

The journey from Zhejiang Shengxian to Chungking took about a month. We traveled through Fujian, Jiangxi, Hunan, Guangxi, Guizou, and then Sichuan. The convoy consisted of two cars: one bus and a sedan. The interior of the bus was modified in such a way that a couch was placed in the middle to make a bed for my grandmother. This was the first time I rode in an automobile. However, except the first day because of the excitement, and the last day because of the expectation for final arrival, I was car sick for the whole journey. There were welcoming banquets every night on the way. Unfortunately, I was too sick to enjoy at all. Neither did my grandmother. She suffered car sick also.

There were no paved highway all the way at that time. The road in Fujian was very bad. Lots of potholes on the road. The highway in Jiangxi was good. Level and straight. The district governor in Southern Jiangxi then was Jiang JingGuo.

For the stretch from Hunan Hengyang to Guangxi Guilin, we took the train. That was also the first time I saw and rode in a train. We did not ride in commercial compartments.

An attached special car was provided for our party. It was a moving drawing room with sofas and desks.

It was very hilly in Guizou. In one place we rode down from the top of the mountain with 72 sharp curves. Then in the middle of March 1942, we arrived at Chungking, the war time capital of China.

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从浙江嵊县到重庆的旅途差不多花了一个月，途经福建、江西、湖南、广西，然后是四川。车队有两辆车，一辆巴士，一辆轿车。巴士的内部改造过，中间放上一个睡椅给祖母作睡床。这是我第一次坐汽车。然而，除了兴奋的第一天和盼着到达的最后一天，整个旅途中我都晕车。沿途每天都有欢迎的宴会，遗憾的是，我晕车太严重，完全不能享受。祖母也不能，因为她也一样晕车。

那时候，全程都没有铺好的马路。福建那段路很糟糕，很多很多凹坑。江西的马路好，又平又直。赣南行署的负责人当时是蒋经国。

湖南衡阳到广西桂林那段，我们坐的火车。那也是我第一次坐火车。我们不是坐在普通售票的客车车厢里，而是专门接了一个车厢给我们这群人，相当于是一个带着沙发和桌子的休息室。

贵州多山。有一处，我们乘车从山顶过了 72 个陡坡下来。然后，1942 年 3 月中旬，我们到达中国战时的陪都重庆。