coming a great center through which international intercourse between China and India would take place.

Captain Jenkins had promised to double his pledge in the event a printing press would be set up. All concerned realized the necessity of schools: and the need for reading material was only too obvious. The nearest printing press was several months' journey away, and the hope of producing any literature outside of Sadiya seemed futile; hence, the necessity of a printing press and a man to run it. Mr. O. B. Cutter was appointed to be Mr. Brown's associate and to head up this department.

In order to visualize the remoteness of the station, a brief recital of the long and tedious journey up the Brahmaputra River may be helpful. To travel overland was inconceivable, as there were no roads connecting Calcutta with Assam; and the roads in Assam itself were impassable and dangerous. To be sure, the Brahmaputra was no speedway. In the "cold season", then as now, its channels were narrow and difficult to find, often causing the craft to ground on some unsuspected sandbar. In the "rains" its stream was extremely swift and turbulent with shifting beds and full of snags torn from the banks, making any sort of navigation extremely dangerous. Its course was through dense and terrible jungles where roamed wild elephants, tigers, rhinoceres, and buffaloes. The danger of falling trees while journeying by day, and of jungle fevers and beasts while mooring by night, was the lot of those early pioneers.

On the twentieth of November, 1835, the little company consisting of the two missionary families, the Cutters and the Browns, started their long and tedious journey up the Brahmaputra. Just when they would be "due" at Sadiya was a subject concerning which the

boatmen were ignorant, not to say indifferent. They had procured three Bengali boats, one for each family and one as a floating kitchen and storehouse, each vessel being "some five or six feet in width, and twenty or thirty feet in length".[10] A canopy of split bamboos and palm leaves, built over the center afforded the travelers shelter at night and during the day protection from the burning tropical sun. "These boats were manned by a manji or captain, with six or eight men under him, who walked in a foot-path along the bank of the river, pulling the boat after them by means of ropes."[11] Where there was no path, these men would push the boats by means of poles.* Sometimes their craft would be whirled about by the current and headed down stream: again it would be dashed and torn by wind and rain. Sometimes the travelers were forced to halt, due to shallow water, and were compelled to transfer all their goods into small dugouts. On January 18, 1836, or nearly two months later, Brown wrote from below Gauhati, "We should have been up much farther, had it not been for shallow water in passing from the Hoogly to the Ganges . . ."[12]

For seventeen long weeks they were pushed and pulled through dense jungles and unknown country, isolated entirely from all civilization and European contact. At the beginning of the journey they were occasionally visited by British officials,[13] but as they proceeded up the valley these visits ceased. The hardships of such a journey must be left to the imagination of the reader. Suffice it to say, that had the missionaries turned from the prospects before them and sought some less exposed and more promising field, the act might

* The boatman securing the lower end of his pole in the river bottom propelled the boat forward by holding the pole and walking toward the rear of the boat.