

extent, those of the International Series. The new political maps are nothing like so good as the old, but nevertheless they are still greatly to be preferred to the maps of the International Series; and after all if an aviator wants his maps to show aerodromes and things there is nothing to stop him from referring to sources of information and entering the symbols himself with his own hand when he has a few moments to spare. And for the aviator who is a collector of rarities there may yet be available in odd and musty map stores copies of the old layered and political editions, now so definitely qualified to be included in the category of early treasures.

To come now to cases and to bring the story nearer home.

(i) Madras is situated at a point on the coast south of which for 50 miles sprout a profusion of small isolated hills anything up to 500 feet high, and north of which sprouts but one small hill in 150 miles. The erring aviator making for Madras either from inland or from out to sea and striking the coast within 50 or 60 or 70 miles of Madras if he be aware of the topographical situation as just described is informed promptly thereby in which direction to turn in order to reach Madras. The India and Adjacent Countries Series map, however recent the edition, shows the situation as described. The International map shows a complete absence of hills equally north and south of Madras; and remember, the International map is the aviation map. (ii) An isolated and prominent hill, a thousand feet high, near Wandiwash, a landmark for miles, is not shown in the International map. Nor are the very considerable hills near the Madras Civil Aerodrome. Of what use then to go to the labour of indicating factory chimneys? (iii) Coming from Calcutta an aviator new to the

route found himself to his bewilderment amongst isolated abrupt hills in the vicinity of Cuttack where his map showed none. It was an International map. (iv) Lastly it is illuminating to observe how the two series deal with Kolar Gold Fields, the truth to detail in the one and the extreme casualness to say the least displayed by the other. With aeroplanes and all their accessories steadily improving as the years roll on it is depressing to reflect that Indian maps available for aviators should be so definitely deteriorating; apart, of course, from the pretty symbols to show what most aviators in India anyhow know already, e.g., that there is a civil aerodrome at New Delhi, equipped with all modern conveniences, that there is an R.A.F. landing ground at Bellary and so forth.

Actually the aviation maps for Great Britain and doubtless some other parts of the world are very good indeed. In them colouring is employed not for layering but to imitate actuality, e.g., dark green for woods, and care is taken that the shape of each wood shall be accurately entered and that the map shall be in every way as clear a picture as possible of what the aviator will see. This sort of thing would be too big a task altogether for India where forests and scrub are of vast extent and without either clear definition or shape, merging as they do by gradual degrees into cultivation or wasteland, but on the other hand the old layered edition of the India and Adjacent Countries Series, if brought up to date and not spoilt in the process by slipshod copying, would make an ideal aviation series. In the meanwhile aviators will do well to avoid the official aviation maps and choose the political maps of the India and Adjacent Countries Series instead, which for all their deterioration of late years are really quite good enough.

VITAMIN E—A SYMPOSIUM

Vitamin E—a Symposium. The Food Group (Nutrition Panel). (Society of Chemical Industry, London), 1939. Pp. viii + 88.

SINCE the discovery of Vitamin E in 1922, there has been a very large volume of work on the various aspects of the vitamin, chemical, analytical, physiological, clinical and therapeutical. The Nutrition Panel of the Society of Chemical Industry, organized a symposium in April 1939, before which some of the most prominent workers in the field, have presented their contributions. The present volume representing the proceedings of the symposium, constitutes a valuable summary of our knowledge in a highly important biochemical field. Special attention should be invited to the contribution by Professor Karrer, who deals with the synthetic analogues and homologues of

Vitamin E and discusses the stability of tocopherol and tocopherol esters. Part II of the volume which deals with the physiological action of Vitamin E and the consequences of Vitamin E deficiency, will prove intensely interesting and illuminating to the medical profession who have to deal with cases of sterility. Veterinary doctors and animal breeders will find plenty of useful and practical information in Part III of the volume which is devoted to a discussion of the clinical and veterinary uses of wheat germ oil and Vitamin E preparation.

The Society of Chemical Industry should be congratulated not only for organizing this symposium but also on the production of this volume which will command the attention of a wide circle of investigators and which will stimulate further research on this important vitamin.

M. S.