

regard to facilities and traffic at intermediate points: with a certain consideration for the comfort of the service, and a very strict avoidance of the places where weather is likely to be as bad as the *Norge* found it about Bering Strait.

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### FROM BURMA TO ASSAM BY THE KRONJONG PASS

ON May 5 Mr. Archibald Rose received a cablegram from Mr. D'Arcy Weatherbe, dated Sadiya, May 5, 2.50 p.m.: "Reached Ghalum River April 20, Sadiya May 5, from Hkamtilong across Kronjong Pass, completing my traverse Yangtse to Bramapatra," with the request that it should be communicated to the Secretary. Without previous news of Mr. Weatherbe's movements the message was a little mysterious, and the reference to the Yangtse is still obscure: but the details of a very interesting journey covering new ground are now available in a letter to Mr. Rose, dated "On train from Sadiya to Calcutta, March [evidently May] 8, 1926," from which the following passages are extracted:

After spending a fortnight in Ceylon I went up to Madras and then to Rangoon and on to Myitkyina. I left there on March 2 and walked up the road to Putao—twenty marches—but arrived there on March 17. I fished about Namghkai for a fortnight, and after a good deal of trouble in trying to get coolies, I left Fort Hertz (Putao) on April 8 with a Ghurka servant, a Shan Mishmi interpreter, and eighteen coolies—Hkunungs, Kachins, and Lisu. A Mr. Stevenson, who had come up the Myitkyina road with me, was so very keen on coming across to Assam that I took him with me; he proved a pleasant and useful companion, as he spoke a little Kachin, and Hindustani well.

We had an extremely hard journey up the Nam Yin and the Nam Kam-pi to the Krongjong Pass [spelled also Kronjawng and Kumjawng on Survey of India maps], which we reached only on April 20. On the third day seven of our Lisu coolies ran away, and we had to lie in camp for three days while we sent back to Hkamti and secured more coolies through Fisher, the D.S.O. there. After this we took their dahs and cross bows and arrows away from them every night, and thus effectively prevented them running away again, as they would not dare to move in the jungle without these weapons and implements.

It turned out that the old Mishmi path which was supposed to exist up this river had become entirely obliterated, and it was necessary to cut our way through thick jungle a large part of the way, and for the last five days we had to cross and recross the river waist-deep and icy cold from ten to twelve times daily. This proved very trying, and when we found 2 feet of snow on the Assam side, the coolies almost gave in. As a matter of fact, we were *all* in bad condition with colds and fever, and I had to lie one day in camp on the other side, and for the next five days had to wade eight to nine hours a day with a temperature of from 100° to 103°. This moving on was absolutely

necessary as the rice was getting low, and we had had to put the coolies on two-thirds to half rations for some days before.

We reached the sources of the Ghalum [or, if the S. of I. 1/M map is at all correct, of one of its tributaries] in the snow, just over the pass, on April 20, and the first Mishmi villages on April 25, where we were able to get a little rice and maize. We followed the Ghalum down to its junction with the Zayul Chu, which, though a much longer river, has not so very much more water in it than the Ghalum. The Zayul comes in at right angles from the north-west [? S. of I. Krawnaon, and read north-east for north-west]. These two rivers form the Tellu, which is the Lohit Bramaputra, changing its name only at the junction of the Tiding, 100 miles [difficult to reconcile with map] from Sadiya; and although we did not know it when we left Putao, it is a fact that the whole of the country from the pass to beyond the Tiding is "unadministered"; but we had no trouble whatever with the Mishmis, and found them quite a manly and certainly a reasonably friendly and hospitable people, previous and contrary reports notwithstanding. Though we did not get any great quantities of rice and maize, etc., at any one village they generally, on our request to the headman, gave what they could afford, for which of course we paid liberally, though they left the amount entirely to us. It would have been indeed a grave matter had we been without their assistance, as at one time we had about ten days to go and only three days' rice! It is quite possible that they may have saved the lives even of some of our coolies, who, as you may imagine, were (as we also) overjoyed to again reach the region of Dak bungalows. On reaching Sadiya on May 5 I had entirely recovered from cold and fever, though Stevenson was rather miserable with fever, and we both are suffering rather badly with many septic jungle sores on the legs. I had about  $1\frac{1}{2}$  stone to make up, but already have put on the half, thanks to the very kind hospitality of O'Callaghan, the Political Officer at Sadiya, with whom we stayed for several days.

The Krongjong Pass from Burma to Assam is in the extreme north of Burma, close to the Tibetan border, and some way north of the region recently described to the Society by Mr. Mills (*Geogr. Journ.*, April 1926). Its height is given as 10,000 feet on  $1/250,000$  92 E, and 9682 on 92 E/N.W. We believe that Mr. Weatherbe is right in thinking that he is the first European to cross the pass. In saying that he thus completes his traverse from the Yangtse to the Brahmaputra he is evidently referring to a traverse begun and carried to the Irrawaddy on a former journey.

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## MERZ AND THE "METEOR" EXPEDITION

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THE death of Prof. Alfred Merz at the outset of his great oceanographical expedition on the *Meteor*, which was referred to in the March number of the *Geographical Journal*, is from the point of view of the physical geographer a tragedy relieved only by the prospect of the ultimate success of a plan which provided against all contingencies.