

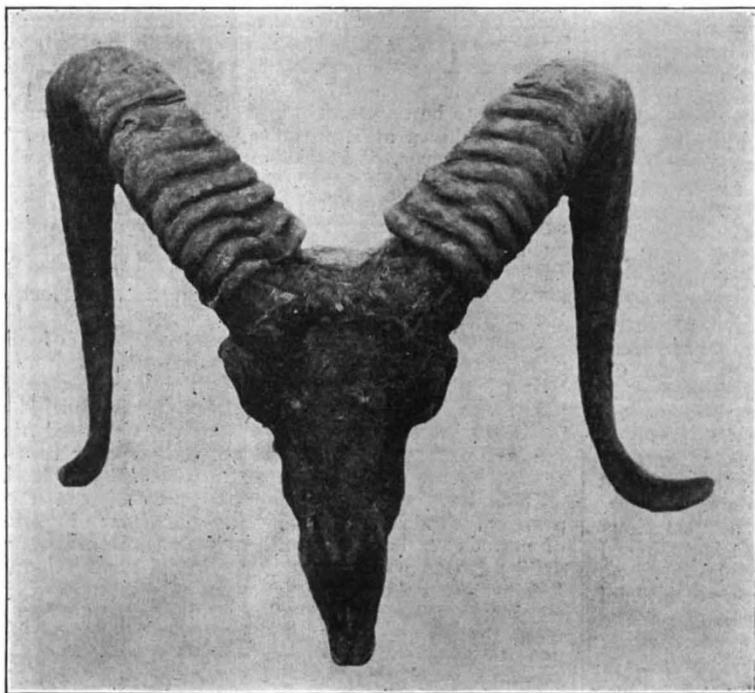
to bring home to the public the ease and safety of aeroplane travel.

One important item of the programme was not carried out. It was announced that if the circumstances were favourable the Army dirigible "Beta" would come up from Aldershot and take part in the proceedings. The weather proved perfect, it being almost a dead calm with bright sunshine. The "Beta" was ready and actually made one ascent, but for some reason which has not been given out she did not attempt the journey. Advocates of the aeroplane as being a more practical apparatus than the dirigible claim this as a triumph for their cause.

B. BADEN-POWELL.

SPORT AND TRAVEL IN CENTRAL ASIA.¹

THIS book, as its writer says, is merely "a plain record of a year's wanderings in the lesser known parts of Central Asia for the purpose of sport and travel." Its author had eyes for little else than



Ovis Karelini. From "Across the Roof of the World."

the quest of large game for the sake of their heads as trophies. Of the country through which he passed or of its people, he tells us little, and nothing at all of its other fauna or its flora, and of many of the topics of human and scientific interest which the general reader expects to find in travel-books of little-known regions. Even in regard to the large game themselves the bald narrative provides no new facts nor any intimate study of the animals or their haunts. The photographs of the heads, however, are of some interest, as the specimens hitherto figured are not numerous and the limits of several of the species are not yet clearly defined. The account of the camp outfit also may supply some useful hints

¹ "Across the Roof of the World."—A Record of Sport and Travel through Kashmir, Gilgit, Hunza, the Pamirs, Chinese Turkistan, Mongolia and Siberia. By Lieut. P. T. Etherton. Pp. xvi+437 (London: Constable and Co., Ltd., 1911). Price 16s. net.

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to sportsmen who contemplate an excursion in those regions.

Starting from Kashmir, the author crossed the Pamirs by the usual route, shooting on the way an *Ovis poli*, the horns of which measured (doubtless along their inner curve, as usual) "under 50 inches"; but he saw a pair on a tomb at Kashgar which were 72 inches. Beyond Turkestan, in the Thian Shan, he shot two specimens of the great stag generally termed the "Asiatic Wapiti" (*Cervus canadensis songdricus*), locally known as "Boga" by the Mongols, with horns measuring respectively 48 and 49 inches, the latter pair carrying 14 points or tines. A specimen of the *Ovis karelini*, with horns "just over 40 inches," was shot there, also the Turkestan ibex, with a horn length of 55 inches—the record being 57½ inches—and several Siberian roedeer (*Capreolus pygargus*). It is rather surprising to read that the skins were merely rubbed with crude wood ashes as a preservative and nothing else. Continuing northwards through Dsungaria, Lieut. Etherton

sighted, on the plain of Lake Ebi, what he believed were wild horses (*Equus prejevalski*). The Altai was crossed in mid-winter, too late to attempt following the *Ovis ammon*, for which that range is famous, so our traveller turned down the steppes of the Irtysh and Obi valleys to the Trans-Siberian Railway near Tomsk, where civilisation was reached once more.

NOTES.

IN consequence of the Whitsuntide holidays, the annual visitation of the Board of Visitors to the Royal Observatory, Greenwich, will take place on Friday, June 2, instead of on Saturday, June 3.

THE newly erected Cancer Research Institute at the Cancer Hospital is to be opened by H.R.H. the Duke of Connaught on Tuesday next, May 23, at 3 o'clock.

AN earthquake shock was felt at 8.50 a.m. on Tuesday last in the Ullswater Valley.

WE regret to learn from a Reuter telegram that Prof. Ernst Haeckel met with a serious accident on Tuesday. In endeavouring to reach a book from a high shelf he fell, breaking his hip bone.

WE regret to notice the death, at the age of eighty-two years, of Sir Nathan Bodington, Vice-Chancellor of the University of Leeds.

THE death is announced, at the age of sixty-five years, of Mr. Emerson M. Bainbridge, well known for his work in connection with coal-mining. In 1867 he was selected to report to the North of England Institute of Mining Engineers on the haulage of coal, and received for his services a valuable premium. Two years afterwards the Institution of Civil Engineers awarded him the Manby premium for a paper upon the probability of working coal at a depth of 4000 feet. Another paper, on the prevention of colliery explosions, was rewarded by the conferment of one of the Herman prizes. Mr. Bainbridge was a member of the Royal Commission on Coal Dust in Mines in 1891, and a juror of the Inventions Exhibition of 1883.