MEDICAL AND SURGICAL APPLIANCES.

A Tonsillotome.

MESSRS. MAYER AND MELTZER, of 7, Great Portland Street, W., have made to Dr. T. Muirhead Martin's instructions the tonsillotome for the enucleation of tonsils shown in the accompanying illustration. It is, Dr. Martin (London, N.E.) writes, a modification of that of Ballenger of Chicago, but the handle is at right angles to the shaft, and when the blade is driven home the angle becomes obtuse. Again, the length of the shaft is 15 cm., and the handle clear of the patient's face. The shaft is strong and does not bend when pressure is exerted in raising the tonsil forwards. The ring is thin, having an oval opening, the length of which is 22 mm. and the width thereof 20 mm. The edge of the blade is dull, and is received into a shallow roughened slot. When the blade is driven home by the scissors-like pressure of the right hand, the left hand remains free to manipulate the tonsil well into the ring and to steady it, and so protect the anterior faucial pillar as the blade—which cuts immediately behind the upper surface of the ring—enters between that pillar and the tonsil. The whole instrument can be readily and quickly taken to pieces and boiled.

A Note on Central-eyed Needles.

Mr. PERCIVAL P. COLE, F.R.C.S. (London), writes: I have for some time been using needles with a central eye and pointed at both ends. With the aid of a needle holder—an ordinary pair of Spencer Wells's forceps—any fingering of the needle or thread is easily avoided. The movements of supination and pronation are made use of so that the same grip that pulls the needle through serves to reinsert it. The thread or gut is knotted together at the ends and the first stitch is fixed, not by tying, but by passing the needle through the loop. Thereafter, the suture is continued with a double thread, thus permitting the use of a finer suture than would otherwise be safe. The needles are very handy for stitching the pelvic peritoneum in such operations as hysterectomy, where the ordinary needle is withdrawn at every stitch to allow the grip to be shifted. The needles are made straight and curved, the straight being the more generally useful. With the straight needles an ordinary overstitch, a blanket stitch, a post-mortem stitch, or a continuous Connell stitch can be readily and quickly inserted. The curved needles cannot be used for any form of overstitch, but serve for the insertion of continuous mattress or post-mortem stitches.

The straight needles can be obtained from Messrs. Allen and Hanburys, Limited, 43, Wigmore Street, London, W., and from Messrs. A. Browne of Leicester. The former firm will also be in a position shortly to supply the curved needles of this type.

MOTOR CARS FOR MEDICAL MEN.

TESTING A CAR FOR COLONIAL USE.

By H. MASSAC BUIST.

THE Royal Automobile Club has lately completed a test on novel lines of a colonial Napier chassis of nominal 20 h.p. and 19.6 h.p. according to Government rating, the bore measurement of the four-cylinder engine being 89 mm. and the piston travel 187 mm. In the condition in which we travelled—I made one of the daily stages—the machine weighed very little less than two tons. Starting from London, on the way down to Surrey we quitted the main road to plunge through the river Wey, which was 3½ ft. at its deepest where we crossed it on the day in question. This caused no difficulty, either to ignition or carburation, for all these details are admirably contrived to enable these sort of manœuvres to be accomplished as matters of course. Then we proceeded to Hankley Common, which is a series of hillocks clad in gorse to a depth often above the hub caps.

The point of this part of the test was incidentally that it is impossible in the circumstances to foresee the holes and ruts of the way into which you are dropping. After each passage of the car the thick undergrowth springs back again, so that no trace is left behind to serve as a

guide for the next journey over the same route; nor was the way flagged. Therefore we drove only by direction and by total mileage, no two journeyings over the route giving the chassis the same series of shocks. That they were shocks may be judged from the fact that a monocol of one of the passengers was shaken out of its gold rim, in addition to which we lost our caps as we bounced about when the wheels fell into ruts and holes. Yet the axles never once cracked against the frame of the car, therefore, though we had plenty of bouncing, we had no jars and sustained no bruises.

Nor did the car go at the work at a crawling pace. On the contrary, it revealed a very ready acceleration, while the brakes came in for good testing when we suddenly found ourselves coming along the edge of a hill and perceived the land disappear in front of us. The machine made a descent down the heather-clad side in cat-like fashion. The chassis was twisted in all manner of ways, but invariably sprang back on the car passing on to more level ground.

After doing fourteen miles of this each morning and afternoon for four consecutive days, the car was driven an additional four miles over a sand route the loose surface of which was sometimes quite 18 in. deep, while the hard under portion was of exceedingly irregular contour. Only when we got on to the high-road again did we realize how refined a vehicle this is. It was a real test of a practical character, which served to reveal the machine as being capable of withstanding the shock of overseas service in districts where roads are conspicuous chiefly by their absence, and that, in addition, the Napier firm, which is making such a speciality of cars for colonial service, has contrived in most ingenious fashion to embody those particular qualities of refinement which are perhaps the most distinctive feature of the first-class British motor carriage for home service.

TYPHOID FEVER IN CAMPS.

THE EXPERIENCES OF THE UNITED STATES DURING THE WAR WITH SPAIN.

In 1898, in consequence of the outbreak of war with Spain, commonly called the Cuban war, the United States assembled a large force of volunteers under conditions not very dissimilar to those existing in this country to-day. The camps of the volunteers were very severely visited by typhoid fever. The history and causes of this serious outbreak were fully described and discussed in an elaborate report by a board of medical officers (Mayors Reed, Vaughan, and Shakespeare) appointed on August 18th, 1898.

The full text of the report was not issued immediately, but shortly after it reached this country, in 1905, it was subjected to a very careful and detailed examination for this JOURNAL, and it was shown that a study of the facts and discussions in the report rendered the following inferences obvious.¹

GENERAL CONCLUSIONS.

In military expeditions, and in any encampments which are to be occupied for a prolonged period, it is of first importance at the outset—or rather, beforehand—to appoint a sufficient number of expert officers to be on the look-out for the first cases of typhoid fever which are sure to occur sooner or later, and for the insidious and abortive cases so liable to escape notice.

In the second place, it is of no less importance to give the medical officers every facility for the separation of such cases from the crowded tents, and for the thorough disinfection of their excreta, bodies, clothing, and tentage.

Without such precautions and provisions all encampments occupied for longer than a few weeks will be liable to disastrous typhoid epidemics.

HISTORY OF THE OUTBREAKS.

From the report it appears that about the end of April or beginning of May, 1898, over 100,000 volunteers had

¹ BRITISH MEDICAL JOURNAL, July 13th, 1905, p. 137.