

The figure of the Captain and the Chief Officer seems to us, to fail in its application, as the Chief Officer is subordinate to the Captain preliminary to becoming Captain. The relationship of Superintending nurse and doctor is much more like that of Chief Engineer and Captain, each Head in his own Department. The Chief Engineer carries out the orders of the Captain without delay or question, but if the Captain undertook to handle the throttle himself or inform the Chief Engineer how to do his work, he would soon find himself dismissed from his ship. A lady doctor is very unlikely to find a nurse resenting her authority unless she attempts to dictate in regions outside the domain of the Medical Officer. Those who heard Colonel Jennings's paper at the Bombay Conference will remember the quotation he read on the relationship of nurse to doctor. *Page 57, Journal for February.*—Editor.)

HINTS ON INDIAN TRAVELLING.

BY E. G. H.

OPINIONS are divided as to the comfort or otherwise of travelling in India; some think it more pleasant and others less than travelling at home. Like most other things, however, a little forethought and preparation will go a very long way in reducing the discomforts and unpleasantnesses attendant upon it, and for nurses, who constantly have to travel at very short notice and who should arrive in the pink of condition at their journey's end, it is essential that such forethought should be given to the matter. On the frontier it is the custom with many regiments for the officers to keep up complete service kits ready packed, so that on being ordered to take the field they can devote the whole of their energies to their military duties, knowing that their service boxes contain everything needful for their private wants for a long time, and though financial considerations will often prevent nurses carrying this ideal out completely, it is yet one which might be aimed at with advantage.

The whole thing is thinking out the journey carefully beforehand and realizing all that one will want and will have to do, writing down notes of these points, and compiling lists from them. It should be decided beforehand exactly what one means to take and to do in such an event, and as such trips and the stay at the end will vary very considerably, three or more schemes should be drawn out. For instance, the first might be for a hot weather journey of not more than two days with a long stay at the end, the second one a longer journey and a shorter stay in the cold weather and so on. As a matter of fact it will be easier first to decide what are the things necessary to do and take on *all* occasions and then have separate lists for the particular occasions of the additions necessary. These should be clearly written out and copied into a "travel note book," as well as on to a foolscap size cardboard which should be hung up on the wall where it cannot get mislaid. If one's servant can read and write it will be well if she be made to copy out the list in her own language and also be instructed how to pack, etc.

Useful additions to such lists and to the "travel notebook" will be the times of the principal trains and fares, and a railway map pinned up on the wall where it will not offend the eye is a cheap and most useful adjunct when planning a journey. A railway A.B.C. is not a very expensive luxury either to indulge in every few months—for trains do not alter much—and is most useful *en route* as well as at the start, and one should be in the hands of every constant traveller.

The wise traveller as well as the economical one nowadays usually makes his own food *bandobast* for a railway journey, and there are many advantages in doing so, expense being by no means the least. One can hardly feed for less than Rs. 5 a day on the rail and usually it costs more, whilst the food is very indifferent and sometimes is even dangerous. By making one's own arrangements one can usually feed like a millionaire at half the cost, and do so in one's own time. It is certainly a nuisance making tea oneself, but on the other hand the usual station tea is too horrible to touch; the solution lies in having one's own tea and tea pot and in boldly invading the kitchen of the refreshment room to secure the boiling water necessary to complete the scheme. An anna or too is always accepted as ample recompense for the hot water.

Dress requires careful thinking out, and for a novice the wisest thing to do is to consult an older and experienced woman who always turns out well in everyday life; such a woman will undoubtedly have considered the matter carefully and be able to give valuable advice as to colours and materials and similar matters. One very sound scheme which has come to the writer's notice is a sort of silk bathing cap with a draw string which is light and can be made to look very nice, and serves splendidly to keep the head clean and free from smuts.

As regards one's kit in general, the writer has found that a kit bag is far more convenient for one's bedding than a hold-all or valise, as it will take all sorts of extra things as well as bedding, is far safer, and in wet weather will make sure of one's bedding being kept dry. Also it has the great advantage of being far easier and quicker to pack up. A cushion or pillow is always convenient in the day time, and if one does not like the look of a white pillow or fears to dirty it, a good plan is to have a coloured linen outer case with a frill for day use. A palm leaf or matting fan should always be included in one's travelling kit, and a railway key is often very useful.

Tonga travelling has still to be undertaken in many parts of India and is often very uncomfortable. A device that will help greatly is to have a turban cloth and to tie it at the level of one's head across the frame work of the tonga hood; this will form a very comfortable head rest. A belt buckled to various parts can also be made useful as an arm or foot rest, and at night the writer has managed to sleep very fairly comfortably

through using a belt in this way and being able to feel quite secure thereby.

Travelling is often an excellent time to do and to read all those things for which one cannot find time in ordinary life, and it is well to keep a list of these in the "travel notebook," and to prepare beforehand to carry them out. If one feeds oneself and has one's meals whilst the train is going, quite a lot of writing can be done whilst other people are eating in refreshment rooms, and if one does not mind writing in bits, the average train gives a good deal of time in halts at wayside stations. As regards books it is wise to take at least three or four of as varied styles as possible and not only light novels, of which one is apt to tire very soon when one has nothing to do. A technical book in which the case to be nursed can be looked up will, of course, be sure to be included.

Finally, get into the way, if possible, of looking forward to the journey as a pleasant interlude and break in the routine of one's life instead of considering it a tiring and disagreeable period. Dwell on its pleasant points and think out how the unpleasant ones may be obviated and defeated. If only this attitude be adopted it is wonderful how journeys will come to be liked and even looked forward to, and one will arrive at their ends fresh and full of energy to pick up again the thread of professional work

AS IT WAS TOLD TO ME.

THE conversation turned in a way that so often happens and nobody could say how, from the loss and grief of losing books that were lent, to the following:—"Yes, my father was through the Mutiny, he was a Captain in the Volunteers at Jullundur. He hid my mother in a dry well for four days and fed her at nights only, fearing to go near the place in the day, she had one little one with her fifteen months old. Then one day he had orders to march with the troops, the Captain of the same when they were well on the road, gave him orders to go back and fetch his, the Regimental Captain's wife and children from their house. He went. There was no wife to bring, only a naked body tied to a chair with eighteen sword cuts in it, and in front of it two other little bodies nailed upside down to the wall. Four of the scoundrels were lurking in the house and they paid the price of this crime with their lives at my father's hands. He was mad, absolutely mad. How about his own wife? He got her away with the help of some friends; they put her in a dhooly, and told her to lie flat down and on no account to sit up at all and carried her off amidst armed men. On the way they met rebels also armed who attacked them, saying "Oh, Oh, what have we here?" and thrusting their spears through and through the dhooly, one of these cuts at least must have killed my mother had she been sitting up. So the men surrounded