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Can any of the readers of the *Quarterly Statement* throw additional light upon the mysterious origin of this Greek Fire?

In connection with the subject, the late Consul Finn¹ draws attention to the following interesting passage from Lambarde's *Topographical Dictionary* :—

“I, myself, being a child, once was in Paule's Church at London, at a feast at Whitsontide, wheare the comyng down of the Holy Ghost was set forth by a white pigeon that was let to fly out of a hole that is yet to be seen in the midst of the roof of the great ile, and by a long censer, which, descending out to the same place almost to the very ground, was swung up and down at such a length, that it reached, at one swepe almost to the west gate of the church, and with the other to the queer stairs of the same, breathing out over the whole church and companie a most pleasant perfume of such swete thyngs as burned therein.”

THE PRESENT STATE OF THE JERUSALEM TO NÂBLUS ROAD.

By J. CROPPER, ESQ., M.A., M.D.

THERE are many surmises as to the date at which it will be possible to drive right through by carriage from Jerusalem to Nâblus, but our readers will be able to judge of this for themselves on knowing how the work stands at present.

The road has, of course, been made and in use for some years from Jerusalem to the hill above Khan Lubban, two or three miles beyond Sinjil, and also from Nâblus to beyond Hawâra, a distance of two hours' riding, though, owing to various causes, this latter is in very rough condition, principally from want of use.

The distance of two hours' riding, say eight miles, from beyond Hawâra to Khan Lubban has been thrown up and levelled, the

¹ *Stirring Times, or Records from Jerusalem Consular Chronicles of 1853 to 1856.* London, 1878, Vol. II, p. 462.

gradients being very good. A detour has been made round the first steep hill, and then the road sweeps to the east and back again to join the old bridle path, having crossed what is known as the Brook Mochmur on the P.E.F. map by a substantial stone bridge; thence following the old road through a narrow wady the plain is reached to Khan Lubban; the new road following the old track.

Throughout this portion, the two remaining bridges are in course of construction, and gangs of women were busily at work collecting stones from the surrounding fields, though where these are large a good deal of time must be taken in breaking them up.

In no case has the road metal been put on the road or the binding material "How-war" been collected.

Carriages occasionally drive through to the Khan from Nâblus over the half-finished road, but this is very heavy work in wet weather.

There remains now only the steep hill above the Khan, and this is being rapidly made by blasting where necessary and by earth embankments, the road winding three or four times in a serpentine manner down the face of the hill.

One of the "gangs" in charge of the work assured me that the whole of the road would be finished in four months time, *i.e.*, in May, but unless much more labour is employed it can hardly be open for traffic before the next travellers' season in December of this year. The weather was very bad up to the end of January, and this no doubt has delayed the work.

The Jaffa to Nâblus road is now open, but a considerable portion of it has evidently been under water during the recent rains and was being rolled—having assumed a pudding-like condition. The road metal is deficient in amount and the bottom boggy: this applies to the "section" near el Ferochiât: the Jaffa end of the road is in far better condition than formerly.

It is definitely announced that the railway is to be made from Jerusalem to Nâblus and so through to Jenin to join the Haj railway at 'Afûleh.