in it is described with much wealth of detail the *modus operandi* of avowedly "faked" mediumistic séances; the later part of the book tells how these enterprising and courageous officers simulated madness in order to obtain their release. The story of their pluck, endurance, and resource in the pursuit of freedom is enthralling. In order to complete the picture of mental derangement they even went the length of half-strangling themselves. Later on, in Constantinople, Lieutenant Jones, who was malingering as a case of general paralysis of the insane, had to undergo lumbar puncture for diagnostic purposes. "They then tackled my spine. I saw an orderly blow down the hollow needle and wipe it on the back of his breeches before handing it over to the doctors, and it nearly gave me a fit . . . for I knew enough about needles to be in mortal terror of a dirty one." There is much food for thought in this book; people who are inclined to look indulgently on spiritualism will find the subject treated with much candour and ability; its perusal may render them less likely to be dazzled by the glamour lent to the cult by some great names in modern science.

The chemistry of colloids has made great strides during the present century, finding as it does so many applications in technical chemistry as well as in the chemistry of the physiological or physical laboratory. Dr. HATSCHEK has done the science good service by publishing a *Laboratory Manual of Elementary Colloid Chemistry*;⁸ its scope is clearly expressed in the title. General theories are not discussed, but accurate and detailed directions are given for carrying out the fundamental operations, for making a number of representative preparations, and for examining them by standard methods. Simple examples have been chosen, involving little expense for apparatus or material; references to the more recent literature are given at the end of each chapter. The book is clearly written, and should be available in every physiological laboratory.

The plastic surgery of the face is one of the many special departments of surgery brought into prominence by the war. In France this led to the creation of regional chief maxillo-facial surgeons with staffs to attend to the many cases of this class. Dr. HERPIN, who was a chief surgeon in charge of stomatology at Bordeaux, has written a valuable account of the various surgical treatments adopted by himself and his colleagues in these patients in a monograph on gunshot wounds of the lower jaw⁹ which is full of detail, well illustrated, and based on a considerable personal experience. At the time of writing he was able to classify 572 of his 619 cases as "evacuated cured," and 11 were referred to auxiliary services; only 2 were discharged from the service, while 34 were convalescent or under treatment. The book is clearly written, and should be in the hands of surgeons dealing with cases of the class with which it is concerned.

Chemistry for Public Health Students,¹⁰ by E. GABRIEL JONES, contains full and clearly written instructions for the performance of the experimental work in chemistry which is required by those preparing for the D.P.H. examination. Methods are adequately described, and at the same time brief but clear accounts of the principles involved are not lacking; particular attention is devoted to calculations. Concise notes are given in each chapter on the more important matters concerning public health in connexion with water, air, milk, etc. Chiefly useful as a manual of practical instruction, this volume will also serve the candidate who is revising his knowledge, as a partial substitute for the use of larger textbooks and of monographs. It contains a number of examination questions and a useful bibliography.

⁸ *Laboratory Manual of Elementary Colloid Chemistry*. By Emil Hatschek. London: J. and A. Churchill. 1920. (Cr. 8vo, pp. 135; 20 figures. 6s. 6d. net.)

⁹ *Les fractures de guerre du maxillaire inférieur*. Par Dr. A. Herpin, Chef de service de Stomatologie de la 18^e région (Centre de Bordeaux). Paris: Félix Alcan. (Royal 8vo, pp. viii + 155; 100 figures. Fr. 4.40.)

¹⁰ *Chemistry for Public Health Students*. By E. Gabriel Jones, M.Sc., F.I.C. London: Methuen and Co. 1920. (Cr. 8vo, pp. ix + 244. 6s. net.)

A SWISS medical congress will be held at Berne on June 5th and 6th.

THE deaths which occurred in the Italian sanitary service during the war were as follows: Medical officers, 1,060, including 377 killed in action, 216 students, 40 dispensers, 40 chaplains, 33 nursing sisters, and 11 Red Cross staff.

MOTOR NOTES FOR MEDICAL MEN.

By H. MASSAC BUIST.

CAR LIGHTING PROBLEMS.

DOCTORS are concerned perhaps more than any other class of the community with the matter of the safe lighting of road vehicles. It is unfortunate that, in connexion with the forthcoming regulations, it has practically been decided by the authorities that, as the dazzle problem has not been settled absolutely, the limitation of headlights must be enforced, despite the evidence furnished by existing devices. An instance was afforded by a demonstration, arranged by Messrs. C. A. Vandervell, which proved that some classes of lamps give much more glare than others. Everybody knows that it is possible to be blinded by an ordinary oil bicycle lamp, or, for that matter, by a gig lamp, because in the design of such lights no attempt was made to reduce dazzle.

The committee set up by the Ministry of Transport to investigate this problem has issued an interim report; it is still pursuing its investigations with regard to headlamps on motor vehicles, and though not in a position to make any definite recommendations, it states that the evidence heard, and the result of tests carried out, strongly point to the following conclusions:

1. No satisfactory practical dimming device to avoid dazzle has yet been discovered. Such devices as avoid dazzle to any appreciable extent unfortunately fail to give a safe driving light; also, of course, they cause an extremely large percentage of loss of lighting power.
2. Far too powerful headlights are in common use at the present time.
3. Pending the discovery of some satisfactory dimming device, a maximum power light sufficient to give a safe driving light should be fixed, and the reflectors in the case of all lights should be limited in size, varying in accordance with the power of the light.

This would not give us safe lighting or driving. Moreover, such a course would lead to the abandonment of the investigation of the problems of dazzle, and would put a premium on unscientific lamp construction, and cause the maximum dazzling effect with a bulb of the limit size—say 20 c.p.—because other road users would the more probably get out of the way of an oncoming vehicle so lit. All which would be regrettable.

THE FUEL QUESTION.

Governments respect votes; therefore it is to the interest of every medical man to do what he can to obtain signatures to a petition in regard to the high prices prevailing for motor fuel which the Automobile Association has organized on behalf of the public for presentation to the Prime Minister. The cost of the petition is being borne by the Automobile Association, which has over 100,000 members, all of them motorists. But it is not merely a motorists' petition; it is, on the contrary, a petition from all members of the community, including those who use omnibuses or whose concern in the present high price of fuel is due to the fact that their foodstuffs are brought to market or distributed by motor traction. Copies of the petition can be obtained from, and signatures will be received by, the Automobile Association, 66-68, Whitcomb Street, London, W.C.2.

It is not expected that a reduction in the price of petrol will be an immediate result of the petition; that would be impossible. What is required is a direct pronouncement of this kind, making it plain to the Government that the public is fully alive to the gravity of the present situation and determined to have the business put on a proper footing. Sir Hamar Greenwood, speaking as a member of the Government at the recent exhibition of marine motor plant at Olympia, Kensington, said that his colleagues were fully alive to the importance of the motor fuel question, and were taking every possible step to bring more and more of the production, as well as of the distribution, under the British flag. But this will take time, and it is useless to suggest, as Viscount Curzon, M.P., did on the same occasion, that because nothing could be done to produce an immediate effect on prices the petition to the Prime Minister would be useless. This is a mistake, for the more this or any future Government realizes that the whole public is concerned with the price of motor fuel the more prompt and the more sincere and unremitting will

be its efforts to see that new sources of production are opened up and alternative fuels provided.

WHAT IS BEING DONE.

At the moment every possible sort of oil well is being tested. Undoubtedly a result will be that the production of crude oils will be enormously expanded in the course of the next three to five years.

At the moment it is impossible to do anything material in the way of producing benzol because the coal miners are producing something like 50 per cent. short of what is needed for the bare requirements of our ordinary industries, apart altogether from the distillation of benzol from such coal. When the miners are prepared to work fairly in exchange for high wages, then we shall have sufficient coal to be able to distil much benzol. The Government is already keen on this, but it will be the keener as signatures are secured to such petitions as that being promoted by the Automobile Association and Motor Union. Therefore, as the average medical man in this age requires motor fuel in order to pursue his profession, it will be in his own interests as well as in that of the nation in general if he would, in his leisure moments this week, point out to any with whom he comes in contact that those petition forms should now be sent in to the Automobile Association, whether they have a few only or the full number of sixty signatures which each may carry. No form need be signed by a motorist. All that is needed is that the signatures should come from members of the public.

The price of fuel in America has risen. It is almost inevitable that there should be a corresponding rise in this country. Matters are likely to go worse before they become better. But in the measure in which they grow worse we are more assured of coming, and that at an earlier interval, to a more favourable state of affairs. The position at present is frankly impossible. The various nations are bidding against one another for the insufficient supplies of motor fuel in relation to the total demand.

THE ONLY WAY.

Unfortunately the motor fuel proposition is inextricably bound up with many others. It is not a case of one trust monopolizing the whole world. Instead there are many big rival corporations. Shortage of supplies in relation to world demand is the lever that raises the price. Further, the demand for motor fuel in America is advancing enormously because the motor vehicle industry there has not suffered any interruption of output and the agricultural motor, the use of which is rapidly extending, is making additional demands, so that the total world production of oil could be absorbed in the United States of America alone. Consequently it is impossible for our Government, or any other in Europe, to take up a dictatorial attitude. All that would happen as a result of that would be that the British market would be neglected and supplies sent elsewhere. So serious is the position that it is not altogether unlikely that, before the year is out, we may be rationed for motor fuel in this country just as we were during the war.

Of this the Government is better aware than the general public. It is concerned, of course, with oil as such, because we are a maritime people. The future power for ships must be furnished by oil fuel, not used in the liquid fuel internal combustion engine as far as the majority of ocean-going vessels is concerned, but by the burning of crude oil for the raising of steam. Some motorists vainly imagine that the more this market develops, the greater will be the prejudice wrought to, and the shortage of supplies for, passenger cars and utility motor vehicles. Than that nothing could be more wildly absurd. The first thing for the Government is to do everything to stimulate all the wells in the country being exploited as promptly as possible, and at the same time to bring into use all the possible oil wells in the British Empire, and after that to get as many as possible in foreign countries under British control.

The only way to do that is to encourage private enterprise of every sort and not grudge those who embark on it any profits they reap, because, provided the profits look big enough, they will go ahead in ever-increasing numbers, and the net result will be that, presently, supply will overtake demand; then commercial competition between them will cause the price to fall. This is the only possible way.

Further, by looking at the matter in a broad way, and discussing oil rather than petrol, the greatest amount of progress will be made; because we must find a market for the residuary products of the crude oil, otherwise petrol can be produced only at utterly uncommercial prices. It is a fact that petrol sold in this country to-day yields practically no profit. That is why there is a likelihood of the price rising very shortly. This, of course, does not mean that the big petrol vending companies are not making enormous profits, but they are made out of selling their motor spirit outside this country. Shipping, distribution and kindred costs are so high that the profits are relatively negligible at present prices, for it must be kept in mind that prices are varying every week, and, unfortunately, all the variations that have taken place this year have been in an upward direction.

THE DANGERS OF ADVOCATING MONOPOLIES FOR MOTORISTS.

In face of the need to encourage, not to discourage, the development of oil fields, and the fact that it is quite impossible to talk about benzol being made available in sufficient quantities in this country, since the amount of coal raised must be increased by 50 per cent. if it is to suffice for the needs of our industries alone, far less for the needs of warming our houses and for our export trade, it is idle to suppose that any miracle can be performed that will give us all the benzol we need. The Government has in mind the development of the benzol industry and hopes also that presently alcohol fuel will become available in sufficient quantities.

The point is that motorists should never cease organizing, agitating, and, above all, educating the public by conversation at every possible turn concerning the importance to itself of sufficient liquid fuel supplies of all sorts. That is one reason why we ought to use the broad term "oil." Not only does oil make for greater economy; it is, besides, something that the public can appreciate as driving the ships to bring their foodstuffs and raw materials into this country and take exports away from it. Link that problem up in the public mind with road transport for personal convenience and the cheaper marketing of foodstuffs, and the public will begin to understand the importance of the oil era to the community at large. To argue, as some do, that utility motor vehicles should not be allowed to use either benzol or petrol is the most harmful thing that could be done for motoring in a democratic country and age. We shall never succeed by urging a monopoly for car users.

Our present sorry case should stimulate the evolution of very much lighter motor vehicles to ensure less consumption. Be that as may be, the point is that the situation is so grave that the Government dare not neglect it any longer. A result will be that, if enterprise continues to be accelerated at the rate to which it is being forced now, it is likely that in three years we shall arrive at a satisfactory situation. On the other hand, were there any slacking in the present, or any inclination on the part of the public not to force the Government's hand in the matter, unquestionably we should have to start three years hence and then probably it would take six years to put the situation right.

From all this it will be understood that the coming basis of the taxation of motor vehicles, which will be announced in the Budget, cannot possibly be, as would be ideal, by process of the fuel tax. The problem is too fraught with difficulties from the point of view of the Government—which is concerned, not with taxing fuel, but with getting sufficient fuel first, and then of getting it sufficiently cheaply—for it to be possible to raise revenue in that way, in face of the differentiation for home produced fuel, and of the difficulties of defining motor fuel for taxation purposes.

The sole tax on motoring of the passenger sort will probably be on the engine; though the method of rating may be different from that at present adopted by the Treasury. Whatever the method, engine rating is the least satisfactory way. It cannot be pretended that it bears any relation to the use of his motor vehicle enjoyed by the individual taxpayer. Further, it predetermines design and utterly fails to give any encouragement to the development of chassis construction or bodywork. Infinitely the better course would have been to tax vehicle

weight, as is proposed in regard to utility motor vehicles. That would encourage more economical motoring, lighter motor vehicles, and would not prejudice the method of design in any way.

FOREIGN MINERAL WATER RESORTS.

THE fact that we are now enjoying the blessings of peace—if indeed it be a fact—is turning the thoughts of the British, who are inveterate wanderers, towards the possibility of visiting foreign countries. Among these are a certain number of persons who wish to combine a holiday with spa treatment. We have recently received two communications, one from Dr. D. W. Samways, of Mentone, about Brides-les-Bains—sometimes called the French Carlsbad—and the other from Dr. T. Gerald Garry, of Cairo, about Pistany, called before its incorporation in the Czechoslovak Republic "Pöstyén."

BRIDES-LES-BAINS.

Brides-les-Bains, in Savoy, lies at an elevation of 1,800 ft., amidst, as Dr. Samways says, magnificent mountain scenery. Brides-Salins is two miles away. At Brides-les-Bains, where most visitors reside, the daily yield is about 100,000 gallons of water at 95° F. It is closely analogous to the Sprudel source at Carlsbad, there being about the same total mineralization, very similar constituents, and the same quantity of free carbonic acid gas. The output of medicinal water at Brides-Salins is very abundant—about one and a half million gallons daily. The temperature is 96° to 97° F. The principal source at Nauheim (the Frederic Wilhelm) has the same temperature, and, except that it is somewhat stronger, essentially the same composition as that at Salins, though as weaker waters are commonly employed in the earlier stages of treatment, the Salins waters are suitable for these stages, and, by concentration, for the later stages also. The concentration of carbonic acid gas at Nauheim is about half as much again as at Salins, but the superabundance of water at Salins is a great asset, and the private as well as the swimming baths are commonly taken in running water. Dr. Samways continues:

Persons suffering from disorders affecting the abdominal organs, liver, stomach, intestines, or kidneys, will generally profit considerably by a course of waters at Brides. Gout, diabetes, and obesity are likewise treated. The waters at Salins are suitable for young people with enlarged glands, anaemia, chlorosis, and debility, and great numbers of French children are sent there, as also are convalescents generally. Cardiac cases are treated as at Nauheim. Women suffering from disorders peculiar to their sex were specially recommended to visit Brides by Professor Buchanan of Glasgow, who was much impressed by the value of the waters for these cases (*Glasgow Medical Journal*, December, 1889).

It is many years since I practised at this wonderful little spa, but I have never seen in England or in France any spa which can compare with it for range of possibilities or inherent merit. It has, moreover, the additional advantage of being situated in the middle of one of the most beautiful districts in France.

Brides-les-Bains is reached by passing through Aix-les-Bains to the terminus of Moutiers, sixty miles beyond Aix and three miles from Brides. The best and usual season for English visitors is from the middle of May till the middle of July, after which it is almost impossible to find accommodation, while for English visitors it is too hot.

PISTANY.

Dr. Garry writes in praise of the therapeutic properties of the thermal water and mud available at Pistany in Czechoslovakia. They were praised in this JOURNAL as long ago as 1888 by the late Sir T. Spencer Wells, who spoke of the benefit derived by patients crippled through gout or rheumatism and by chronic diseases of the joint. Inveterate cases of sciatica, he said, had been cured, and also chronic periostitis and catarrhs of certain internal organs. Sir Spencer Wells added that "after the [then] last war a great many men who had suffered from simple and compound fractures of bones, or chronic exudations after other injuries, or neuralgia after amputation or resections, recovered rapidly at" Pistany. Dr. Garry suggests that at the present time, when so many are crippled or suffer intractable pain of a rheumatic or neuralgic character due to hardship or exposure in the recent war, the experiences of so eminent an authority at Pistany cannot be too widely circulated. Both the

water and the mud have a natural temperature of 140° F., and both, but especially the mud, possess a high degree of radio-activity, the mud retaining this property while in use.

The "cure" consists in drinking the water and taking baths: (a) the basin bath of pure mineral water (mirror bath); (b) the basin bath with natural mud residuum; (c) private baths of pure mineral water; (d) private mud baths; (e) localized mud baths and poultices.

The treatment, Dr. Garry says, is efficacious in the following conditions:

In inveterate cases of arthritis (often completely cured), chronic gout and rheumatism accompanied by pain, stiffness or thickening in the muscles and joints, after injuries to bones, tendons, or the joints, especially in the painful conditions so frequently noticed as a result of defective or imperfect union of fractures, chronic sciatica, lumbago, neuralgia, and neuritis.

Chronic pelvic troubles are relieved, also the painful conditions following appendicitis or peritonitis.

Pistany has obtained a reputation in the treatment of chronic spinal affections; the cases, however, which are speedily and permanently cured are that large class comprised under the various forms of paralysis of functional origin, generally associated with peripheral neuritis, and due either to toxæmia after infectious fevers, or to gout, alcohol, or metallic poisoning.

Many cutaneous affections are greatly benefited. Obesity is also favourably influenced as well as the trophic disturbances associated with varicose veins. A British physician practises at Pistany during the summer months, and at the present time living for English-speaking people, owing to the rates of exchange, is very cheap and food is plentiful and good.

Pistany is three hours from Vienna, three and a half from Budapest, and one from Pressburg. The surrounding country is beautiful and of historical interest. Hale persons accompanying invalids will find facilities for fishing, boating, golf, and tennis. Persons who may think of trying Pistany this year will be well advised to obtain reliable recent information about the journey.

HONOURS.

A SPECIAL Supplement to the *London Gazette*, dated March 30th, contains the following promotions in and appointments to the civil division of the Order of the British Empire for services in connexion with the war:

M.B.E.

Tom Bland Abbott, L.S.A., Medical Services, Lotherford Hall Auxiliary Hospital, Aberford, West Yorkshire. George Reinhart Anderson, F.R.C.S., L.R.C.P., Surgeon, Southport Infirmary. James Edwin Anderton, M.R.C.S., L.R.C.P., Medical Officer, New Mills Auxiliary Hospital, Derbyshire. Bennett Harvey Andrew, M.D., Medical Officer, Thame Auxiliary Hospital, Oxfordshire. Henry Edward Annett, M.D., Medical Officer, Joint Committee Hospital, The Vicarage, Run-corn, Cheshire. Frederic Fairbairn Armytage, L.R.C.P., L.R.C.S., Medical Officer, Askam Grange, Clifford Street and Nunthorpe Hall Auxiliary Hospitals, Yorkshire. John Parkinson Atkinson, M.R.C.S., L.R.C.P., Senior Medical Officer, Walden Place Hospital, Saffron Walden.

Edwin Baily, M.D., Medical Services, British Red Cross Convalescent Home for Officers, Hotel Californie, Cannes. Lieut.-Colonel Frederick Rowland Barker, M.B., Secretary, Worthing Branch, British Red Cross Society. Ernest James G. Berkly, F.R.C.S., Divisional Inspector, Southwark, British Red Cross Society; Medical Officer, Divisional Hospital. William Henry Bishop, M.B., B.S., Medical Officer, 14th Northumberland V.A.D. Hospital, Holeyln Hall, Wylam-on-Tyne. Richard Oxley Bowman, M.D., Medical Officer in charge, Fairview Auxiliary Hospital, Ulverston. Frederick Augustus L'Estrange Burges, M.R.C.S., L.R.C.P., Member of Medical War Committee, Sheffield, Ministry of National Service. Ernest Joseph Burnett, M.B., Commandant and Medical Officer of Skelton Red Cross Auxiliary Hospital. Henry Ambrose Burrows, M.D., J.P., Medical Officer and Officer in charge, Lynn Auxiliary Hospital, Cheshire. Henry Branson Butler, F.R.C.S., Surgeon, Auxiliary Hospitals, Guildford.

William Edmund Cant, M.D., F.R.C.S., Medical Officer, Woodhouse and Great Horkesley and Gostwycke Auxiliary Hospitals, Colchester. Arthur Ernest Clarke, M.D., Medical Officer, St. Augustine's Hospital, Rickmansworth, Hertfordshire. George Cran, M.D., V.D., J.P., County Director, Kincardine Branch, British Red Cross Society; Medical Officer, Weal Auxiliary Hospital.

James Henry C. Dalton, M.D., J.P., Member of Cambridge Borough Local War Pensions Committee. George Day, F.R.C.S., Medical Officer to H.M. Cylinder Dépôt, Bucknall, Ministry of Munitions. William Thomas Dempster, M.R.C.S., L.R.C.P., Commandant and Honorary Medical Officer, South Croydon Red Cross Hospital. Major Herbert Crowley Dent, Medical Officer, V.A.D. Hospital, Colne House, Cromer. John Henry Dewhurst, M.D., M.R.C.S., Medical Officer, Norton Hall Auxiliary Hospital, Gloucestershire. Alexander Dey, M.B.,