The Roads to Tibet

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Source: *The Geographical Journal*, Vol. 23, No. 4 (Apr., 1904), pp. 528-529

Published by: geographicalj

Stable URL: <http://www.jstor.org/stable/1775527>

Accessed: 13-05-2016 03:15 UTC

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scientific results, and brought home valuable finds. An account of his travels he published in the work 'Von Paris bis Samarcand,' a work which, in 1882, appeared also in the Hungarian version. His work on the Western Himalayas was published in German, 'Aus dem Westlichen Himalaya' (1884). Among the honours paid to him, he received the Order of Francis Joseph, and was made an honorary member of many geographical societies. But, outside the geographical domain, he wrote also many literary works, and in more recent years translated several of the poems of Petöffi, as well as of other Hungarian poets. His widow is also author of several geographical works: 'De Paris à Samarcand, le Ferganah, etc.' (1880); 'Voyage d'une Parisienne dans l'Himalaya Occidental' (1887). Ujfalvy lived latterly in Florence.

CORRESPONDENCE.

The Roads to Tibet.

WITH reference to Captain Elwes's article in the *Journal* of March, it may interest him to know that the alternative route A was made in 1888, and has proved exceedingly useful. Mr. White also made a diversion on the west side of Lingtu. B and C proved exceedingly difficult in places, and were not persevered in, although the tracks actually exist, the lower or easier portion being a short route into Bhutan.

The roads from Jungy guard were surveyed and aligned, and are even now open to pony traffic. In March last I rode from Jungy guard *viâ* Fagu along the southern alignment, and joined the old road between Laba and Pasheteng, thus saving 2 or 3 miles of Captain Elwes's suggested route. But from my present and past experience, I do not think, under existing circumstances, it will pay to lay out roads in this direction. Captain Elwes underestimates both distances and cost. There is more fodder along the Tista valley route, and Matigarha Hat is a very large and convenient mart, to which Tibetans do not fear to resort in winter. I do not know of an equally rich bazaar on any other route. I met the people of Lamateng returning from Matigarha, whither they had gone to buy *rice*, as being now cheaper than their indigenous bhoota.

The following extracts give the latest news from Mr. White and Sikkim:—

"The whole line of communication is to be moved to the Gangtok-Laghyap-Natula route, the one I started and am making up. It is a long way the best, as there is a *cart-road* now to 2½ miles above Gangtok, and a road along which ekkas can go, and along which I have taken them for another 4 miles. . . . The minimum temperature on this pass where I am working was -15° Fahr., or 47° of frost, which is pretty cold. Writing up there is fairly hard.

"The lower reaches of the Am-mochu valley are impossible, and they are now trying the Dik-chu * valley, crossing somewhere below Gipmochi, and running (?) thence into the Chumbi valley. I think it quite possible that in the end the cart-road will run up this way, and not very difficult either. The other side of the Natula is very easy. You would not know Gangtok now, what with cart-roads, godowns, mail carts, ekkas, mules, ponies and coolies, and stacks of stores."

The Maharaj Kumar of Sikkim writes, "For about five months I was working

* Probably *viâ* Sipchu. The latest extension of the Duars railway is quite close.—
A. W. P.

hard on new-road constructing between Dikchu and Ringim, about 12 miles' distance.* . . . Now the Madras sappers and Sikkim coolies are making a cart-road from Gangtok, so as to have a cart-road through the Yakla pass right into the Chumbi valley." †

A. W. PAUL.

Orography of Asia.

In the March number of the *Geographical Journal* (*ante*, p. 345), Prince Kropotkin states on my authority that traces of Triassic deposits have been found near Lhasa. There is some mistake, very probably in consequence of my not having expressed myself clearly. I have heard of Cretaceous beds north of Lhasa, and of Jurassic deposits to the south, both on the Tibetan plateau, but hitherto I do not think Triassic marine beds have been discovered in this direction. Of course, they are well known to occur to the westward in Spiti and elsewhere, and their occurrence to the eastward is probable.

I may add that, so far as the evidence extends, I cannot concur in Prince Kropotkin's views that the elevation of the Tibetan plateau dates back to the Palæozoic era. A considerable portion, and perhaps the whole, must, I think, have been at or below sea-level in late Mesozoic times.

W. T. BLANFORD.

March 18, 1904.

MEETINGS OF THE ROYAL GEOGRAPHICAL SOCIETY, SESSION 1903-1904.

Ninth Ordinary Meeting, March 7, 1904.—Colonel Sir T. H. HOLDICH,
R.E., K.C.I.E., C.B., Vice-President, in the Chair.

ELECTIONS.—*Lieut. Claud Alexander (Scots Guards); Lieut. Charles Hunter Browning, R.A.; Ralph Evelyn Drake-Brockman; Jan Willem Helenus Ferguson; J. Alan F. Field (late Indian Army); Captain Alan David Greenhill Gardyne (Gordon Highlanders); Edward Page Gaston; Thomas John Nalson Gatrell; William Edgar Geil; Frederick Heelis; Lieut. Thomas Cowper Hincks (Royal Berkshire Regiment); Alfred Edwin Stove; Edward Ogwen Williams; A. B. Bagley Worthington.*

The papers read were:—

1. "Journeys on the Yalu River and in Southern Manchuria." By Robert T. Turley, Esq.
2. "About Korea." By the Rev. C. T. Collyer.

* This is on the way to the Lachen valley and Khambajong.

† The Yakla and Natula are so close together as to be almost one as regards entrance and exit.