

I hoped to find many interesting things, but did not see any hewn stones of any size, which were, perhaps, already taken away or buried in the sand. Those stones which once belonged to the walls were not hewn like those which are in the neighbourhood of Jaffa, but broken from the cliffs. Behind the hill is a kind of plain, the height of which is not many feet above the beach, and as there are indications that the sea once came nearer to the cliffs, and even to the foot of the hill, it is probable that the plain was a little bay or creek, and that the hill in question was at that time a peninsula.

The question now arises : what site is this, or what stood on the top of this hill? Its name being "Tell Yûnis," Hill of Jonas, reminds one of the Prophet Jonas, who met with his fate in this neighbourhood.

That a temple, church, or any other monument may have been erected to his memory, we cannot say. There are several sites dedicated to this prophet, leaving out the one at the Euphrates. Major Conder, in the *Memoirs* ("Special Papers," p. 295), speaks of *four* in this country : one in Meshed, where his tomb was shown at an earlier period ; one south of Jaffa, on the south bank of the River Sukereir, near the sea, and 13 miles to the south of the hill in question, or 17 miles south of Jaffa (about which Major Conder remarks, "probably the traditional spot where the prophet was left by the whale"); the third at Hülhül, near Hebron ; and the fourth at Sarepta, near Tyre. The one now found would be the fifth.

This newly discovered hill is the property of a native at Jaffa, who wishes to sell it. Several Europeans went there, but hitherto no purchase was effected.

C. SCHICK.

Jerusalem, November 29th, 1888.

IMPROVEMENT OF ROADS IN PALESTINE.

MUCH zeal on the part of the Government may be observed in the last two or three years for making roads in Palestine.

The existing one, from Jaffa to Jerusalem, has been much improved lately, and the work is still going on.

Not only the line itself is improved, but in many places new and better lines have been made. There are three chief places especially in which such improvements were made :—

1st. The Serpentine line, going down the steep descent into the Kulonieh Valley, west of Jerusalem, was abandoned, and an entirely new line made north of it, on the northern brow of the large valley of "W. Beit Hannîna" and "Kulonieh." The descent now begins at the second watch-tower, and passes near the village of Lifta, in a regular descent of 5 in a 100, along the brow of these barren hills to where it joins the old road, near the new and handsome bridge at Kulonieh. It is

a pity this road was made too narrow, as in the event of two carriages meeting at full speed, collisions would probably ensue.

On this account they are about to widen it, breaking away the rocks, and building parapet walls on the outer edge wherever it is necessary. The distance traversed is somewhat longer, but is proportionally easier.

Some alterations were made on the right side of the valley towards "Küstül," but of minor importance, but at the ridge the bad part will still remain unless a tunnel about 800 feet long is made.

2nd. The second improvement is at Kuryet el-'Enab, where the ascent was always hard work, and driving down it dangerous. It is in some degree longer, but with a gentle descent; also on the other side of the ridge, towards "Saris," it was made better and with more skill even at Saris itself.

3rd. The third is at "Latrôn;" the old line went over the ridge of the Latrôn Hill itself. The new road follows the valley without any rise, and at the same time no longer than the other.

It joins the old road one mile west of the Latrôn Hotel—a misfortune for that establishment—the new road not approaching it. The proprietor must do something to attract travellers.

In the Plain Country several improvements were made, but unhappily the steep ascent at Kubab is still remaining and not improved.

One of the decaying watch-towers near Ramleh was removed and put nearer the road. Through the Gardens at Jaffa the road was made much wider.

The road from Jerusalem to Hebron is finished so that carriages are now going there. At some places the old route was abandoned, and new and better ones made.

The road from Jaffa to Nablus will also be made; some parts being already done.

At Jerusalem the road outside the City, from its north-western corner eastwards along the northern town wall down to the Garden of Gethsemane is now in course of reconstruction, and, when finished, will be carried on to Jericho and the Jordan.

C. SCHICK.

Jerusalem, December 5th, 1888.

SOME JERUSALEM NOTES.

ON the plan of Jerusalem, A.D. 1187, which is given in Professor Hayter Lewis's recent work on the holy places of that city, the "House of the Holy Ghost" is marked. It may not be generally known that a house called by that name still occupies the same position. It is in the western part of the Jewish quarter, and is, or was, inhabited by Jews. The House of Annas appears to be now included in the precincts of the Armenian Convent, and is probably part of the Nunnery and Girls' School known as Deir ez Zeitûny. The Church of St. James is repre-