however, upon condition, that those who have been made prisoners, shall not serve until they have been exchanged.” Article 42: “That the sick on both sides, shall not be made prisoners: that they may remain with safety in their hospitals, where each of the belligerent and auxiliary parties shall be free to leave them a guard, which shall be sent back, the same as the sick, under the passports of the generals, by the shortest way, and without being liable to be molested or stopped. So likewise shall all commissaries, or muster masters, chaplains, physicians, apothecaries, infirmarians, waiters or other persons proper to attend the sick; who shall not be liable to be made prisoners, and shall be sent back in the same manner.” William, Earl of Albemarle, was the British representative who signed this treaty.

(To be continued.)

Travel.

A TRIP HOME FROM INDIA, VIA STRAITS SETTLEMENTS, CHINA, JAPAN, MANILA, HONOLULU, UNITED STATES, CANADA, THE PANAMA CANAL, AND WEST INDIES.

By MAJOR C. T. SAMMAN.
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As most officers of the Royal Army Medical Corps express a wish to return from India by a more pleasant and interesting route than through the Suez Canal, perhaps the following notes of my trip may be found of use by others who are contemplating a similar journey.

First, let me strongly impress on the traveller’s mind not to go to any tourist agency, but rather to deal direct with steamship companies, railways, and hotels. I shall be pleased to give definite reasons for this, in confidence, to anyone requiring them.

Baggage will be a source of much worry and expense, unless one is very careful, especially directly the shores of America are reached.

When setting out for a long voyage by sea and land, extending over several months, a large quantity and great variety of garments appear essential; experience, however, teaches that in reality
one can do with very little. I remembered, before starting on my trip, having met an American who was travelling round the world and had allowed himself seven years to complete it; his baggage was very scanty and was all in the carriage with him. I also cut down my baggage somewhat, but found when I arrived in the United States I had far too much from a financial point of view. Another friend I met in my travels, who expected to be travelling for perhaps a year longer, had gradually cut down his baggage to one steamer trunk and two suit-cases, an amount to which I strongly urge anyone to limit himself when crossing America; for although the United States railway companies will check your baggage without extra charge up to the amount you are allowed on your ticket (350 lb. on a round-the-world ticket), each piece, if checked to an hotel, will be charged 25 or 50 cents. I found it was always the higher figure if the checking was done by the hotel people. If you wish to leave any baggage at the stations, you are charged 10 cents for each article, for each day or part of a day.

Do not take any stiff-fronted shirts, they take up a lot of room, are easily creased, and are very hot. Soft-fronted shirts will be suitable to wear on every occasion you are likely to require evening clothes; they will answer every purpose, besides being more comfortable to wear during the day. As regards underclothing, do not take two varieties, as, when it is necessary (if it ever is) to wear thicker underclothing, you will find that putting on two thin suits will answer the purpose just as well as wearing one thick one, and if made rather loose they will be quite comfortable and easily put on.

When travelling in the States carry a small boot-cleaning set in your baggage, for you have to pay from 5 to 15 cents for cleaning boots, according to the part you are in, and even then the man expects a tip; whereas, if you have the things with you, it is quite simple to give your boots a brush before you start out in the morning. Now let me urge you to take as little as possible to start with, for in Japan you can buy all articles of wearing apparel, good in quality and cheap, especially silk and cotton-crape shirts, pyjamas, silk socks, ties, etc., also leather suit-cases (very light and cheap), and all varieties of trunks.

Before leaving Japan ascertain that your baggage does not exceed 350 lb., for the railway authorities will weigh most carefully
every piece of baggage they check, and the charge for excess baggage is enormous, and the distances are great. You need not weigh the two suit-cases. If you have been tempted to buy things in Japan (as most likely you will be) and your luggage exceeds 350 lb. have them sent home direct, via the Suez Canal, as freight.

Another thing to be very careful about is to ascertain that no packet measures more than 45 in., for under a new law which came into force on July 1, 1913, baggage measuring more than 45 in. is not allowed on a passenger train, unless at the extra rate of 5 lb. for every inch over the 45, in addition to the usual rate. This soon mounts up when the journey is over 3,000 miles. Now send all your baggage, with the exception of one trunk, and the two suit-cases which you can easily carry in your hand, in bond, through from your port of entry to your port of departure. This will cost you nothing except the 50 cents for cartage on each packet at each end; the customs will not charge you for storage. Be very careful to have your baggage securely fastened; it is better to have the trunks corded, but do so before you get to the custom-house or you will be charged 50 cents each piece. I had one of my trunks opened and some things taken out; it was the only trunk that was not corded.

If you visit such places as the Yosemite Valley and Yellowstone Park, as you probably will, these being the finest examples of natural scenery in America, you will be limited to 25 lb. or 50 lb. of baggage. There will not, however, be any objection to your two suit-cases, no matter what they weigh, if they are small and handy; so wherever you travel in America, stick to these two suit-cases and discard the universal stick or umbrella. A rain-coat will meet all your requirements as to protection from the weather, and can be strapped on to a suit-case when not worn. Plan out your trip for a week or two ahead, and send your trunk checked through to the place you are likely to be at the end of that time. Have it checked direct to an hotel, or send your check by post to the manager of the hotel, asking him to collect and keep it until your arrival, which he will do without extra charge, except the 50 cents for cartage.

I left my station, Mhow, on the last day of March, 1913, and sailed on April 6, from Calcutta, on the B.I. steamer, "Arankola." On board, I met an expert in Japanese works of art who was going out to make some large purchases. He told me, if I liked to
go with him, he would show me a side of Japanese life that the
ordinary tourist does not see, particularly in relation to the manu-
facture of works of art and curios. I decided to take advantage of
his kind offer, especially as, on arrival at Rangoon, a telegram
announced that the berth on the new "Empress of Russia," for
which I was trying, was not available. In the circumstances I
decided to take a round trip on the Japanese liner, "Kamo Maru,"
from Singapore to Japan and back to Hong-Kong via Shanghai;
this is not so extravagant as appears at first, for the return journey
on the Japanese line is half-price, and the fare across the Pacific
is the same whether the journey commences at Hong-Kong or
Yokohama.

In Rangoon we did the usual thing, took a carriage to the Shwe
Dagon Pagoda, then drove round the lakes, and went to
McGreggor's timber yard to watch the elephants stack the logs.

At Rangoon we transhipped to the B.I. steamer, "Edavana,"
for Penang and Singapore; had a look round these places, and
at the latter changed to the Japanese liner, "Kamo Maru," a
splendid boat, and very comfortable. During the voyage one of
the passengers committed "hara-kiri," and was buried with great
pomp at midnight. The corpse was placed in a square box, which
was covered with white cloth, and had a candle stuck at one end
and a flag at the other. It was floated off from the stern of the
ship, the ceremony being performed by a Shinto priest in gorgeous
vestments.

We arrived at Hong-Kong at daylight on April 22, and spent
the day in looking over the place. We went up the Peak in the
cogwheel railway, and had a lovely view.

The same evening we left by river steamer for Canton; the
night was beautifully moonlit, and we remained on deck till we
crossed the harbour and entered the river. At 5.30 we were up
again to see the river swarming with boats, many of them propelled
by women with babies on their backs. At Canton we hired chairs
and a guide to show us over that wonderful city; the streets in the
old portion are from 4 ft. to 7 ft. wide, and in the newer portions
10 ft., so that it is difficult for even two chairs to pass; the road-
ways are paved with blocks of granite with a drain running down
the centre, which conveys the refuse to ditches crossed by bridges;
the smell is too awful for words. The walls of the city are 6
miles in circumference, and from 20 ft. to 50 ft. thick. On the top
of the wall near one of the gates stands the old water clock, built
in A.D. 626, restored A.D. 947, and destroyed by fire and rebuilt
A.D. 1346.
The water clock consists of four copper-covered jars, standing on stairs, so that the bottom of the higher is on a level with the top of the lower jar, and the water trickles from one to the other. In the lowest one is a stick which rises with the water and is marked off into half-hours. The watchman exhibits a board, on which the hour is marked, on the top of the wall. The water is put back from the lowest to the uppermost jar twice a day, and renewed every three months.

We visited the City of the Dead, where the Chinese keep their dead in sealed coffins, made out of tree-trunks, beautifully polished and lacquered. They place them in a room until such time as the astrologers or other wise men have determined on a site that will be suitable for the burial. The practice was to keep them here for years, but since the revolution they are only allowed to remain six months.

No pig-tails are allowed to be worn since the revolution, so that the Chinese have been robbed of one of their most characteristic features. I did not see one pig-tail in Canton.

We returned from Canton by train; the latter part of the journey was most picturesque, something like the loch scenery of Scotland.

We left Hong-Kong and went direct to Kobe, Japan, arriving there on April 29, and were told we had arrived just in time for the last of the celebrated Cherry Blossom Dances, held in Kyoto, the former capital; so, having lunched at the Oriental Hotel, we hastened up country to that city. There we stopped at the Miyago Hotel, and were met by a Japanese manufacturer, who took us to the Cherry Blossom Dance, where there were thirty-two geishas dancing and twenty playing different instruments.

The tea ceremony which precedes the performance, stripped of all non-essentials, demands a small room, perfectly quiet and clean, and away from all disturbances; one picture or autograph poem, good of its kind; one flower; a clean, fresh fire in the firebox; a kettle, a teapot, a tea-jar, cups, a bamboo dipper and whisk, and tea of the choicest quality, ground to a powder. When all the guests are assembled in one apartment, the host or hostess appears from another room and welcomes them; tea is now taken from the jar, and water, not necessarily boiling, poured on; this mixture is now whipped with the whisk, passed round, and each guest drinking in turn, wipes the cup and passes to his neighbour; when it arrives back to the host, he adds water and makes a second addition of weak tea, called “hsucha.”
While at Kyoto we went to the different manufactories and warehouses of works of art, including Satsuma hand-painted porcelains, gold damascene, cloisonné, silk embroideries, cut velvets, etc. Some of the silk-embroidered kimonos cost £20, wholesale. The Japanese manufacturer invited us to a real Japanese dinner followed by a geisha dance.

Kyoto contains numerous palaces, shrines, temples, etc., one of which, Higashi Hongwan-ji, noted for being the largest in Japan, was built entirely by voluntary subscription from the people, and the ropes used to haul the gigantic timbers into position were made from human hair given by the women of Japan.

Near Kyoto is Lake Biwa, a large lake 38 miles long and 13 wide, and remarkable for being connected with the sea at Osaka Bay by means of a canal which joins the river Kamo. The canal is a wonderful engineering feat, designed by a young Japanese engineer. It is 7 miles long and has a gradient of 1 in 2,000 to 1 in 3,000, making a drop of 11 ft. along its whole course. There are three tunnels, one over a mile and a half in length. At the Kyoto end, instead of locks, an incline 1,820 ft. long connects the 118 ft. difference in level between the lake and the Kamo. Through the tunnels, which are in darkness, the trip down the canal is weird, but when they have been passed the scenery is beautiful.

From Kyoto we went to Nara, the capital of Japan from A.D. 709 to A.D. 781. It possesses a beautiful park, a lake, a temple, and a colossal bronze image of Bhudda in a sitting position, the “Daibutsu,” 55 ft. high with a face 16 ft.

We next went to Nagoya, celebrated for its old castle and for being the centre of the cloisonné manufacture. From here we went to Tokio, the present capital, passing through beautiful scenery and skirting Mount Fugyama, the sacred volcano of Japan.

At Tokio we went over the carved ivory and bronze showrooms; then drove over the city and saw the Imperial Palace, and went to see a Japanese play at the Imperial theatre, and, of course, to the world-famed Yosiwara, to see how Japan regulates the “Social Evil.” From Tokio we went to Yokohama and then returned to Tokio, taking a motor to go to Ueno Park and see the wistaria, which was at the height of its glory. From here we went to Nikko. The Japanese have a saying: “Never use the word magnificent till you have seen Nikko.” It is certainly beautiful up in the mountains, with the splendid gorgeous temples, the beautiful red-lacquered sacred bridge crossing the silvery Daiya-avenues of huge cryptomera, and the sparkling waterfalls.
From Nikko we went to Tonasawa, noted for its hot mineral-spring baths. We stayed at a Japanese inn (Fuku Musumme), dressing in Japanese costume, and eating Japanese food with chopsticks. When we were tired of this place we took a motor up into the mountains to Ashinoya, celebrated for hot sulphur springs, and from there we went to Hakone, a summer resort and one of the residences of the Crown Prince. From Ashinoya we went to Miyakoshita, supposed to be one of the most beautiful hill resorts in Japan; then, returning to the plains, took train for Kobe.

At Kobe the Japanese merchants met us and we decided what we wished to purchase. My things came to a considerable sum, the temptation to buy is so great when one sees the beautiful works of art Japan turns out; but as they were obtained at wholesale prices I had good value for my money.

We left Kobe on May 24 on the ship by which we had arrived, going through the Inland Sea to Moji and thence to Shanghai. Here we remained three days, and had a look at the celebrated bubbling well, the European concessions, and the native Chinese city; then left for Hong-Kong, arriving there on June 2. The following day, having said farewell to my travelling companion, I embarked on the Pacific Mail s.s. "Nile," for Manila, the capital of the Philippine Islands.

Manila is a quaint, old-fashioned, walled-in city, surrounded by a deep moat. The Americans are building a modern city outside the walls, and, incidentally, raising the cost of living to more than double what it was when they took over the islands. I went over Bilibid Jail, the governor, to whom I carried a letter of introduction, taking me round. It is a wonderful place, more like a school than a prison; all the inmates are given one hour's schooling each day, and are also taught a trade; they sleep together in airy dormitories, have good food, the cooks being some of the prisoners told off for the duty, and are allowed tobacco. I was much interested to see some of the prisoners doing bacteriological work in the laboratory. When the prisoners are discharged they easily find employment, and it is said the Filipinos commit crimes on purpose to be taken to prison and properly educated.

From Manila we returned to Japan, calling at Nagasaki. While the ship was in port I went across the mountains in a jinricksha to a very pretty watering-place called Mochi. From Nagasaki we went through the Inland Sea to Kobe, arriving on June 12. I went straight up to Kyoto to take a boat down the Hotzuu rapids, which I had omitted to do before. From there

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I went to Gifu, to see the famous cormorant fishing, which takes place during the summer months, commencing from the middle of June. The method is as follows:—

The fishermen first catch a cormorant; this is done by placing wooden models of the birds in spots frequented by them, and covering the surrounding branches and twigs with birdlime, settling upon which the cormorants stick fast. After having in this manner caught a cormorant, they use it as a decoy for catching more, instead of the wooden image. Cormorant fishing always takes place at night; a large brazier is hung over the bows of the boat, filled with burning wood and constantly replenished, so that a huge flare is kept up for attracting the fish.

The boat's crew consists of four men: the master, distinguished by the peculiar hat he wears, stands in the bow and handles twelve of the birds; amidships is another man who handles four birds; between them stands a man called the "kako," from a bamboo striking instrument of that name which he carries in his hand, and with which he makes the necessary clatter for keeping the birds up to their work; the fourth man stands in the stern and manages the craft.

Each cormorant wears round its neck a ring which fits tightly enough to prevent marketable fish from passing down, but is sufficiently wide to admit the smaller fish which serve as the cormorant's food. Round the body of each bird is a cord, attached to which at the middle of the back is a short strip of whalebone, for convenience in lowering the great, awkward bird into the water and lifting it out. A thin rein of spruce fibre is attached to this whalebone, 12 ft. long, and not too pliant so as to minimize the chance of entanglement.

When the fishing ground is reached the birds are lowered into the water and commence to catch the fish attracted by the light from the fire. When the bird is gorged it is lifted on board, the master forces its bill open with his left hand, still holding the other reins, and squeezes out the fish with his right hand. The cormorants are trained when quite young; once trained they work well for fifteen or twenty years. Each bird can catch from four to eight good-sized fish each time, which works out at about 150 per hour, or 450 for the three hours the boats remain on the fishing ground. At the end of the fishing the master can tell by each bird’s weight if it has secured enough fish for its own sustenance; if necessary, they are fed with the inferior fish of the catch.
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From Gifu I went to Yokohama, and stayed ten days, and from there went to Kamakura, the early capital of Japan. At the time of the Norman Conquest it was an important place, but is now nothing but a small fishing village, and a bathing resort for Yokohama and Tokio during the summer months.

At Kamakura there is another huge bronze Daibutsu and two temples. The surrounding country is very pretty, and the hotel, with grounds extending down to the beach, is very comfortable. I remained here till July 3, when I left Japan by the Japanese liner "Tenyo Maru," 20,000 tons, beautifully fitted up and very comfortable. There was a kinematograph on board for the amusement of the passengers.

We arrived at Honolulu on July 12 and hired a motor-car, in which to explore the island. The battleship "New Zealand" came in while we were there.

On Friday, July 18, we arrived at San Francisco, through the far famed Golden Gates which guard the entrance to the harbour. Next day, having had a look at the city from a motor-car, I arranged for my baggage to be sent to New York, in bond, and left by the night train for the Yosemite Valley, arriving at El Portal, or the gateway of the valley, at midday the following day. We then drove 16 miles up the mountains to an elevation of about 4,000 ft., to the Sentinel Hotel. The following morning we drove to the Mirror Lake to see the reflection of the sun as it rose over the mountain peaks; then took mules and rode up the mountain to Glacier Point, over 7,000 ft., passing by huge blocks of granite, one over 3,000 ft., and by waterfalls, from one of which the water drops over 1,400 ft. From here we drove 26 miles to Wawona, close to the Big Tree district of California. The following day we drove to see the trees: there are over 600 of them, the largest, which is said to be 8,000 years old and to contain a million feet of timber, is over 220 ft. high and 100 ft. in circumference. These trees grow at an altitude of 5,000 ft. to 7,000 ft.

Next day we drove 36 miles to El Portal, and took train for Sacramento, where I heard Governor Johnstone make a speech from the steps of the Capitol. From here I went to Salt Lake City, the home of the Mormons. It is a beautiful place, laid out in large blocks, each 250 yards square, the streets being planted with trees in stately avenues.

I went to the Tabernacle to hear an organ recital, on what is supposed to be one of the finest organs in the world; then went over the museum and saw many relics of Brigham Young and the
early settlers. From there I took a motor and went over the city, and then bathed in the Salt Lake; it contains 22 per cent of salt, so that one cannot sink, in fact it is difficult to get one's feet down so as to stand. From Salt Lake City I went to Yellowstone Park, coaching for 150 miles through some of the most beautiful natural scenery in the world, consisting of mountain forests at an elevation of 7,000 ft. to 8,000 ft., boiling geysers which spout to enormous heights at intervals, grand canons, waterfalls, lakes, and mammoth hot springs. One night it snowed heavily and next day the forest looked lovely as we drove through it, with the spouting of the boiling geysers that were scattered about. From Yellowstone Park I returned to Salt Lake City on a Sunday morning and attended a Mormon service, then bathed again in the Salt Lake. Next day I went to Ogden and saw the Grand Cañon there, then went to Colorado Springs and spent a few days in the Rockies, ascending Pike's Peak. I started on a donkey, but the animal could not manage the climb, so I left him and did the rest of the way, 2,000 ft. elevation, on foot, and very exhausted I was when I arrived, owing to the rarefied air. I returned by the cog-wheel railway. The peak is 14,000 ft.

Then I went over the Cripple Creek line to the goldfields in the Rockies, through beautiful scenery, and also up the Moffat Railway, the highest broad-gauge line in the world, to the land of perpetual snow.

From Colorado I went to Denver City, 5,000 ft. above sea-level. The American Knights Templars were holding a conclave, and the city was beautifully illuminated. From here I went to Chicago, and of course inspected the noted stockyards, where they can kill and dress 7,000 hogs and sheep and 2,500 head of cattle per day. It was a wonderful sight. They say they turn everything there into money except the pig's squeal. I suggested they should take records of that for a gramophone.

From Chicago I went through the big lakes, Michigan, Huron, and Erie, by steamboat, stopping at Mackinac Island, Detroit, and Buffalo, then went on to Niagara Falls, which I saw thoroughly, both from the American and Canadian sides. The falls on the Canadian side are much finer than on the American, and one gets a better view of the Whirlpool.

I crossed Lake Ontario by steamboat to Toronto, then went on to Montreal, motored round the island of Montreal, and took a steamboat down the St. Lawrence rapids. From Montreal I went to Albany, and took the day river-boat down the Hudson to
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New York, arriving on August 27. There, of course, I ascended the greatest inhabited building in the world, rising 784 ft. from the pavement and containing fifty-eight floors. It will house 10,000 tenants, has twenty-eight elevators with a combined height of 2 miles, covers 40 acres of land, has 3,000 outside windows, and is absolutely fireproof. No wood is used in its construction.

I left New York on August 30 for Antilla, Cuba, and from there went to Jamaica, where I met several old acquaintances; then on to Colon, the Atlantic entrance to the Panama Canal, arriving at daybreak on Sunday, September 7.

Most people have an idea that the plan of the Canal is very complicated, whereas it is really very simple. The plan is to form a large artificial lake, covering an area of 164 square miles; this lake is to be maintained at a level of 85 ft. by means of a big dam, in the centre of which is a spill-way, so that when there is danger of the water in the lake rising too high, the spill-way can be opened and the water allowed to run off, so that the lake may never rise more than 85 ft. above sea-level.

Vessels will be raised from sea-level into this lake through three flights of locks, and lowered again through another three flights of locks. A vessel going from the Atlantic to the Pacific will pass through a short sea-channel, marked out by buoys, 7 miles long, 500 ft. wide, and 40 ft. in depth; it will then be raised 85 ft. above sea-level by three steps, through the three locks at Gatun. All locks are made in pairs, so that vessels can go in opposite directions at the same time; they are 1,000 ft. long, 110 ft. wide, and have a clearance of 40 ft. of water at the sills. At the upper and lower ends of the high lock in every flight the gates are double, one gate being a guard to the other in case it gets rammed or injured in any way. Each leaf of the gate is 65 ft. long, 7 ft. thick, and from 47 ft. to 82 ft. high, according to the lock; they weigh from 390 to 730 tons. About midway another gate divides the lock into two chambers, 600 ft. and 400 ft. respectively, one part only being used for small vessels, so as to economize water and power. All the water for raising and lowering the vessels in these locks is brought in and out through tunnels 18 ft. in diameter; these are controlled by electric force, as is also the opening and shutting of the gates; the whole is operated by one man in a tower on the lock side. Along the edge of the lock is a cog-wheel railway for electric locomotives, four of which are used to tow each vessel through the lock, two in front and two behind; the latter to keep it in a central position and to bring it to a standstill when in the lock.
Having passed through the three locks, the vessel enters Gatun Lake, converted into an artificial lake by a huge dam thrown across the Charges River, a mile and a half in length, 105 ft. in height, with a thickness of half a mile at its base, 398 ft. in width at the level of the water, and 100 ft. wide at the top. The vessel crosses this lake under its own steam for a distance of 32 miles, including the Culebra Cut of 9 miles, which gave the engineers so much trouble, not only on account of the enormous mass to be excavated, but on account of the frequent landslips. The cut has a minimum bottom width of 300 ft., with an average depth of 120 ft., the deepest part being 395 ft.

At the end of Culebra Cut the vessel enters Pedro Miguel Lock, and is dropped 30 ft., then crossing Miraflores Lake, another artificial lake, a mile and a half wide, formed by damming up the waters of smaller streams, it arrives at Miraflores Locks, and is dropped through these two locks to the sea-level. Another 8 miles completes the journey of 50 miles in all.

The locks are required, not because, as some people think, there is a difference of level between the Atlantic and the Pacific—they have exactly the same mean level—but because of the difference in the tides. The rise in tide on the Atlantic side is about 20 in., while on the Pacific side it is as many feet, due, probably, to the shape of the Bay of Panama, which being formed like a funnel tends to exaggerate the action of the tide.

On arrival at Colon, after having a look at the place and the statue of Columbus at the Atlantic entrance to the Canal, I took the train for Panama, seeing as much as I could of the Canal from the railway which crosses the Isthmus.

Arriving at Panama I took introductions to Dr. Herrick at the Ancon Hospital, who with Dr. James kindly conducted me over the institution, and I am much indebted to them for the trouble they took in showing me all their interesting cases. I noticed that in 40 per cent of their fracture cases operation was performed, and the bones either wired or a plate inserted, or both. In the evening I wandered about the city of Panama.

The next morning I took the first train as far as Miraflores, looked all over the locks there, and walked to Pedro Miguel Lock, across the bed of what will be Miraflores Lake; then walked down Culebra Cut, watching the boring for and ramming of the dynamite cartridges, retreating under cover while the charge was being fired; I also saw the steam-shovels and the track-lifters at work. I climbed out of the cut by means of a ladder fixed into the wall, and walked

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back to Pedro Miguel Lock, where one of the staff kindly took me down inside the walls, and showed me the machinery for filling the locks and working the gates. The next morning I went to Gatun Locks and walked along the big dam to the spill-way.

From Colon I went to Carthagen and Puerto Columbia in South America; the former is an interesting old Spanish town, full of relics of the Inquisition.

From Puerto Columbia I went to Trinidad; took a motor and went out to see the wonderful pitch lake, which, like the “widow’s cruse,” never gets empty; as fast as the pitch is taken out it refills. Incidentally I saw a good deal of that picturesque island, as the lake is 60 miles from Port of Spain.

From Trinidad I went to Barbados, and then on to Cherbourg and Southampton, arriving at the latter place on September 29, just a day, within six months, from the commencement of my leave, having had a most enjoyable trip.

Reviews


This book is intended for the use of planters and others concerned in the management of coolie labour in the Tropics. The author deals with the matter on severely practical lines; his writing is commendably free from technical terms, and the advice given is for the most part very sound; more especially would we commend his steady insistence on the necessity for drainage. Although the book is intended mostly for the use of laymen, it could be read with advantage, so far as the parts dealing with sanitation are concerned, by medical men also.

In addition to the paragraphs on hygiene, simple directions are given for the recognition and early treatment of the more usual tropical diseases. As a medical handbook for estate managers the book fulfils its purpose admirably.

W. S. H.


This little manual is intended for public health students, and is especially arranged for those studying for the D.P.H. examination. Without going into the details of the contents of the book we may say that it covers in a concise and clear manner practically the whole chemical work required for the D.P.H. examination. It