

quinine were determined, and indicated the following formula :

Phosphorus	...	...	0.005 grain
Quinine sulphate	...	...	0.07 "
Vegetable powder	...	...	0.3 "
In one pill.			

**MOTHER SEIGEL'S CURATIVE SYRUP.**

Proprietors, A. J. White, Ltd., New York and London.  
Price 2s. 6d. per bottle, containing 3 fluid ounces.

Although this is described on the wrapper as "for dyspepsia" so many disorders are stated to be due to this cause, and amenable to treatment with this preparation, that it may fairly be included here. On the other side of the wrapper it is called "A cure for impurities of the blood," and "A cure for dyspepsia and liver complaints." In a circular enclosed with the bottle it is stated—

The symptoms mentioned above are the smoke of the fire of indigestion—a fire that will eat out your very vitals and sap your strength and vitality. For it can't be too often repeated that indigestion is the root of a great deal of evil; the origin of a great many disorders which no man quite understands how the came by. And why this is can easily be explained. Disease is poison; its symptoms are the manifestation of the poison. Indigestion creates many dangerous poisons, and is therefore the cause of many diseases.

So let us get rid of the smoke by putting out the fire, and purify our blood and system with Mother Seigel's Syrup, which will sweep away the poisons and make us healthy and strong.

Mother Seigel's Syrup is a highly concentrated, purely vegetable compound, having a specific action on the stomach, liver, and kidneys.

The directions on the label are :

Shake the bottle so as to mix the sediment. Commence by taking ten or fifteen drops three times a day, in a little water. If this does not give relief, the dose may be increased to thirty drops.

Analysis showed the presence of free hydrochloric acid, tincture of capsicum, a bitter substance agreeing in its properties with aloes, and sugar (partly as invert sugar); the colouring and flavouring substances also present indicated that the sugar had been added in the form of treacle. Quantitative determination of those ingredients capable of it, and estimation of the others by comparison with known mixtures, indicated the following formula :

Dilute hydrochloric acid B.P....	10	parts by measure
Tincture of capsicum...	1.7	" "
Aloes ...	2	parts
Treacle ...	60	"
Water to ...	100	parts by measure

Estimated cost of ingredients for three fluid ounces, one-third of a penny.

**MOTOR CARS FOR MEDICAL MEN.**

(From a Correspondent.)

**THE COST OF MOTORING.**

IN the course of the past eighteen months we have published a considerable number of communications in which correspondents have given figures as to the cost incurred in using motors for the purposes of medical practice. We have recently received some further communications, and it may, therefore, be useful to analyse the data available to hand with a view of arriving at some sort of average. The material is the more useful in that all shades of opinion are represented, from those who are enthusiastic in praise of the services of their motors to those who are thoroughly dissatisfied, and to the data presented by these particular attention has been given in order to discern if possible the reason for their poor results.

The analysis of the figures and the comparison with the expense of keeping horses, where this is given, is not easy to make, as the various correspondents have included different sets of items, so that the figures have to be dissected out, in order to bring them into comparison; and it has seemed best for the present purpose to separate out what may be called running costs—namely, petrol, oil, tyres, and repairs—and to deal with them by themselves, leaving out of consideration for the moment the cost of a driver and cleaner, garage accommodation, insurance, and especially depreciation. With regard to the item of depreciation there is a good deal to be said, and the subject will be dealt with separately; but it may be at once stated that if the owner will take the trouble to master the mechanism of his car—and it will immensely add to the interest of using it if he does—there

is no need to employ a chauffeur at high wages. It is quite true that a trained mechanic can do more in the way of minor repairs than an ordinary driver, but in the absence of a fully-equipped workshop he cannot by any means do all repairs, and now that repair shops with fairly competent repairers exist in abundance almost everywhere, it is far cheaper to send the car to them, when necessary than to pay large wages every week. It is not difficult to teach any intelligent man how to do most of the current adjustments. The writer has two cars, and yet during the five years that he has had two, has never had a "chauffeur," but has taught his coachman to drive, and has also educated him into being a fair mechanic. There is, therefore, really no occasion to pay more than £52 to £64 a year for a driver who will keep the car. If the practitioner is so driven with work that he can never devote half an hour to his car, it may possibly be worth his while to pay more and get a more skilled mechanic, but then presumably his income will be proportionately larger, and the added expense will not matter much. Garage most people possess in the form of a coach house, and with the modern types of motors the great majority of adjustments can be made from above, so that a motor pit is rarely required.

*Insurance.*

The item of insurance may seem heavy; reasonable protection against all risks may be obtained for a small car for from £9 to £12 a year, but it may be remarked that this carries an insurance against certain risks which one has been in the habit of bearing uninsured with horse-drawn vehicles, such as damage to third persons, cyclists, pedestrians, etc. Still, in the present state of public feeling, when, if an accident occurs, the blame is almost always, whether rightly or wrongly, put upon the motorist, it is desirable to be fully insured.

This brings the total expense up to from £61 to £76 a year, the greater part of which would be incurred even with a single horse.

*Depreciation.*

Next comes the question of depreciation. There is an immediate and heavy drop in price the moment a car becomes "second-hand," and this drop is out of all proportion to any actual deterioration. Hence if we are to write down as depreciation the full extent of the drop in selling value it becomes a very serious item in the expenditure. Moreover, if a car is to be sold second-hand to the best advantage, it should be sold within a year and a half, and those rich motorists who are not satisfied unless they have the very latest of everything rarely keep their cars more than a year.

But, if the car is kept as a money earner, this frequent buying and selling is not to be thought of, for as a worker the car, if a good one, will not have depreciated in a couple of years, though its selling value would have dropped heavily. To give a concrete example, the writer has one car which cost £550 five years ago, and if sold now would very likely not fetch £120. But it has been completely overhauled, and in almost every particular is as good as new. It has cost in the five years £24 in repairs, many of these being replacements of parts when it was overhauled, parts which would have gone on for years to come, but which the owner as a counsel of perfection thought it better to replace when it was dismantled. Although cars have gone down a little in price, it could not be replaced by a similar new one for less than £450 or £500, and it would therefore be folly to sell it so long as the owner has use for it, as it has in all probability many years of useful life before it. What, then, should be set down as its depreciation? Evidently, so long as it remains a good servant, not the difference between its price when new and what it would now fetch. There are plenty of small cars still in excellent condition which have run their 15,000 miles, while the de Dion Company claim that some of their small cars have run 100,000 miles, and are still useful. Hence it would appear that the most economical way to use a car is to buy a good one, and then work it to the death—that is to say, until its bill for repairs becomes excessive.

Taking these points into consideration it will be seen that the amount to be set down as depreciation becomes a fancy estimate, about which no two people will agree, and so it is better to leave it out, always remembering that it does exist. If it is desired to give a liberal estimate, it

may be put probably at about 10 per cent. of the value of the car while retained and used by the owner. If the car is to be sold again it will be much more.

#### Actual Running Cost.

An analysis of the actual running costs furnished by our correspondents gives an average cost of nearly 3d. a mile, but this average is vitiated by including some which were as high as 7d. a mile, or even a little more; these will have to be referred to later, as such high costs are susceptible of explanation and are not to be regarded as fair averages.

That an estimate of 3d. a mile should be more than ample is curiously confirmed by a statement in the *Autocar* for December 19th, that a responsible motor agency has contracted with a medical man to garage, wash, adjust and repair, furnish petrol and tyres, completely overhaul once a year, and insure against fire, accident, third party risks and theft, for an inclusive charge of 3d. a mile indicated on the milometer, the car being a 6-h.p. de Dion. The average mileage has been 8,000, so that the owner will have to pay about £100, while, be it remembered, the agency has named a price at which no doubt it expects to make a profit. He, of course, provides his own driver, if he does not drive it himself.

Something under 3d. a mile—indeed, not more than 2d.—is what a small car should cost for what we have included in the running expenses, though few can hope to make it as low as 1d. a mile, the figure given by one correspondent, who uses solid tyres.

A closer examination of the higher figures given at once brings to light as the most salient fact that the repairs and replacements have been altogether excessive. Thus we read of big ends having to be adjusted after a too short mileage, of broken parts, damaged parts, renewals, and all sorts of repairs which in the aggregate ought not to have occurred if the car was a good one to begin with and was well treated.

By a really good car is meant one well designed, well constructed, of good material, of different materials appropriate to its several parts, and well tested before delivery, till—to borrow an expression from Rudyard Kipling—the machinery had “found itself.” To the experienced motorist, the record of repeated repairs and replacements for certain cars which proved themselves very expensive plainly spells either an indifferent car or bad treatment. As confirmatory of this, in one case at all events the petrol consumption was about double what it should have been for the mileage. This tells us almost with certainty that for the largest part of the time the engine must have been running very badly.

Of course it is not meant to be implied that even on the best of cars, by bad luck, something may not go wrong early; thus, on the writer's car, which has such an excellent record as to repairs, one of the cones of the ball-bearing of a driving wheel wore badly, and had to be renewed within a few months; but the new one and all the others are still there and practically unworn. It is the occurrence of one thing after another that condemns either the car or its treatment, and the result cannot be taken as an average to be expected and accepted as in the day's work.

To summarize what has been arrived at by a study of the material before us, we may give the following estimate for an 8-h.p. car, two-seated, and of good make;

	£	s.
Running costs at 2d. per mile for 5,000 miles	41	14
Man and insurance	70	0
	111	14

This works out at about 5d. a mile run; as the man and insurance, which have been put not at the lowest but at the medium figure, are fixed charges, a larger mileage would work out at less cost per mile, and similarly with a smaller mileage the figures would be less favourable. These would be out-of-pocket expenses, and if to them we add £20 per annum depreciation on a £200 car we shall get a total cost of about 6d. a mile for 5,000 miles.

This estimate is intended to cover a series of years. In the first year repairs should be negligible, much less than in the estimate, and they should not rise to its level until several years have passed. Further, in forming the estimate in order that it should not be misleading, the allowance for expenses has been somewhat liberal.

In order to secure economy there are certain things to

be observed. A really good car should be purchased, and that car should be kept contentedly for many years. It is essential not to purchase a car of higher horse power than the nature of the country and the work requires, for with increased horse power expenses of all sorts rise rapidly, and the carrying of extra weight, such as a four-seated body or extra passengers, is not to be done for nothing.

If the owner drives himself for the most part and gives a little attention to the car, he can probably secure the services of a suitable man for less than the £60 which is the amount in the estimate, and so reduce his mileage-costs. It may be pointed out also that the man's wages alone (in the estimate) amount to nearly 3d. a mile, an amount equally incurred with horseflesh, so that really in instituting any comparison the question must be put whether the cost of horses and carriages can be as little as 2d. to 3d. per mile covered.

#### COST OF SMALL CAR.

DR. S. T. CROPPER (Chepstow), whose letter has been accidentally delayed, writes to speak well of his experience of an Adams car, 10-12 h.p. He finds it quite easy to manage in traffic and capable of taking the steepest hills in his neighbourhood. His car has run for 5,000 miles, and he finds that it does at least 30 miles to the gallon, and that the total cost per mile, including tyres and petrol, works out at between 2d. and 3d., varying according to the cost of a man to look after the machine.

## THE PLAGUE.

### PREVALENCE OF THE DISEASE.

#### INDIA.

DURING the weeks ended October 24th and 31st and November 7th and 14th the deaths from plague in India numbered 2,046, 2,140, 1,993, and 1,943. The principal returns were: Bombay Presidency, 1,174, 1,143, 1,008, and 881; Bengal, 24, 52, 73, and 94; United Provinces, 12, 9, 17, and 22; Punjab, 110, 296, 304, and 322; Central Provinces, 263, 256, 178, and 142; Rajputana, 8, 25, 82, and 122; Hyderabad State, 171, 32, 44, and 26; Central India, 56, 73, 80, and 83; Mysore State, 173, 186, 171, and 164; Burma, 41, 27, 23, and 22.

#### MAURITIUS.

During the weeks ended November 12th, 19th, 26th and December 3rd and 10th the fresh cases of plague in Mauritius numbered 18, 18, 12, 4, and 7; the deaths from the disease amounted to 11, 13, 7, 1, and 5.

#### AUSTRIA.

At Trieste, 2 cases of plague reported on September 18th, 1 of which proved fatal.

#### TURKEY.

At Adalia, September 5th to 23rd, 2 cases of plague reported; at Bagdad, in September, 1 case, 1 death; at Beirat, 1 case on September 23rd.

#### EGYPT.

From September 4th to October 9th, 28 fresh cases of plague, and 15 deaths from the disease.

#### BRITISH EAST AFRICA.

At Kisumu cases of plague were reported late in August.

#### GERMAN EAST AFRICA.

At Muaua on August 19th one death from plague on board a steamer in the port.

#### CHINA.

At Tongshan, near Tientsin, in the first week of September a serious outbreak of plague occurred. At Wuchang an outbreak of the disease occurred during the first week of September.

#### JAPAN.

At Hiago-Ken, between August 15th and September 14th, 36 fresh cases of plague were reported with 22 deaths from the disease. In Japan from January 1st to September 14th the cases of plague were returned as 645 and the deaths from the disease as 574.

#### SOUTH AMERICA.

*Venezuela.*—From August 10th to September 6th 7 fresh cases of plague were reported from Caracas.

*Brazil.*—At Rio de Janeiro 6 cases of plague and 1 death from the disease were reported between June 22nd and August 23rd.

*Chile.*—In August several cases of plague reported from Iquique and Autopagasta.

*Peru.*—Between August 5th and 31st 109 cases of plague occurred with 40 deaths from the disease.

*Ecuador.*—Two cases and 2 deaths from plague were reported from Guayaquil between July 26th and August 29th.

#### TRINIDAD.

One fatal case of plague reported on September 30th.