

the junction of the Wen-tao Ho and the Wu-mo Ho by another ferry. Wu-mo has seventy-five families and is at an elevation of 3660 feet.

Pereira had felt ill and worn out at Yünnan Fu, probably owing to the heat of Tonquin. But now he was on the march again he felt better. And as he looked down the So-Ling Ho valley he thought of the great journey he had made from Omsk to Kashgar, Urumchi, Lanchow, Chengtu and down by Ning-yüan Fu and Hui-Li Chow to this very spot where he had now crossed the So-Ling Ho, and then on to Yünnan Fu and Amoy. He now wore a big circular Chinese bamboo hat, like a shield, which served as a small umbrella in keeping off the rain. He also wore a green oilskin native mackintosh, which appeared to be designed for anything except keeping out rain, but which worn over a Burberry helped a little to keep him dry.

The so-called high road, though bad after rain, was no worse than other roads in China during wet weather, and was nothing like so bad as the loess roads of Honan or the clay roads of South Szechwan.

Ascending the Wu-mo Ho valley on July 24, there was a steep climb up the Ta-shao-Shan to the top, 4940 feet, at 8 miles, and then along the ridge for 3 miles. From here the most southerly bend of the Yangtze was only 6 miles off to the eastward. There was then an easy descent to Tso-ch'io, a city of 550 families, at 5071 feet elevation. The next day he marched to Ta-pa-kuan, 5502 feet, $13\frac{3}{4}$ miles, over low hills with higher wooded hills round. The Wu-mo Ho had