

just decided to send LIU CHIA the 90 km to us, a distance that the young Chinese, walking and running, ought to have been able to cover in fifteen hours.

Two hours later, GEORG having received the small food supply we had taken with us, we returned the same way as we had come. It was past one in the morning when we reached our tents at Lo-t'o-ching after a drive of 12 hours.

On November 24th both cars left for the scene of GEORG's breakdown. TSERAT and CHOKDUNG drove ahead in the lorry, while YEW, EFFE and JOMCHA followed in the small car. For us who remained behind at Lo-t'o-ching there began a fresh period of waiting, that tried our patience sorely.

At six in the evening next day TSERAT and CHOKDUNG came back with 230 gallons of petrol from »Edsel». We had 270 gallons in the camp. YEW and EFFE had stayed with GEORG only an hour, and then driven on to Anhsi. TSERAT and JOMCHA had helped GEORG with his repairs. Meantime, I had instructed GEORG to return to Ahnsi and there await our arrival.

On the 26th KUNG set out on an important reconnaissance. He took with him TSERAT, SAN WA-TZE and CHOKDUNG, as well as half our petrol supply, four drums of fresh water and six of saltish water for the cars. Further, a fortnight's provisions, a tent and sleeping-bags. He was to be away five days.

On the night of November 26th—27th we had a temperature of  $-23.8^{\circ}\text{C}$ . One did not need to stay for long in the open air and the biting west wind before one's fingers began to stiffen, and one longed to get back to the stove. Our long stay at Lo-t'o-ching had enabled us to make a pretty reliable estimate of its height above the sea — 1,350 m.

We had plenty to do. CHEN was never unoccupied for a minute; he worked out his calculations, made meteorological observations and was busy with the map of our route.

At 5.30 on the morning of November 28th YEW and EFFE returned from Anhsi. They reported that all was quiet there and they also brought welcome telegrams from my home.

It must have been a disappointment for GEORG to be unable — and for the second time — to accompany us to our desolate mountains. But the trick »Edsel's» engine had played us on November 21st was a warning to us to be careful. Our general experience told us that Ford's four-cylinder 1933 trucks stood up better to the Central Asiatic country than did his V-8 1933. If any serious accident had befallen this car on our journey to the Lop-nor depression we should have had to leave it there for good.

It was nearly three on November 30th when we heard the noise of a car and hurried out. There came TSERAT and CHOKDUNG with the lorry, safe and sound. They brought a letter from KUNG, reporting that his party had advanced 150 km south-west and west over fairly difficult ground to a depression where they had found water by digging. They had proceeded for another 20 km, till they were