MOTOR NOTES FOR MEDICAL MEN.

By H. MASSAC BUIST.

THE SCOTTISH MAJORITY MOTOR SHOW.

THE Majority Exhibition promoted by the Scottish Motor Trade Association, which was opened by the Duke of York at Kelvin Hall, Glasgow, on January 26th, is, of course, not so representative as those in London or Paris, because the only building available is quite inadequate to serve the purpose. The English and French displays are chiefly manufacturers' exhibitions promoted to afford an opportunity of meeting agents and motor traders from all quarters of the globe. By contrast the Scottish show is primarily a display for the purpose of enabling agents to meet their clients. Hence relatively few manufacturers have taken stands, though the exceptions include Arrol-Johnston, Argyll, Bean, Beardmore, Clement-Talbot, Citroën, Daimler, Darracq, Humber, Lanchester, and Vulcan. There are even two London coachbuilders, each of whom has taken a stand—namely, Barker and Co. and Windover; both display large cars, such as Rolls-Royce and Daimler types, equipped with their special town carriage coachwork. For the rest, the well known manufacturers prefer to be represented on the stands of their various Scottish agents. In some cases this is an advantage, as instance the wide variety of Wolseley, Sunbeam, Chevrolet, Vauxhall, Crossley, Overland, Humber, Standard, Hillman, Austin, Citroën, and other popular types of vehicles illustrated in notable variety by reason of one or other of the leading agents in practically all the big Scottish centres being appointed by these firms; each is showing some particular type. In this manner one Scottish agent is able to assist another.

Even so, however, the space problem is very acute despite the cutting down of the circulating avenues and the ingenious use of odd corners of the building. The reason is not surprising. Apart from the eminently international character of the exhibits, they are not confined merely to passenger cars and accessories for them, but embrace, besides, the largest lorries and the smallest motor cycles. The result is a wide recognition of the fact that, though the temporary building, which is little better than a war time shed, provides greater accommodation than any pre-war exhibition building either in Glasgow or in Edinburgh, nevertheless it is wholly inadequate to the purpose of Scotland's motor exhibition. There is therefore afoot a movement to the end that the Glasgow Corporation should take the lead in securing the erection on the present site of a permanent exhibition building that shall be worthy of the commercial capital of Scotland, and which shall give the facilities so urgently needed for the promotion of various trades in an age in which it is becoming increasingly gainful to promote annual exhibitions of the wares produced by the leading industries.

CHIEFLY CONCERNING THE GAELIC INDUSTRY.

For the visitor to the London motor shows in November there is nothing new in the present exhibition, which closes at Kelvin Hall, Glasgow, on the night of Saturday next, February 3rd. Nor are all the novelties introduced in London to be found there. On the contrary, the display represents approximately half the new classes of vehicles seen in London. Nevertheless, a better selection it would have been almost impossible to make. There are complete novelties in chassis and body construction, such as the Lancia-Lambda model displayed in Kelvin Grove. The Scottish passenger car industry, too, is well represented on various stands by Arrol-Johnston, Argyll (introducing a new 11.4-h.p. single-sleeve valve engine model), Beardmore, Galloway, and Rob Roy cars. One impression the visitor gets is somewhat unexpected—namely, that a greater proportion of the exhibits at this show than at either London or Paris consists of the larger middle size, and even of the largest cars. It is not to be inferred from this, however, that the motor trade in Scotland is concerned in any less proportion with the newer small car movement than is that in the south. It is merely that, having a limited space at disposal, agents for given builders prefer rather to show the most impressive vehicles of those makes in their space than the smaller standardized types. For one thing, this gives a greater element of variety to the display because, generally, the more expensive cars are available in chassis form, whereby the individual coachmaker is enabled to present new ideas in bodywork. Many of the leading agents in Scotland came

into the motor business because they were old-established coachbuilders. For the rest, undoubtedly buyers in Scotland are no less interested than those in London in the evolution of small cars standardized with bodies complete. In this connexion the advent of the standardized 11.4-h.p. Citroën chassis, with which the Sahara was crossed, with British-built bodies for passenger road service, is proving of interest. In a larger class, but low in price, is the 23.8-h.p. Treasury rating Dodge car shown on Stand 44 by Messrs. John Croall and Sons, the Edinburgh agents, this being one of the four most remarkable types of cheap cars made by the American industry. The particular examples shown take the form of a five-seater saloon, and of a touring type. But the average medical man will be more interested in the £375 all-steel Dodge coupé; I made trial of it lately, and it proved a quite extraordinary car on the through drive, alike for traffic and in climbing rises. It has three speeds forward; but in practice two only are used, because one invariably starts on the second gear and passes almost immediately into the direct drive if the engine is warm. The electrical engine starter on this car is capable of turning the crankshaft in spirited fashion, with the result that there is no difficulty in getting the engine going in cold weather. The accommodation provided by the coachwork, and the completeness of the equipment, as well as the finish in the matter of window furnishings, and so forth, will repay study on the part of the medical man wanting one of the larger middle sized classes of coupé. It is not a small car, but a full scale one, though the price is more akin to that of the small classes.

MISCELLANEOUS EXHIBITS.

Dealing in alphabetical order with the exhibits, and omitting the names of the stands on which the various examples are to be found, one notices that the overhead-valve engine Gwynne-Albert types, including the 8-h.p. 2/3-seater and the 11.9-h.p. all-weather models, figure in various parts of the building, as do examples of the 18-h.p. 6-cylinder overhead-valve engine Armstrong-Siddeley type, which has made the most striking performance in R.A.C. certified trials of any vehicle during the last twelve months, the Dewar Trophy having been awarded in respect of one of these performances. Of entirely new cars introduced at Olympia, the 18/50-h.p. 6 cylinder overhead-valve engine Aster chassis is notably low in price, and is the first type made by a firm of over a score of years' experience of specializing on engine production; hence the exhibit is exciting considerable interest. The Austin series is attracting attention by reason of the price of the 12-h.p. and of the 20-h.p. types, and of the novelty of the 7-h.p. two-seater. The Bean doctor's coupé is appealing to business men, too. It is a very serviceable, hardy little car with pliant suspension and four speeds forward, the body accommodation being amply large enough for those of more than average stature, and the controls being easy and on the normal side of the driver—namely, the right. The low price of the 6-cylinder Buick models, and the great improvements made in the coachwork this year, are matter of favourable comment, as is the extraordinary value for money provided in the Chevrolet proposition. The new 12/14-h.p. four-seater Crossley is welcomed as bringing this make within a lower purse range than hitherto, a remark which also applies to the introduction of the new 16-h.p. and 12-h.p. Daimler 6 cylinder models, which are represented with special coachwork on quite an extraordinary number of stands.

NEW TYPES AND FAMILIAR MAKES.

De Dion Bouton and Renault, who from early days have done perhaps more than any other makers, certainly on the Continent, to make motoring a practical proposition for medical men, bring forward their newest models, which are both reduced as to price, and, in the former case especially, developed mechanically along lines that bring them quite up to date. The way in which these makers have stood hard use in the past is a great point in recommending them to notice on the present occasion. The very interesting Enfield-Allday car, which made a great reputation by its performances, alike in the hands of the public and in competition, last year is regarded as an outstanding example of the efficient small car class. The Hillman, a pioneer of British small cars, makes a favourable impression by reason of the new 11-h.p. types, numerous represented in Kelvin Hall, being equipped with excellently designed all-weather bodies. The pioneer of the cheap 4-cylinder water-cooled British cars, Humber, this year introduces engines with port overhead and port side

valves; the 11.4-h.p. and the 15.9-h.p. 4-cylinder models are supplemented by a popular 8-h.p. type marketed at £275 complete. By reason of its sweeping series of victories in competition this year, as well as the prices and long proved wearing qualities, the 10/15-h.p. and the 15/20-h.p. Fiat models are proving a great attraction; while the new 6-cylinder type with front-wheel brakes and overhead-valve engine is regarded as a pioneer design of the period and a moderate-priced proposition among the large cars. In the last class the Napier town carriage and the latest Rolls-Royces constitute outstanding features of the exhibition.

The reduction in price of the 12 h.p. Rover standardized coupé as developed since last season makes it a very attractive proposition; the 8-h.p. model is now introduced with a dickey. The bodywork of the Standard car, a specialty of which is the amplitude of the accommodation, including length of leg room, is being commented on favourably. The increase in the engine size of the 14-h.p., overhead-valve, 4-cylinder Sunbeam renders it even a more remarkably lively car than it was last year, when it had no rivals, while it is proportionately as cheap to buy and economical to run. The new 14-h.p. side-valve engined Vauxhall, now in production, is very interesting; with Princeton touring body the price is £595 only, complete.

A novelty to the Scottish motorist is the 14-h.p. side-valve engined Wolseley car, which is to be described as a family carriage, having the same class of chassis as the luxurious 15-h.p. overhead-valve engined type. The former is very cheap at £525 complete. Likewise the reduction of £90 in the price of the 10-h.p. overhead-valve engined model of this make brings it within the purse range of a class hitherto unable to consider it.

Take it for all in all, therefore, this is an eminently satisfactory exhibition, and one which has so far proved of great service to those interested in motoring north of the Tweed.

England and Wales.

CENTRAL MIDWIVES BOARD.

At the meeting of the Central Midwives Board for England and Wales held on January 25th, with Sir Francis Champneys in the chair, charges against two midwives were considered. One was cautioned and put under probation for three and six months' reports, and the other was removed from the roll and prohibited from practising in any capacity in connexion with childbirth. Communications were read from the Queen Victoria's Jubilee Institute for Nurses and from the Ministry of Health announcing the re-election, as representatives on the board, of Miss Rosalind Paget by the former institution and of Miss Haydon and Miss Le Geyt by the Ministry.

Business dealt with by the Standing Committee included the following resolution from the local supervising authorities for the county of Southampton, Surrey, Ipswich, Great Yarmouth, and Southend-on-Sea:

That the Central Midwives Board be urged to consider the desirability of making a rule prohibiting the application or administration by a midwife of any drug (for example, pituitrin or ergot) other than a simple aperient, before the birth of the child, except under the direction, in each case, of a registered medical practitioner.

It was agreed to reply that the Board has always declined to schedule drugs except in so far as stated in Rule E19, and sees no reason to depart from its practice in this respect. A communication was read from the Public Health Committee of the Bethnal Green Borough Council calling attention to the fact that midwives are apparently allowed to perform the minor operation of stitching the perineum without calling in medical aid, and expressing the opinion that midwives should not be permitted to perform this operation. In reply to this the Board stated that it has already expressed the view that any case of ruptured perineum which requires stitching is a case of "serious" rupture within the meaning of Rule E20 (3).

THE LIVERPOOL MEDICAL INSTITUTION.

The annual meeting of the Liverpool Medical Institution, at which the report of the council and the treasurer's accounts were received, took place on January 25th. The total number of members and associates was stated to be 459, which was larger than in any previous year; deaths and resignations numbered 22. It was noteworthy that there was a considerable increase in the number of recently qualified

men and women who had joined the Institution. The financial statement was agreed to be satisfactory, notwithstanding the increased expenditure in maintenance. The Endowment Fund, instituted in 1920, which remained permanently open for additions to the funds of the Institution by donation and legacy, amounted to £4,523. Reciprocity had been effected between the library of the Institution, the medical library of Liverpool University, and that of the Tropical School of Medicine, so that members could make use of all three libraries. Dr. Thomas Clarke and Mr. Robert Craig Dun were elected vice-presidents, and the following were elected members of council: Drs. A. Douglas Bigland, Robert A. Hendry, H. Leith Murray, G. F. R. Smith, R. G. Wills, and Frederick P. Wilson, to fill the six vacancies. With the object of bringing the advantages of membership of the institution to all medical practitioners in the area, twenty-five permanent correspondents were appointed by the council to the same number of districts in and around Liverpool.

THE LIVERPOOL CITY CORONER'S REPORT.

During the past year 1,453 cases were reported to the city coroner of Liverpool, inquests being held in 938 cases. Suicides numbered 70, which was the highest number recorded since 1897, when it reached 73; gas poisoning was the method adopted in 13 cases. In 17 non-suicidal cases accidental gas poisoning was found to be the cause of death; excessive drinking accounted for 10 deaths only, less than half the number in 1921. In 1899 the coroner's record of deaths from excessive drinking numbered 242, and during the past eight years the number of similar deaths had very considerably diminished. In the past twenty years the diminution of deaths from suffocation of children (overlying) has been remarkable. Before 1898 these cases averaged 180 a year; in 1921 only 9 cases came before the coroner, and in 1922 there were 12. As a rule the cases were quite unconnected with alcoholic indulgence, and it would be a matter of interest to ascertain in all such cases whether status lymphaticus was the cause and what the condition of the thymus was. Inquests were held on the deaths of 39 newly born children, and fatal street accidents to the number of 69 came before the coroner.

MANCHESTER ROYAL INFIRMARY.

In the annual report of the Manchester Royal Infirmary the Board of Management directs special attention to the finances, pointing out that annual subscriptions for the past year have been increased by £1,275; actually £1,784 new money was obtained by the canvassers and collectors, but against this sum had to be set withdrawals in consequence of death or other causes. The total ordinary income amounted to £88,037, and the total extraordinary income to £11,332; the total ordinary expenditure amounted to £110,540, and the total extraordinary expenditure to £11,295. The total ordinary income of the Barnes Convalescent Hospital, Cheadle, amounted to £5,397, in addition to the contribution by the Royal Infirmary of £6,352; the total expenditure for the year amounted to £11,749. The income of the Royal Infirmary, with its Central Branch, and the Barnes Convalescent Hospital, excluding legacies and donations for endowment, fell short of the necessary amount by £12,465, and it has been necessary to realize some of the capital available for general purposes. The Infirmary received £10,775 on account of the apportionment of the Government grant of £500,000 to the voluntary hospitals of Great Britain. The enlarged activities of the Committee of the Hospital Sunday Fund resulted in a very appreciable increase in the sum allotted to the Infirmary during the past year, and the creation of the Manchester, Salford, and District Joint Committee of Hospitals and Saturday Fund Representatives was an important step towards the systematic development of collections from working men by way of deductions from wages. An agreement, which was arrived at last April, recorded the determination of the hospitals and the Saturday Fund to work together in order to raise funds to be apportioned on defined and equitable terms. Contributions by patients were £615 less during the year; the decrease is attributed to the prevalent and prolonged unemployment. Contributions from approved societies, on the other hand, make their first appearance in this report. It will be remembered that an audit of the funds of approved societies disclosed a very material surplus, and a portion of this surplus became available for distribution to the voluntary hospitals. The amount received in respect of the maintenance of pensioners showed a large reduction, and it is stated that next year the