJEELING

AND NEIGHBOURHOOD

with directions and routes for walks,
rides, picnics, etc., and a complete
index for the instruction and
guidance of Visitors to the Town.

A Historical and
Descriptive Handbook

with an account of the manners
and customs of the local HILL
TRIBES.

TWO ROAD MAPS

16 ILLUSTRATIONS AND A CONTOUR .. 93

W. NEWMAN & CO., LIMITED

CALCUTTA

1927

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Note—This publication is compiled carefully from Official information received, but the Publishers do not hold themselves responsible for any error. Suggestions cordially invited.



CHAPTER I

THE RAILWAY JOURNEY, CALCUTTA
TO DARJEELING.



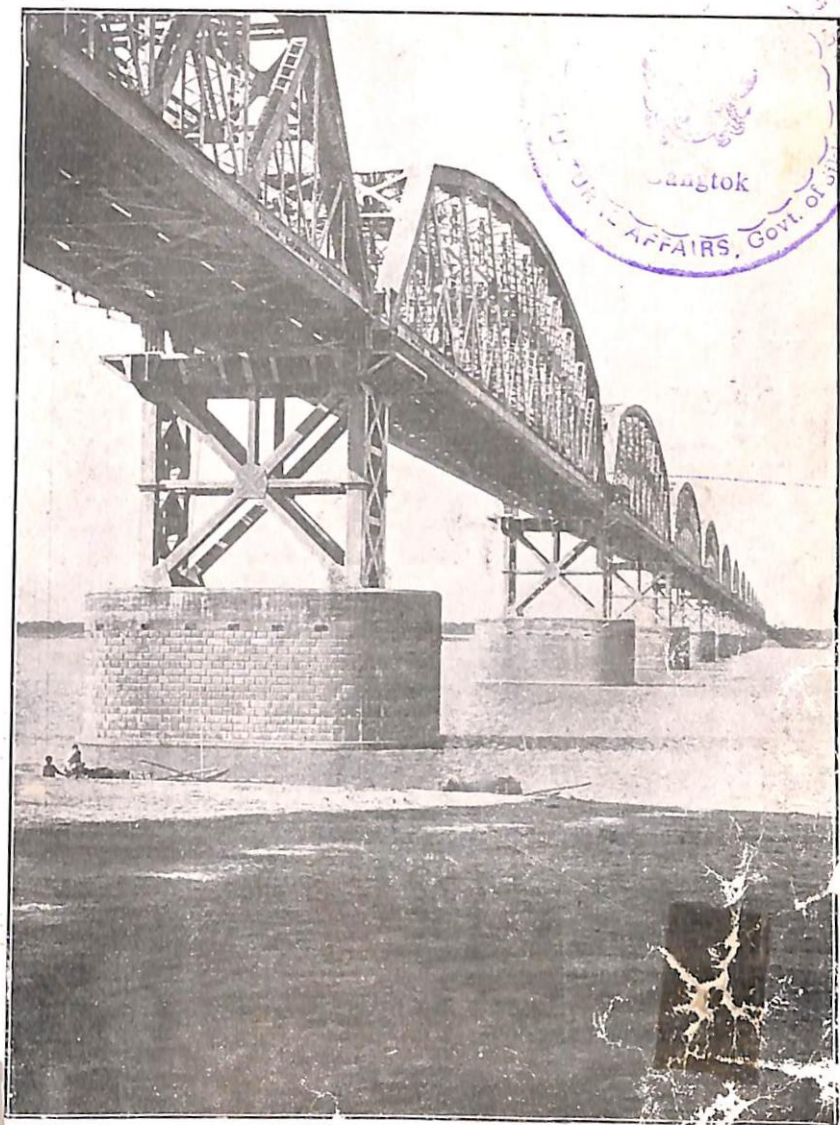
DARJEELING is 386 miles by rail north of Calcutta, and the traveller there, whether in search of health or pleasure, will find the journey quite comfortable and certainly full of interest. This chapter contains useful information regarding the railway journey, particulars of the places of interest passed and some account of the difficulties in pioneering and constructing the line.

The Darjeeling Mail Train leaves Sealdah, the terminus of the Eastern Bengal Railway, from platform No. 5 in the evening, after dinner, and is soon passing through the flat rice-fields of Bengal. It is advisable to reserve accommodation a few days in advance.

Care should be taken to place your bedding in your compartment on the train and not with your heavy baggage in the Luggage Van. You can then use your bedding during the night and bundle it up in the morning prior to arrival at Siliguri, where it must go with your heavy luggage in the Luggage Van of the little hill train. On entering this train it is advisable to set one's watch to railway or standard time which is used exclusively during the journey and whilst in Darjeeling. Just over three hours after leaving Sealdah, if sleep has not claimed you, you may listen for the continued roar of the train as it crosses over the famous Lower Ganges Bridge at Sara, the construction of which has been one of the finest of the engineering feats in the annals of the Indian

The Sara Bridge as it is generally called was proposed and discussed for more than twenty years before its construction was finally sanctioned in 1908. The preliminary work was begun in 1909, and the construction of the service works and guide banks occupied the greater part of two years. In 1912 the foundations of the piers were begun, and by 1914 most of the main spans were erected. On the 1st January 1915 the down line was opened to goods traffic, and shortly after this the bridge was opened to passenger traffic, the entire work having thus been completed in a little over 5 years, a fine record of steady progress in the face of very great climatic difficulties. There are fifteen main spans supported on sixteen piers spaced 359 feet apart, and the total length of the bridge is $1\frac{1}{8}$ miles: some idea of the magnitude of the approach banks and training works may be obtained by the fact that these comprise nearly two hundred million cubic feet of earthwork. At high flood level it has been calculated that about two and a half million cubic feet of water pass under the bridge every second. The well which carries pier No. 15 was sunk nearly 160 feet below lowest water level and is the deepest foundation of its kind in the world. The entire cost of the undertaking was about 400 lakhs or rather more than two and a half millions sterling.

Before reaching Jalpaiguri, if the passenger looks out of the window on the right hand side of the carriage, he may see a magnificent view of the distant snows, a foretaste of the nearer panoramas he will get from Darjeeling. The nearer scenery however along this Section of the Eastern Bengal Railway is just as monotonous as it is in any other portion of Lower Bengal; a huge flat stretching on either side as far as the eye can reach, hel out flat here and there by large jheels, where flocks of duck, Degers close in the season, snipe abound, here and there on right rrounded by bamboos, and an occasional mango your t. kly now advisable to change into clothing a little



The Hardinge Bridge—or as it is generally called
the Sara Bridge—over the Ganges river.



THE MAIL ON THE DOUBLE LOOP, D.-H. RAILWAY.

warmer than that used on the plains and to keep a rug or overcoat handy in case the weather turns cold and wet up the hill. By the time dressing is finished, the traveller will arrive at Siliguri. There is an excellent refreshment room at the station, and a really good meal is provided, with ample time to do it justice.

This is a very great contrast to travelling to Darjeeling in what is miscalled the "good old days." Before the completion of this Section of the Eastern Bengal Railway, people wishing to reach Darjeeling were obliged to proceed from Calcutta to Sahibganj, a distance of 219 miles from the Howrah terminus of the East Indian Railway; thence by ferry to Carragola (a tiresome journey of 5 hours and often more), where the unfortunate travellers were disembarked on the river side, and even often obliged to wade a mile or more through the sand under a blazing sun. From thence the route lay along the Ganges-Darjeeling road *viâ* Purneah, Kissenganj, and Titalaya to Siliguri. This tedious journey was performed in a jolting ramshackle *dâk-gharry*, and on arriving at Siliguri even the most robust felt as though every bone in his body had been dislocated. From Siliguri there was another 48 miles ride in a tonga to be accomplished before the jaded wayfarer reached Darjeeling. All this is fortunately changed, and, judging from the crowds of visitors who now flock to Darjeeling, the alteration for the better has been thoroughly appreciated by the public of Bengal.

From Siliguri, if preferred, the journey to Darjeeling or *vice versâ* may now be accomplished by Rail Motor or Motor Car. The journey is considerably quicker than by train. Passengers are free from soot and smoke, and better able to view the wonderful scenery.

THE RAIL MOTOR SERVICE is run in connection with the mail train daily except Wednesdays, and shortens the journey to Darjeeling by an hour and a half. The Rail

Motor seats nine and an extra seat can be put in if necessary. One or more seats may be booked seven days in advance at Sealdah or Darjeeling Stations. The fare by Rail Motor is a few rupees more than the ordinary first class railway fare.

There is also a Motor Car Service by road which shortens the journey by two hours and is about half an hour quicker than the Rail Motor, the cars used being Overland Phaetons. Seats may be booked either at the Grand Hotel, Calcutta, or Hotel Mount Everest, Darjeeling, the charge for a car up the hill being rather more than for the journey down.

On alighting from the train at Siliguri, the traveller's first care should be to secure his seat and see that the luggage he had with him in the night train is placed in the brake-van of the miniature train, which is in waiting at the other end of the platform, then return to the refreshment room and partake of something to eat.

Before describing the journey to Darjeeling we will give a short history of the origin of the mountain railway. This line, two feet gauge, is perhaps one of the greatest feats of engineering skill in the world, and the journey from the plains to Darjeeling is an experience to be remembered for a life-time. The locomotives are capable of taking a train of 35 tons up a gradient of 1 in 20, which is the steepest, the average being about 1 in 29. The carriages are arranged with a view to the utmost comfort for the traveller, whether in fine or unsettled weather, and a special invalid carriage with spring couch has been provided by the railway authorities, which is a very great boon to invalids ordered to Darjeeling for their health's sake.

Sir Ashley Eden (then Lieutenant-Governor of Bengal), with his usual practical commonsense, recognised the fact that if a light railway could be constructed to Darjeeling, it

would infinitely develop that town, also the country through which it passed, and would put Calcutta and the whole of Lower Bengal in rapid, cheap, and easy communication with its only existing sanatorium. How well-founded his anticipations were has been amply proved by results. The Government of Bengal promised to allow the rails to be laid along the road, and guaranteed interest. A company was formed, the public took up shares in it eagerly, and work was commenced in April 1879, the line being finally completed to Darjeeling, a distance of 51 miles, on the 4th July, 1881, when Sir Ashley Eden formally opened it, although trains had been running to Ghoom Station for some months previously. The line cost £3,500 a mile. The capital of the company was originally 14 lakhs, but has since been increased to what it now is, *viz.*, Rs. 17,50,000 in ordinary shares and £115,000 in debentures. The line was originally laid on the hill cart road, but in order to improve the gradient, in some places 1 in 20, and to increase the radii of the numerous curves, many deviations have been made. The hill cart road, which is one of the finest mountain roads in India, is 40 miles long and cost the Government some £6,000 per mile, is now in charge of the Railway—who, with the special experience acquired by them in recent years, are able to ensure communication being kept open even in the worst seasons.

We now continue our journey to Darjeeling. Crossing the Mahanuddy river on an iron bridge, seven hundred feet in length, the railway takes a straight line along the level for about seven miles to Sukna (elevation 533 feet), where it begins to ascend. From Siliguri to the foot of the hills the line runs through rice-fields and tea gardens on either side, and as the ascent begins a dense *sâl* forest is passed through. The line then begins to wind in and out along the hill sides, and twists and turns after the manner of a serpent, so that seated in your compartment you can see the engine alternately to right and left of you. Now

you look up the steep mountain-side; close your eyes for a moment and you are literally hanging over the edge of a precipice. Still steadily ascending, the traveller will notice the gradual alteration in the character of the vegetation, the massive forest trees covered with epiphytes almost to the top, and the mountain streams, rushing and roaring down the hill sides, and along the bottoms of the deep gorges.

Mr. W. S. Caine in *Picturesque India* thus graphically describes this part of the journey:—"At every turn fresh beauty reveals itself. Behind, stretching away to the horizon, is the vast fertile plain of Bengal, bathed in sunlight, with rivers meandering out from the mountain gorges like bright silver ribbons. Before, the first ranges of the Himalayas rising from 5,000 to 8,000 feet above the plain, forest clad to their summits. As the train commences the ascent, the line runs through dense jungle of cane and grass, the canes fifty or sixty feet high, like great carriage whips, while the grass beneath sends up blades fifteen feet, and seed-stalks twenty to twenty-five feet from the ground, with huge feathery tops. These impenetrable wildernesses are the haunts of tigers, rhinoceros, buffaloes, bears, sambhar, deer, and wild hogs. As the train ascends the jungle gives place to forest; oaks, banyans, mimosas, acacias, fig, india-rubber, and mulberry trees are all plentiful for the first 2,000 or 3,000 feet of ascent, and these are interspersed with great clumps of giant bamboo sixty feet high, with culms as thick as a man's thigh. At 3,700 feet above the plains both peach and almond trees are in full blossom in January, and at 4,500 feet there are fine spreading chestnuts. At 5,000 feet appears the first of the beautiful Himalayan tree-ferns, fifteen or twenty feet high."

A stoppage is made at Sukna, the first station after leaving Siliguri, from thence the train is seen to wind its way through dense jungle, first to the right and then to the left, steadily rising higher and higher on its circuitous path.

The line twists and turns about in such a manner that one can very often see both ends of the train when looking out of the carriage, and at places it forms a complete circle, the train being carried over a small bridge above the spot it has just left. The speed on this railway is, as a safeguard against accidents, limited to ten miles an hour.

At Tindharia (elevation 2,822 feet) the train halts for a few minutes. This is the principal locomotive station, and here also are the workshops of the line. A very remarkable piece of engineering is noticeable a little beyond Tindharia, where the line describes a figure of 8. The next station is Gyabari (elevation 3,516 feet), which is reached in about 20 minutes, but the Mail passes on. About two miles from Gyabari, what are locally known as the *goompties*, commence. These are long "zigzags," or reverses, along the hill sides for a considerable distance, and are a wonderful piece of engineering. There are several Lepcha monuments on the ridge above here, erected to the memory of departed local worthies. At the 25th mile is the *Pagla Jhora* or "mad torrent," a waterfall which has caused considerable trouble and expense, and is always a source of anxiety to the railway officials during the rainy season. From Gyabari, Kurseong is the next station. Here also are refreshment rooms and meals are always ready for passengers. Kurseong, from a comparative small village, has now grown into an important hill station. It is 4,864 feet above the sea level and from various points of vantage splendid views of the plains, as well as of the Balasun valley and Kangchenjunga, are to be obtained. The traveller, if not pressed for time, will do well to break his journey at this delightful spot. There are two Hotels here, the Clarendon and the Grand (the latter is now known as the Woodhill Boarding House), both very comfortable and well-managed places of accommodation. At Dow Hill, a considerable distance above the Clarendon Hotel, is a large Government School for the education of girls. The Victoria School, also

situated here, is the boys' department of the Government School.

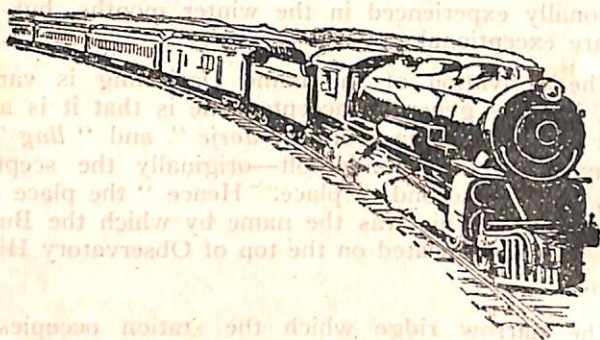
From Kurseong to Darjeeling the distance is 19 miles. On leaving the station, high up the mountain side will be seen the extensive range of buildings known as the St. Mary's Training College, belonging to the Jesuits, also the Goethal's Memorial School, carried on by the Irish Christian Brothers, and St. Helen's, a Convent of the Daughters of the Cross. The line still runs along the side of the mountain, and the traveller will, on a clear day, obtain most lovely peeps of the valley of the Balasun, as well as of the many Tea Plantations with their neat iron-roofed bungalows and factories, which are scattered about all along the valley.

The next station is Toong (elevation 5,656 feet), and from this point the railway follows the old cart road. Near this point, the Victoria Brewery will be noticed: this was formerly a military building used by troops as a rest-house on their way to Darjeeling. At the 41st mile, we come to Sonada (elevation 6,552 feet), which is little else than a native bazar, but about two miles below is Hope Town, a small settlement, upon which a considerable sum has been spent, without much success.

From Sonada to Ghoom, the next station, it is frequently found that the road is enveloped in dense mist, and that the temperature is almost unpleasantly low even in the middle of summer. This is probably due to the thick forest on the western slopes of Senchal condensing the moisture in the atmosphere. Passing the Jor Bungalow Bazar, the station of Ghoom is reached, the highest point touched by the railway (elevation 7,407 feet above sea level). This is the most convenient station for passengers to alight at for Jalapahar. Ghoom is a very important station on this Railway. Tea and produce of a varied description are despatched from here to Calcutta. From here the line

descends rapidly about 600 feet towards Darjeeling, a distance of four miles. An occasional glimpse of the barracks of Jalapahar, perched high on the top of the mountain on the right hand side, will be obtained, and on the left hand side will be seen numerous tea gardens in the foreground, with Mount Tonglu and the great Singalela range for a background. About a mile from Ghoom, the first view of Darjeeling, situate on a ridge varying from 6,500 to 7,500 feet above sea level, is obtained; and it is certainly a most striking one. The hill side is dotted over with picturesque villa residences, and if the weather is at all clear the mighty snow peaks are visible.

Another three miles, and our destination is reached, the train steaming into Darjeeling station.



PASTIMES.

“Their besetting sin is gambling; one can rarely take a walk along the Darjeeling Mall, or on the adjacent roads, without seeing detached parties of them squatted on the ground playing at dice, a kind of chess-draughts, and other mysterious games of chance, unknown to us. They are very fond of quoits.” See Chapter X.



CHAPTER II

THE TOWN OF DARJEELING.

DARJEELING is the summer headquarters of the Government of Bengal. The great attraction of Darjeeling is its scenery, which is unspeakably grand. The view across the hills to mighty Kangchenjunga discloses a glittering white wall of perpetual snow, surrounded by the towering peaks of the Himalayan range. It has a most agreeable climate, particularly suited to Europeans, and the temperature seldom exceeds 70° in summer, or falls below 35° in winter. The mean temperature of the station is 56° and the average rainfall is 120 inches. Snow is occasionally experienced in the winter months, but heavy falls are exceptional.

The derivation of the name Darjeeling is variously given, but the generally accepted one is that it is a compound of the Tibetan words "*dorje*" and "*ling*"—the first meaning the thunderbolt—originally the sceptre of Indra, and the second, a place. Hence "the place of the thunderbolt." This was the name by which the Buddhist Monastery once located on the top of Observatory Hill was known.

The narrow ridge which the station occupies runs roughly speaking north and south and varies in height from 6,500 to 7,500 feet above the sea level, and divides into two spurs descending steeply some 6,000 feet to the bed of the Rangit river, which forms part of the northern boundary of the district. The residences of the European inhabitants, the Churches, Public Buildings, Hotels, Boarding Houses, and Shops are picturesquely situated on the hill sides, and

nearly all of them command magnificent views of the Snowy Range; the Bazar or Market lies in a basin below them.

Before describing places or buildings it will be best to give the newcomer a detailed route leading from the Chowrasta to the Railway Station. This will take the reader past many of the leading European shops and important buildings and will give one the "lay of the land."

Chowrasta to Town Hall, Post and Telegraph Offices and Railway Station.

Leave Chowrasta by Commercial Row and proceed along it for about 250 yards, passing on your right Stephen Mansions, Smith Stanistreet (Chemists), Boseck (Jewelers), Whiteaway Laidlaw (Drapers), then Commercial Lane branches off with Vado and Pliva's shop (Confectionery) at the top, then Macdonald, Frank Ross (Chemists), Hall and Anderson (Drapers), Gulam Mohamed & Bros., Parvion (Milliners), Burlington Smith (Photographer) and Keventer's Dairy. On your left are Bellevue Hotel and the Planters' Club. Keventer's Dairy is at the corner of the Cross Roads where Commercial Row ends and where the new Motor Car garages have been built under the roadway. Take the middle road of the three roads facing you and proceed down it (Mackenzie Road), passing the New Town Hall, Beechwood House and Imperial Bank on your left and the New Post Office on your right. Opposite the New Post Office and on your left and round the corner is the Cinema (Madan's Theatres, Ltd.). Continue down Mackenzie Road until it joins the Cart Road. Proceed along the Cart Road in the same direction and it is only a short distance to the Railway Station.

THE CHOWRASTA (Hind. four roads : elevation 7,002 ft.) is the large open space connecting the upper end of Commercial Row with the Mall, and may be regarded as the

The best period of the year in which to undertake this trip is undoubtedly from the middle of October to the end of November, when clear sunny weather can invariably be relied upon. The next best time is between the middle of April and the close of May. In May the journey acquires additional attractions, for then the rhododendrons are in full bloom, and the spectacle of the forests resplendent with colour is a sight to delight the eye. The trip can also be performed in the first three months of the year, but there is always the possibility of mist and haze obscuring the view and at the same time damping the spirits.

The Singalela Range is an immense spur extending from Kangchenjunga to the plains of Bengal, a distance of 60 miles, and during the greater portion of its course it forms the boundary between Nepal and Sikkim.

The first day's march is through Ghoom, and here, near the Post Office, a sharp turning to the right goes direct to Jorepokri (7,400 feet), at which bungalow, distant $12\frac{1}{2}$ miles from Darjeeling, the traveller stays the night.

Leaving next morning for Tonglu, a sharp descent at first and then a stiff climb up zigzag paths for nearly 10 miles, completes the second day's journey. From Tonglu a good view across to Darjeeling can be obtained. The bungalow (which is at a height of 10,774 feet) is only 11 miles in a straight line from Darjeeling; but it must be remembered that the road traverses two sides of a triangle, and some 23 miles have been travelled.

The third day's journey is from Tonglu to Sandakphu, some 14 miles over a fairly good road, although in places rather trying for nervous people. Sandakphu is 11,929 feet high, and from it there is a glorious view of the Nepalese snowy range, including peaks west of the Arun river, Chumlang (22,215 feet), Everest (29,002 feet), Makalu (27,790 feet), and Kangchenjunga (28,156 feet).

From Sandakphu to Phalut the distance is $12\frac{1}{2}$ miles, and the traveller puts up there for the night in a very comfortable bungalow at the height of 11,811 feet, and 19 miles away from Darjeeling in a straight line. Sunset and sunrise seen from this point are probably unsurpassed by any sights in the world. The range of snows is similar to that visible from Sandakphu, but the setting of the foreground is different, with the bold bluff of Mount Singalela immediately in front marking the junction of the three countries, Sikhim, Nepal and British India.

This trip is a very popular one, and the visitor will have little trouble over the arrangements, as most of these will be made for him, if he engages a good *sirdar* or headman. He will however have to be fairly "self-contained" and take most of his necessities with him, but all these are readily procurable from the shops in Darjeeling. In Appendix I will be found all the official information concerning an expedition of this nature, and also all the particulars that the visitor will require if he extends his travels into Sikhim. If time permits the Phalut trip may be continued through Sikhim back to Darjeeling, but a Sikhim pass will have to be obtained, and the trip will take nine days. From Phalut proceed to Dentam 17 miles, Dentam to Pamionchi 10 miles, Pamionchi to Rinchinpong 10 miles, Rinchinpong to Chakung 11 miles, Chakung to Darjeeling *via* Singla Bazar and Raman-bridge 20 miles. The scenery on this part of the trip is magnificent and will amply repay the extra trouble and time.

Another excursion from Darjeeling is to the JELEP PASS. This is the main pass in the range which divides Sikhim from Tibet. It is 14,390 feet high, and is passable for most of the year. The road as far as the Tista Bridge has already been described (*see* page 44). The Tista is crossed by the suspension bridge, and an ascent of some six miles brings the traveller to the sub-divisional station of Kalimpong, 28 miles from Darjeeling, where are the St. Andrew's Colonial

etc. In 1839, Captain Lloyd made over the station to Dr. Campbell, who having been Resident at Nepal for some time, was transferred to Darjeeling as its first Superintendent.

The Morung portion of the district, as also the Rs. 3,000 a year, was taken from the Rajah of Sikhim in 1849, in consequence of his having seized and detained in confinement, without any tenable reason, two British subjects; *viz.*, Dr. Campbell, the Superintendent of the district, and Dr. Hooker, the well-known naturalist, whilst they were on a botanical and geological tour and travelling peaceably through the country.*

When Dr. Campbell took charge there were not more than twenty families in the whole tract of hills. To him is due the present prosperity of the settlement; he was Superintendent for twenty-two years, and during that time made roads, bridged torrents, organized the bazar, built houses, the cutcherry, and church, a convalescent depôt at Jalapahar for soldiers, etc., introduced English flowers and fruits, experimented on tea seed being grown, encouraged commerce and created a revenue.

SOIL.—The soil is stiff red or yellow clay, with gneiss rock lying under it, and in some places coming to the surface. Gneiss crumbled in the form of sand is met with in different parts of the hills. Where the jungle has not been cleared, there is a fine surface soil of vegetable mould, ranging from six to twelve inches in depth. This yields one or two fair crops; where, however, the vegetable soil is washed away by the rains, little is left but the primitive clay, with here and there the bald rock standing out.

BOTANY.—“The Sikhim territory abounds with the following timber, fruits, and flowering trees and plants.

* An interesting account of this is given in Dr. Hooker's “Himalayan Journals.”

From 12,000 to 10,000 feet above the sea level are found fir trees (*abies webbiana*), dwarf rhododendron, aromatic rhododendron, several other sorts of rhododendrons, juniper, holly, red currant bushes, cherry trees, pear, daphne or paper tree, potentilla, creeping raspberry, hypericune, ranunculus, geranium, veronica, polyanthus, one buff-coloured and two lilac primroses, violets, dack, *aconitum palmatum* or bikh plant, and *aconitum ferox* (from the root of which a deadly poison is extracted), dwarf cheem bamboo, iris, anemone (blue and white), arisanna, balsam, hearts-ease, and two kinds of grass, carex, moss and lichens.

“ From 10,000 to 9,000 feet, oak, chestnut, magnolia, arboreous rhododendron, michelia or chumpa, olive, fig (*ficus gooloorea*), laurel (cinnamonum and cassia), barberry, maple, nettles, lily of the valley, cheem bamboo, rue, rhubarb, *androumela celastrus*, and white rose.

“ From 9,000 to 8,000 feet, maple, rhododendron, michelia, oak, laurels, lime trees, dogwood, verbeneum, hydrangea, helwingia, ginseng, symplocus, celastrus, and vaccinium serpens.

“ From 8,000 to 6,500 feet, elder, peach, oak, chestnut, maple, alder, michelia, olive, walnut, toon, hydrangea, birch, holly, erythrina, magnolia, all the English flowers, rue, raspberry, strawberry, rhubarb, potato, hypericum polygona (of many kinds and forming the principal undergrowth in Darjeeling), wild ginger, osbechia, brambles, thunbergia, and wormwood (*artemesia santonine*).

“ From 6,500 to 4,000 feet—6,500 feet is the upper limit of palms, alder, oak, maple, birch, acacia, dalbergia, terminalia, tree fern, plantain, wild vine, bignonia, holly, elder, barbadoes cherry tree, olive, hydrangea, pear trees, pepper, pothos covering whole trees, menisperma, helwingia, pendulpus mosses, lichens, arums of many kinds, arisooema, calami or rattan, caryota palm, aquilaria, myrsine, eubelia,

THE MECHIS OR BODOS, AND DHIMALS.—These two tribes inhabit the forest portion of the Terai lying immediately below the base of the hills; except in their language and manner of worship—that they live in different villages and do not intermarry—they are identical.

They are a stunted and ill-developed but not an unhealthy people, though they live in a district that is noted for its fatal effects upon other races. Their cast of countenance is strongly Mongolian, with a yellowish rather than dark colour of skin, though they inhabit the dense malarious jungles of the Terai. They are principally agriculturists, but have very nomadic habits, cultivating ground for a short time in one location, then, as soon as the soil shows symptoms of exhaustion, seeking "fresh woods and pastures new," never trying by tillage or artificial means to renovate the worked-out ground. This habit has doubtless arisen from their having a vast expanse of unbroken forest to select from, which even now, though much encroached upon, contains an abundance of fertile spots. These people rarely cultivate the same field for more than a year, and never remain in the same village longer than four or five years, wandering on, selecting new sites, and building fresh abodes. They are essentially a primitive race, but in some respects decidedly better morally than many of the more robust hill tribes. Each family attends entirely to its own surrounding patch of cultivation, raising cotton, oil-seeds, etc.; there is no separate class of shepherd, handicraftsman or shopkeeper among them.

TIBET, AND THE TIBETANS.—As the main trade route from India to Tibet lies through the Darjeeling District and Sikkim, and as many Tibetans are seen near Darjeeling bringing their cattle, etc., to the market, a short notice of this comparatively little known country, as well as of its inhabitants, may be interesting to our readers.

Tibet is the loftiest country in the world, and consists chiefly of table-lands averaging over 16,500 feet above the sea. It is bounded on the north by Turkestan, on the east by China, on the west by Kashmir and Ladak, and on the south by India, Nepal and Bhutan. It has an area of over one million square miles, but is very sparsely inhabited, the estimated population being about three millions.

The climate of Tibet varies greatly over the enormous area and different altitudes of the country. In Western Tibet, for nine months of the year, the atmosphere is extremely dry, and little snow falls at any season. Low temperatures are prevalent. The central lake region is also extremely dry, excepting in the summer when there is an abundance of rain. Northern Tibet is an arid waste, subject to intense heat in summer and bitter cold in winter. In March snow still lies deep in the passes, whilst in June the heat, even at an elevation of 16,000 feet, has been found oppressive.

Until recent years the true native of Tibet was not frequently seen in Darjeeling, but they are now beginning to arrive in appreciable numbers. Those usually seen are wild uncouth-looking individuals, squarely built, middle sized, supple, muscular, and hardly to a degree. Their features are truly Mongolian; it is said they have very good complexions, but as the men scarcely, if ever, wash themselves, and the women, when out of their houses, or travelling, rub their faces over with a black sticky mess of coal-tar-like consistency, it is a difficult task to guess even what lies underneath; the statement that travellers make therefore that they have complexions has to be taken on trust. The men wear pig tails, or the hair long and flowing, as whim or fancy guides them; they affect neither beard, whiskers or moustaches, removing with tweezers every trace of hair on their faces. Their dress consists of a long thick blanket robe fastened round their waists by a leather