

The difference between Klaproth's and de Rhins' maps as to the general situation of this road is not at all surprising. For de Rhins had the modern exploration and specially the important results of Prshevalskiy's expeditions, at his disposal. But if we compare Klaproth's map with the map of Tibet in *Stieler's Hand-Atlas* for 1875 (Pl. XXVIII) we find that the difference is not very great. The great eastern turning of the road round Gashun-nor is the same in both cases. For in 1875 Prshevalskiy had not yet accomplished his journey to Lop-nor, which changed the map of Central Asia completely. The situation de Rhins has given the road on his map of 1889 returns on Stieler's maps of 1891, 1895 and 1901 (Pl. XXIX). On Stieler's edition of 1904 (Pl. XXX) the old road has disappeared, and does not return any more.

If we transport the old road from Stieler 1901 to Stieler 1911 (Pl. XXXI) we shall find that it goes east of Selling-tso and then continues straight N.W. between Littledale's route of 1893 and my route of 1906, after which it approaches Lake Markham and finally reaches Polu. But this is certainly wrong, for the Chinese itinerary touches Yeshil-kul and goes even south and west of this lake. Keriya-daban or Keriya-kotel, which is mentioned in the Chinese sources, is situated a short distance north of Yeshil-kul. If we accept the old road as having no doubt existed and as having been used for a certain time, there is no doubt that its north-western part has touched Yeshil-kul and Keriya-kotel, from where it has continued northwards to Polu along or near the same line as the one followed by Dutreuil de Rhins on his journey between Panggong-tso and Polu. From Lhasa to Selling-tso the travellers met no difficulties and from Yeshil-kul to Polu they were all right. But the road from Selling-tso to Yeshil-kul, with a length of 500 miles, was a hard piece of work. And we may feel pretty certain that the road has never had any importance. The road from Lhasa to Leh and thence *viâ* the Kara-korum pass or Keriya-kotel is, of course, much easier though considerably longer.

In another article, *Ueber zwei chinesische Kartenwerke*,<sup>1</sup> Himly makes us acquainted with the *Kuang Yü Thu* or the enlarged map of the empire. It depends upon another cartographical work which was accomplished in 1311 to 1320. In the time of the Mings it appeared in a fresh and enlarged edition, and seems to have been ready for print in 1566. During the following century, under the Manchus, several new and far superior works of the same kind appeared, but still, in 1799, a new edition of the antiquated *Kuang Yü Thu* was issued. On one sheet of this map the eastern part of Kwen-lun is called Yi'-r-ma-pu-mo-la-khi, and on another, representing the whole course of the Hwangho, this name is translated into Thöngkhi-li-tha, which Himly suggests may be Tengri tag.

<sup>1</sup> Zeitschrift der Gesellschaft für Erdkunde zu Berlin, Bd XIV. Berlin 1879, p. 181 et seq.