

ANCIENT TRADE ROUTES TRACED BY AMBER FINDS

The gradual unearthing of amber ornaments in graves and treasure hoards buried a thousand and more years before the Christian era, has enabled archaeologists to trace the trade routes of ancient Europe. J. M. de Novarro of Cambridge, in a recent talk before the Royal Geographic Society, said that amber was the one imperishable and still distinguishable object of barter exported from the north of Europe to the south in prehistoric times.

Chemical analysis, he stated, has shown that the fossilized resin of the Baltic regions contains considerable succinic acid present only in small percentages or not at all in the amber native to the south. This distinguishing characteristic of the northern amber, in addition to its comparative scarcity around the Mediterranean, has opened up an important means of tracing the prehistoric transcontinental trade routes to Italy.

The trade in amber, which was apparently very highly prized by the ancients, flourished during the bronze age, and it is considered likely that it led to the introduction of bronze into the north. During the middle bronze period Germany seems to have played a larger part in the trade than Italy, though it was probably through Italy that the amber reached the countries around the Aegean Sea. During the iron age commerce over the route through central Germany grew considerably, Italy exerting, in consequence, a more direct influence on the northern countries as their trade contacts increased. Later the eastern route came into use through Bohemia where thus far only occasional remains have been found.

Mr. Novarro believes that the amber trade reached its zenith around the seventh century B. C. After that it gradually declined until the fourth century when apparently amber went out of fashion altogether.

TESTS FOR COLOR BLINDNESS SHOULD BE MORE SEVERE

Only half of those dangerously color blind are eliminated by the usual tests used to select applicants for train, yard and engine service on railways. Dr. Archibald Chace, chief surgeon of the St. Louis Southwestern Railway Lines, made this startling statement in a talk on colorblindness in industry recently before the section of the American Medical Association on diseases of the eye.

He maintained that the devices simulating a lantern were the only type suitable for such tests. The ordinary field tests, he said, were of little value because they were made under ideal conditions and not such as would arise in emergencies and result in accident. They should be made under all the circumstances of steam, rain, fog, smoke, daylight, night or dawn that would arise under natural weather conditions by methods planned in advance to cover the 288 possible ways under which signal lamps or flags may be observed, he declared.

Dr. Chace, who has had seven years of experience in supervising the examination of applicants for hazardous occupations, said that tests for color blindness require