

which our informant never had heard of. From his descriptions it would seem as if his *Tsa-ki-tsangpo*, were the same as my *Sachu-tsangpo* of 1901. Probably one cannot talk of a certain road as being always chosen by these pilgrims to *Manasarovar*. They are independent of all sorts of roads, but in the highest degree dependent upon the grazing-grounds. But, of course, the general direction of their wanderings is approximately determined by experience for centuries. Most likely they must be supposed to stick to a zone or stripe of land of a certain breadth, but not so broad that they lose too much of the general direction. Their wanderings are a combined satisfaction of a religious calling and the needs of practical life.

Though we had so far only met a very few Tibetans, we had been able to establish the existence of several roads or tracks crossing the desolate *Chang-tang* in several directions. The *Nakchu* pilgrims' track crosses the whole plateau-land. The gold-diggers from *Lhasa* have their own track up to the district of *Lashung*. To the grazing- and hunting-grounds of the same district the *Gertse* nomads have their own track. Here we have, therefore, three different kinds of roads: pilgrims', nomads' and gold-diggers'. To these we may add the roads of the salt caravans and of ordinary merchants, the former having about the same habits as the nomads, as they are dependent on the grazing for their sheep caravans; the latter chiefly follow the administrative roads. All kinds of roads become, of course, more numerous the farther one proceeds to the south. Only a few of these roads are known to us. When in the future our knowledge will be more complete, they should be drawn on a map in different colours, and they should form a net, the meshes of which would be rather thick in the south and thinner to the north. But such a map would afford a very good illustration of the life and movement constantly going on in Tibet. It would also teach us that nearly all the roads avoid the high mountains and the difficult passes, and that they stick as much as possible to the lowest parts of the plateau-land. We would find that the human highways stand in a very pronounced relation to the orography. From a map on which only the road nets were entered we would be able to judge that the highest mountains were situated exactly in the meshes between the roads. From these road nets we would be able to construct a map of the general orographic features and the principal stretchings of the mountain ranges.

On *December 1st* we proceeded 11.2 km. to the S. S. E. leaving the low depression of *Mogbo-dimrap* and rising from 4,503 to 4,673 m., 170 m. or at a rate of 1:66. This night the temperature sank to -31.2 . Wolves were numerous in the region; the nomads, no doubt, have a hard fight with them. Going S. S. E. from the camp we cross furrows, erosion beds, springs and ice-sheets directed to the west; terraces and small ridges of greenish white clay and gypsum, old deposits in the lake which once must have filled the basin. Here and there are quite recent