

one another in a point situated much farther north. But, on the other hand, the bearing taken from a near point between Camps 377 and 378 cuts the long bearings at nearly right angles and seems to decide the position of the »White Cupola» in the meridional direction. However, it is not impossible that I have confused the »White Cupola» with another peak of the same form situated farther north. Both the situation and the altitude of the »White Cupola» must therefore be regarded as uncertain.

The determination of the situation of the other peaks, J₁, J, K and L does not demand an explanation. The situation of peak M in a meridional direction is determined by the bearings from the threshold 5430 m., Camp 381, Samye-la and Camp 382. Its situation in a latitudinal direction is chiefly determined by the bearing from Camp 383. No importance has been given to the long bearings, which always are more unreliable than the short ones. However, peak M is situated exactly between the two longest bearings.

The same procedure has been followed in the cases of the other peaks, though I have thought it sufficient to reproduce only these two diagrams of Colonel Byström.

The distances thus having been calculated by Colonel Byström, Professor Rosén calculated the altitudes, and made the following table (p. 599), where all the necessary data are entered.

To this Professor Rosén adds the following note:

»The exactitude of these determinations must be judged chiefly in connection with the following three points:

»1. From a great number of terrestrial zenith-distances a mean error of $\pm 20''$ for one zenith-distance has been obtained. This pure error of measurement is, in comparison with other sources of error, infinitely small, as are certainly also the variations in refraction.

»2. The distances have been calculated from the map and compass bearings. Here it should be noticed that identical objects have been observed from different points of observation. By means of existing photographs, panoramas and annotations in the diaries of observation, a critical examination has been carried out so that no mistakes or errors are possible in this respect. The intersections of the bearings are as a rule satisfactory. The distances may therefore be regarded as being of the same exactitude as the itinerary which, of course, is the base from which the bearings that determine the distances have been taken.

»3. It is finally obvious that the altitudes of the stations, *i. e.* the foundation of the determinations of the altitudes, enter with the whole of their uncertainty into the trigonometrical results.

»If these sources of error are compared as to their influence on the result, it is found that the error of distance mentioned under § 2 is of importance chiefly