functions of a health department laboratory with those of the diagnostic laboratory of a hospital. There is a long section on the sanitary examination of water and sewage, which contains a description of the various methods of sewage disposal. The book is a model of condensation, and is published in a very convenient portable form.

Mr. F. W. WILE has written a small book, *Explaining the Britisher*,⁴ for American soldiers and sailors. Malicious stories were spread in America to the effect that Great Britain was leaving other nations to fight for it and not doing its share. There was no systematic official contradiction of these stories, perhaps because we looked on them as too absurd to be believed. Mr. Wile, however, knows that many of his countrymen did believe them, and he has here told the facts in a few brief, racy chapters. But the work will interest and amuse the Britisher. Mr. Wile is the fay who gives us the gift of seeing ourselves as others see us. The book is as friendly and good humoured as heart can desire; but, in spite of the many years he has spent among us, the author seems only to have realized what oddities we are when he began to collect his thoughts to write this book. He knows, for instance, that cricket is a training in character, but he can understand how a game set down to last three days may puzzle men bred on baseball. Also he thinks it necessary to set down that a British boy does not wish to be kissed by his parents when they visit him at school.

⁴ London: Heinemann. Autumn, 1918. Price 2s. 6d. net.

ROYAL MEDICAL BENEVOLENT FUND.

At the last meeting of the Committee thirty cases were considered, and £249 15s. voted to twenty-four of the applicants. The following is a summary of some of the cases relieved:

Widow, aged 47, of L.R.C.P. and S. Edin., an annuitant of the fund who died in 1916. Applicant left entirely without means, and finds it difficult to obtain suitable employment. Relieved three times, £18. Voted £12 in twelve instalments.

M.R.C.S. Eng., aged 49, married. Suffering from disseminated sclerosis. Has no income beyond 10s. a week from friends and 5s. a week earned by his wife by making shell jewellery. Rent £6 a year. One son, aged 11, a foundation scholar at Epsom. Relieved twice, £44. Voted £26 in twelve instalments.

Widow, aged 43, of L.R.C.P. and S. Edin. who died in 1912. Applicant obtained a living by keeping a sweet shop, but owing to the war had to give it up. Now earns 10s. a week by sewing. Has three children aged 13 to 18. The eldest in the army, from whom she receives 3s. 6d. a week, and a daughter aged 16, who earns 12s. a week. Recommended by the Edinburgh branch of the Guild. Relieved twice, £25. Voted £15, in three instalments.

Daughter, aged 66, of L.F.P.S. Glasg. who died in 1863. Applicant has two pensions bringing in £40 a year, and has two unfurnished rooms rent free. Owing to the high cost of living unable to manage. Relieved five times, £25. Voted £5.

Widow, aged 55, of M.B. Aberd., who died in 1912. Owing to ill health unable to work. Sister-in-law allows 10s. a week. Rent 5s. a week. Relieved three times, £34. Voted £12 in twelve instalments.

Widow, aged 37, of L.R.C.P. Edin. who died in 1916. Applicant was left with very limited means with four children now aged 4 to 12 years. Tries to supplement her income by taking in boarders. Relieved twice, £27. Voted £15 in twelve instalments.

Widow, aged 81, of M.D. Lond. who died in 1895. Suffers from chronic rheumatism. Total income £44 a year. Relieved ten times, £65. Voted £10 in two instalments.

Widow, aged 55, of M.D. Edin. who died in 1896. Was left with one daughter, entirely unprovided for. Has recently fractured her leg, which has prevented her from working. Receives a little help from daughter. Relieved four times, £48. Voted £12 in twelve instalments.

Subscriptions may be sent to the Acting Honorary Treasurer, Dr. Samuel West, at 11, Chandos Street, Cavendish Square, London, W.1.

The Royal Medical Benevolent Fund Guild is now called upon, as a result of the war, to deal with many widows and children who, in happier times, would not have thought of asking for assistance. It is glad to receive secondhand clothing and household linen. The class of clothes most wanted is that suitable for boys and girls working in offices, for women, and for old men. The gifts should be sent to the secretary of the Guild, 43, Bolsover Street, W.1.

ON the initiative of Dr. Luigi Veratti, assessor of the Milan department of health and sanitation, a section has been instituted in the Bureau of Hygiene of that city for a public service of gratuitous and voluntary antityphoid vaccination.

MOTOR NOTES FOR MEDICAL MEN.

By H. MASSAC BUIST.

THE SITUATION ARISING FROM THE CESSATION OF HOSTILITIES.

THE conclusion of the fighting pending the fulfilment of the conditions of the armistice has been productive of an immediate effect on the motor situation in that the radius of action of each licensed user of petrol has been extended to thirty miles, without, however, any increase of ration. The present licence holders are, nevertheless, already assured that applications for further licences for greater quantities of petrol will be favourably considered. Medical men come first in this category. Nor is there any reason to anticipate that inadequate amounts will be granted them in face of the abnormal extent to which their numbers have been depleted through war service, and of the health situation of the country making equally abnormal demands on members of the profession at home.

WHY WE SHALL NEVER RETURN TO UNRESTRICTED CAR LIGHTING.

This change comes about at a season of the year when it is essential for the average medical man to use his car to a very considerable extent during hours of darkness. One of the earliest announcements was that it was not possible to allow the lighting restrictions to be removed altogether—first, in coastal regions, because of the requests of the naval authorities, and secondly, because there are few conditions that lead to worse confusion than the partial lighting of a town or village where passing vehicles use unveiled headlights on the pre-war scale.

Those, however, who conclude from these announcements that it is only a matter of weeks before motorists throughout the length and breadth of the land will have leave to run their cars without any restriction are entirely in error. No official announcement has been made on the subject at the moment of going to press, but I have reason to forecast that never will utterly unrestricted lighting of motor vehicles be permitted in these islands. Few, if any, medical men will have any objection to this, since as a class they have not utilized the more extravagant and dazzling schemes which were being developed and employed before the war by certain classes of motorists. In those days every effort was being made to devise more and yet more powerful headlights, in some cases quite irrespective of their effect on other road users.

What we shall have will be regulations designed to furnish all the lighting necessary for quite safe and convenient driving on the part of individual motorists, but so limited that other road users, whether pedestrians, equestrians, or drivers of any sort of vehicle, will not be dazzled by the effect of such lights. The Home Office has all the necessary information and data from experiments. It is extremely unlikely that such limitations as it will be necessary to impose on the future lighting of cars will cause any alteration in the lights used by medical men, for they have not used dazzling or extremely powerful lighting schemes; they will, on the contrary, find that motoring at night will be considerably more agreeable because they will not encounter users of dazzling headlights, who, as a class, are not altogether free from scorching tendencies.

THE CRITICAL PERIOD ON THE OPEN ROAD.

Once the release of petrol becomes general, as must happen early next year, large numbers of motorists will take the road again. Most of them will have had experience of motoring under war conditions, or in the air, and many will have no conception of desirable or undesirable driving according to our pre-war standards. It should be noted also that experience proves it dangerous to allow men and women who have suffered nervous overstrain to take charge of vehicles. The least excitement causes them to lose all sense of what they are about, and to take quite unnecessary risks while their minds are temporarily agitated.

Again, we must not overlook the fact that vast numbers of drivers have been accustomed to the French rule of the road; consequently, when an emergency arises, and the only way out is to do subconsciously the one right thing

among ninety-nine wrong ones, in numbers of cases undoubtedly the mental process will be to behave as though the individual driver were still on French roads. In other words, we must be fully prepared for a critical time in regard to motor driving in the first half of 1919.

PUTTING CARS INTO GOOD CONDITION.

Fortunately a large proportion of medical men have been using their cars throughout the period of the war. Consequently they are more or less in good condition as regards accessories, such as, notably, tyres; but medical men who have been abroad may, when they return, discover that tyres laid by for a matter of years become practically worthless, not from wear, but from a sort of process of disintegration.

The motor agents expect that the cessation of hostilities will mean not only a large business in the selling of new cars when such become available, but an even larger business in the matter of repairs, and, above all, in the replenishment of tyres; yet to-day it is not possible to secure a permit to buy a Dunlop tyre, though apparently any other make may be purchased. Obviously, however, it can be only a brief interval before Dunlop tyres shall become available to the public. The warning for the medical man is that if he is likely to need any particular make of tyre in the near future, and can come across examples of it locally, assuredly he should secure them to the extent of ensuring his ability to carry on pending the resumption of normal motoring conditions, which can only be achieved gradually.

There can be no sudden and absolute regrant of motoring facilities. The movements now taking place in carrying out the armistice conditions are equivalent to a vast rush forward by our armies. Consequently, fuel and tyre needs for transport at the front, far from being less by reason of the sudden stoppage of actual fighting, are, and will be, temporarily greater. The flying services, too, are putting in plenty of hours in the air, to the great consumption of petrol. That, however, will stop once Marshal Foch shall be in a position to report that the conditions of the armistice have been carried out. Then must begin a rapid and drastic economy of expenditure on motoring at the charges of the taxpayer.

THE SITUATION IN REGARD TO MAKING AND MARKETING NEW CARS.

As long as work remains "controlled" the Government has to share any losses incurred. The Government has fixed the price of wages for six months ahead, but itself does not want to share any loss resulting therefrom. Therefore, we find already that the name of the Ministry of Munitions, for example, is about to be altered to the Peace Ministry of Supply, thereby avoiding a sure loss and involving much elsewhere. At the moment the motor factories of the country do not know exactly where they stand. Some makers have their programmes fixed, but confusion arises from the cancellation of orders, not merely for new munitions, but also for spares. There appears to be no uniformity in the nature of contracts that have been made. What has to be adjusted is the entire proposition of who is responsible for what, and how much of what is under order must be completed, because preliminary processes in connexion with it have gone too far. For example, there are the partly machined castings, crankshafts, and so forth. These cannot be wasted. Thus, there is about four months' grace to finish aircraft engines in hand. Certainly the check was administered with admirable promptitude. If we begin with producers of raw materials, a minimum of time is being lost by them, their situation being much easier than that of the makers of finished products, such as motor vehicles. Nevertheless, some firms have post-war car models on the road already; certain actually started building chassis on the day work was resumed after the three days' holiday granted in celebration of the signing of the armistice with Germany.

The publication of details of post-war models that are really designs, and are not pre-war models in disguise, will be quite gradual. Some firms have what is styled their publicity matter already, but those are not necessarily the enterprises which have their vehicles nearest completion. Others are getting their car production programmes well in hand, but they have not yet found time to issue

descriptions of them. In this connexion it must be had in mind that quite a number of firms had produced, printed, and stowed away post-war catalogues six and more months ago.

CAR SCHEMES MORE DEFINITE THAN CAR PRICES.

As to the choice of motor vehicles to be put on the market here, evidently we may look for car schemes to be much more plentiful than definite statements as to car prices. Some firms are taking orders for vehicles at certain prices, or less. Scarcely any firm is taking orders for a vehicle at an absolutely set price. The reason is obvious. No firm is yet completely out of Government control. Moreover, when each is released, it will be only on the terms that it has to pay certain prices for wages, which represent about one-third of the cost of producing a car.

THE DESIGN OF NEW 1919 CARS.

Neither would-be car owners, nor members of the industry or trade, are wishful that motor shows should be held this year. More than all the cars that can be produced in the next nine months from the design of 1916, as distinct from those of 1914, will be sold without any such effort, which, on the contrary, would tend merely to hold back the placing of definite orders, and lead to further delay. Motor shows are not to be looked for until the autumn of 1919, though competitions, of course, will have to be conducted next summer to try still newer ideas.

Briefly, in the cars to be placed on the market in the course of the next month or two, it will be found that suspension, steering, accommodation, more effective incorporation of accessory details in the original designs of the vehicle, and certain American influences making for cheaper production without prejudice to the quality of the accommodation and riding provided, have been had in mind. Not all the schemes for incorporating the accessories in a motor vehicle can be commended. In one of them, for example, you shall find the accumulators in connexion with the mechanical engine starting and lighting gear accommodated alongside the silencer—certainly an undesirable practice. One of our largest firms will be found to have made a notable departure in frame construction with a view to providing a really inflexible base for a car body, thereby solving the problem of creaking with wear. These and such like matters, however, are best dealt with at a later date.

TRENCH FEVER.

THE Commission of the Medical Research Committee appointed by the American Red Cross has just issued its report on Trench Fever,* which forms one of the most valuable contributions to war medicine hitherto published. The report has been edited by Major R. P. Strong, who is in charge of the Subdivision of Infectious Diseases, A.E.F., and he, as well as all those associated with him, may be most heartily congratulated on the result.

It is a matter of general knowledge that trench fever has caused an immense amount of wastage in the British and allied armies, but, except by those actually dealing with cases in the mass, the importance of the problem from the point of view of man power has not been fully realized. The quotations from previous writings given in the report, such as that "it was at one time computed to form 40 per cent. of evacuations, and 60 per cent. of all cases of sickness in a certain formation," and that "its morbidity could only be equalled by such plagues as typhus, typhoid, and malaria," give some idea of its prevalence.

Specific Nature of Trench Fever.

Since 1915 much discussion has centred round the problem of the specificity of trench fever. Its first appearance on the Western front was soon followed, as movements of troops to other centres took place, by its being noted in Salonica, Mesopotamia and Italy and the German armies were also affected. Resemblances to dengue, "Colombo" fever, the low fevers prevalent in

* *Trench Fever*. Report of the Commission, Medical Research Committee, American Red Cross. Oxford: University Press. 1918. (1 p. 440, with plates, charts, and tables.)