Suggestion 3.—In discussion of type material modern terms indicating its precise nature will be found useful. Examples of these terms are: type (or holotype), allotype, paratype, cotype, lectotype, neotype, etc.

Suggestion 4.—In all cases in the serial treatment of genera or species and where first used in general articles the authority for the species, or genus, should be given; and the name of the authority should not be abbreviated.

Suggestion 5.—Where the title of any publication referred to is not written in full, standard abbreviations should be used.

Suggestion 6.—When a species discussed has been determined by some one other than the author it is important that reference be made to the worker making the identification.

It is believed that nearly all workers will realize the importance of these or similar rules and it is hoped that other periodicals will carefully consider the matter and determine on definite policies. Such a step would be of great help to all workers and would assure a firmer foundation.

Rule 4 covers a subect which is often abused. When we consider that much of the cataloguing and indexing is now done by people with but little experience and knowledge, it is especially important that all communications should be properly signed.

S. A. ROHWER,
Corresponding Secretary-Treasurer

A NEW MARINE TERTIARY HORIZON IN SOUTH AMERICA

IN preparing a monograph on marine Tertiary mollusca from the Lower Amazon region for the Serviço Geologico e Mineralogico do Brazil, we have been astonished to note that we are dealing with a horizon approximately equivalent to the blue marls of the Yaqui valley, Santo Domingo; the Bowden beds of Jamaica; the Gatun formation of the Isthmus of Panama, and the Chipola beds of Florida.

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THE PANAMA CANAL SLIDES THAT WERE

THE big slides that blocked the Panama Canal after its opening were removed sufficiently about April 15, 1916, to permit ships to again use the waterway. The dredges continued at work, however, until they had not only brought the channel to its former size but, by April 1, 1917, had also made the part where maximum sliding occurred more than 200 feet wider than it was before the temporary stoppage of traffic. After January 1, 1917, only a little dredging was done, and by February 1, 1918, it was practically discontinued.

On August 30, 1916, a large bowlder slid into the channel and, because of its menacing position, caused navigation to be suspended until it could be blasted out. Because of its great hardness the rock was not completely removed until September 7, 1916. Since this 7-day interruption to navigation in 1916 the canal has given absolutely satisfactory and uninterrupted service.

Now that even dredging in the vicinity of the former slides, except a very little for general maintenance, has been discontinued for several months, it is interesting to recall an article published in the *New York Times* during the latter part of 1915, part of which follows:

> That uninterrupted service through the Panama Canal could not be expected for several years was the statement made last night by Professor Benjamin Le Roy Miller, Ph.D., who occupies the chair of geology at Lehigh University.

The article continues, quoting the professor directly:

> Before the canal can be said to be completed and permanently opened to traffic, the amount of material that must be taken out will not fall far short of the amount already taken from the Culebra cut.
>
> Transportation companies planning to use the canal should realize that they must not expect uninterrupted service for several years. During the dry season the canal may be opened, but it is certain to be closed during the rainy season when the earth is soaked with water and its movement toward the canal facilitated.

General Goethals, then governor of the Panama Canal, in his annual report for 1916