

Kara-korum separating the upper Shayok from the Nubra, and another separating Nubra from the lower Shayok. Both these ranges are parallel with each other.

Of the Lingzi-tang and Aksai-chin, Trotter correctly says that they are two different names for one thing. It should indeed be difficult to tell where the boundary between them goes. The Chang-lung-barma Pass (19,300) was crossed by Captain BIDDULPH on an easterly road. As to the Chang-lung-yogma Pass, which is about the same height but a little farther east, TROTTER says it is the one used by FORSYTH on his first mission to Yarkand. Trotter now expresses his belief that the old Kara-korum route will always be used for trade, and so far he has been right.<sup>1</sup>

On the eastern road, from Noh to Polu, fairly straight north-east, KISHEN SING'S map has the following stations: Sumzi Ling (15,570), Kiang Pass, Lugrang (with river going south), Gang Chumik and Dong Lung (both on the same south going river), a pass of 16,600 feet, Chumik Lakmo (ridge), Mangtza-tso (16,600), Tashlik Kul, Dak Nak, Rikong Chumik, Yeshil Kul (16,160), a river said to be the head of Yurung Kash, two small lakes (16,880) supposed to be the head of Keriya-darya, Arash (16,020), Aksu, a pass of 17,290 feet, Ghubolik (16,960), Sulphur Lake, Ghubolik At Pass (17,500), Sibas, Khiakde, Gulok and Polu.

In his *Description of Routes between Ladakh and Turkestan*, TROTTER not only gives us excellent information about the different roads across the high mountains, but also deals with morphological questions of general interest.<sup>2</sup>

The three different roads he characterizes thus: 1. The Kárákorum route with variations (leading to Yárkand). 2. The Changchenmo route with variations (leading to Yárkand and Khotan). 3. The Rudokh (or Changthang) route (leading to Khotan). The first of these is subdivided into the Zamistání or winter and the Tabistání or summer road. Both join at the Kara-korum Pass. The streams form no obstacles in winter, but are often impassable torrents in summer. The merchants, therefore, often prefer the winter journey. The first obstacle is the Kailas Range, »which is said to run in one unbroken line from the source of the Indus to the junction of that river with the Shayok«. Here Trotter seems to make one continuous range of the two which some 30 years later were called Ladak and Kailas ranges by BURRARD. For Trotter says that this range, to the north of Leh divides the drainage of the Indus from that of the Shayok. It is crossed by the winter pass of Digar La, whilst the summer road crosses in the Kardong Pass. »After crossing the Kailás range and entering the Shayok valley, the traveller has now before him the great Muz-tagh or Kárákorum Range.« Here the frozen Shayok has to be crossed 36 times. In

<sup>1</sup> Loc. cit., p. 182.

<sup>2</sup> *Report of a Mission to Yarkund in 1873*. Calcutta 1875, p. 241 et seq.