

It may be objected, perhaps, that *Tourists' Guide to the Continent*⁵ is somewhat of a misnomer for a book which merely relates to parts of Holland, Germany, Austria, Switzerland, and Scandinavia, but otherwise the conception of the volume issued by the Great Eastern Railway Company and edited by Mr. Percy Lindley is excellent. Its object is to show the places on the Continent which can readily be reached by the service of this company, and to indicate the facilities offered at each principal centre for exploring the country more or less in its immediate neighbourhood. An endeavour, moreover, has been made to pick out places which at present are little known to tourists. It is certainly true that the traveller who reaches the Continent at the Hook of Holland finds himself in touch with much more comfortable traffic arrangements than at many other ports; and this fact, apart from the clear letterpress and the excellent pictures in this guide, should be sufficient to lead many prospective travellers to choose the Great Eastern route. The volume concludes with a vocabulary of useful phrases in English, French, and German.

A publication of corresponding kind is the illustrated *Guide to the London and South-Western Railway*, but it is of a less ambitious character, inasmuch as it deals merely with places in England easily reached by this railway. Their attractive points are brought out briefly in the letterpress, and in addition there are ample lists of hotels, boarding houses, and apartments, with the prices charged, and a note as to their distances from the railway station and other particulars. A list of golf links also finds place. This guide can be obtained, we understand, free on application at any of the stations or agencies of this line, and should be useful to those with thoughts bent on a week-end or longer holiday.

*To and Fro*⁶ is a publication which purports to save its purchaser time and money by showing him how to go from anywhere to anywhere in London. Directions for its use are supplied in English and several other languages. After studying these indiscriminately but steadily, we made several attempts to apply them, and finally concluded that this work was not likely to prove a serious rival to the local policeman as a guide and counsellor to the wayfarer, but that, on the other hand, it was worthy of consideration by those who find a Continental Bradshaw an attractive intellectual exercise. One of its features is a "Location Directory," which is apparently intended to be a guide to the principal houses of business, places of amusement, and the like. Included in it are two short lists of physicians and surgeons respectively. In neither case are the majority of them persons known, as far as we are aware, to any one but those in their immediate neighbourhood and their personal friends and patients. If the rest of the guidance as to principal places is of the same character, it is clear that the publication might be less useful than its compilers suppose. An intention is indicated to make this directory a monthly publication, but in humble imitation of its polyglot introductions we are disposed to say on this point, *Wir wollen sehen! Nous verrons! Bakaloum!* or in plain English, We shall see.

NOTES ON BOOKS.

The Family Doctor,⁷ by Dr. EDMUND BARRETT, bears a kind of family resemblance to a publication very popular some thirty years ago, which purported to give information about everything in a series of alphabetical notes. In this case the information is confined to short explanations of terms common in connexion with the ills to which human flesh is subject. Possibly there may be some utility in a volume of this order, but the selection for notice of a certain number of proprietary articles tends to give a dubious character to the whole book.

The Socialist,⁸ by GUY THORNE, seems to be a novel with a purpose, but whether intended to guide the reader to the conclusion that the claims of socialism are well founded or the reverse is not certain. The principal hero turns out, we understand, to be a churchman in disguise, and the principal heroine retires to assume the duties of maternity. It is on the whole well written.

⁵ *Tourists' Guide to the Continent*. London: 30, Fleet Street. (Pp. 119. Price 6d.)

⁶ *To and Fro*. Simpkin, Marshall. Price 6d.

⁷ *The Family Doctor*. By Edmund Barrett, M.B., B.S. Durh. London: George Routledge and Sons. 1909. (Pp. 379.)

⁸ London: Ward, Lock and Co. 1909. (Post 8vo, pp. 320. 6s.)

Thirty years ago Lieutenant-Colonel JOSHUA DUKE, then a comparatively young officer in the Indian Medical Service, wrote *Queries at a Mess Table*, and at the request of his publishers has now brought the book up to date.⁹ In spite of its small compass it contrives to supply a good idea of the more important characteristics of the foodstuffs and liquids which commonly figure on regimental and club dinner tables all over the world, and may claim to be a sound guide to men who wish to steer between eating to live and living to eat. General hints on the preservation of health and activity are also given, and with one exception are of a very useful kind. The exception is the unqualified condemnation of belts and kummerbunds. In one form or another these are worn by the inhabitants of tropical and semi-tropical climates all over the world, and this is a strong argument in their favour. They are superfluous in Europeans, when custom or duty necessitates covering the body and limbs with several layers of clothing, but on other occasions one would have thought their utility beyond dispute. The wearer of a belt can safely clothe the rest of his body as lightly as he pleases or as decency permits.

⁹ *Queries at a Mess Table: What shall I Eat? What shall I Drink?* Second edition. London, Calcutta, and Simla: Thacker and Co. 1908. (Fcap. 8vo, pp. 107. 1s. 6d.)

MOTOR CARS FOR MEDICAL MEN.

COST OF RUNNING.

DR. SAMUEL CRAWSHAW (Ashton-under-Lyne) sends the following notes on the actual cost of running a Ford 15-h.p. car for twelve months: The Ford is a car of American make, and mine was delivered to me on March 31st, 1908. Since then it has done all my work, and I have had about 1,500 miles of driving for pleasure in addition. I estimate the total mileage at 9,000; over half of this has actually been recorded and the other half carefully estimated. I have never once been stopped on the road for any mechanical trouble, and never turned out without getting home again on the car without the slightest delay, except when punctures have occurred. I selected the Ford car after very careful tests at the 1907 Olympia Show of it and six or eight other makes, and in my opinion it is one of the best designed and cheapest cars on the market for medical men. It is one of the most accessible cars—a very important matter—and contains many simple and novel features. I can crawl along on top speed at about 5 miles an hour, or go at any speed up to 35; and I can climb hills on top speed up to a gradient of 1 in 15.

Running Costs for Year ending March 30, 1909.

Petrol (519 galls.)	£27 10 0
Repairs and renewals	28 18 3
Tyres	15 9 10
Oil and grease	5 0 0
Sundries	3 5 0
	80 3 1

9,000 miles = 2.14d. per mile.

Fixed Charges for Year Ending March 30th, 1909.

Chauffeur	£76 14 0
Stable rent, coal and gas	10 3 0
Licence	2 2 0
Insurance	12 13 6
Depreciation at 25 per cent.	59 0 0
Loss of interest at 3 per cent.	7 0 0
	£167 12 6

9,000 miles = 4.47d. per mile.

Total cost per mile. 6.61d.

I have used 519 galls. of petrol, giving an average of 17.347 miles per gallon. On a pleasure run of about 70 miles I have on two occasions found the consumption to be 27½ and 28 miles per gall. respectively, but with the constant stopping, starting, and reversing, that working a practice entails, the petrol consumption rises very considerably.

Repairs to the extent of about £2 4s. have been necessitated by several slight accidents, and another item of £3 was occasioned by the breaking of a ball in one of the front wheel bearings, which, before we had noticed it, had cut up the cones and ball races and deeply scored the arm. The other items are due to various small breakages and cost of labour in repairs, adjustments, and overhauling. My first set of tyres (five in number) ran about 4,300 miles each. During the year I have had two new tyres and one new tube. The first set of tyres have been retreaded. I consider that I have quite 2,000 miles left in the tyres yet.

I have estimated depreciation at 25 per cent., but perhaps this is excessive, as the car would still be worth something at the end of four years.

In addition to these items I have recently spent a little on what should be regarded as capital account—namely, a single trembler coil, which is really a great advantage, and a Bowden extra air inlet valve, with which I hope to improve the petrol consumption.

DR. W. V. FURLONG (Dublin) writes: As many of the accounts of your correspondents regarding the cost of running, repairs, etc., of their motor cars are, from my experience, far too rosy, I give, for the benefit of my brother practitioners, my first year's working, ending to-day:

10-12-h.p. Siddeley, hood, screen, magneto, etc.	£375 0 0
Stepney wheel, extra lamps, and sundries	27 11 2
	£402 11 2
Repairs for year (not including those covered by insurance)	£11 0 11
Tyres, tubes, and repairs to same	15 0 7
Petrol (184 gallons)	9 16 5
Lubrication	1 16 6
Insurance	11 10 0
Registration and licence	1 5 0
	£50 9 5
Miles travelled 2,460, or about 15 miles to the gallon. The car was on the road and in good working order 120 days during the twelve months.	
Coachman's wages	60 0 0
Yearly cost, excluding garage	£110 9 5 and capital £402 11 2

The Siddeley is a good strong car, but the time lost waiting for trivial repairs and in obtaining the correct parts wanted through the agents prevents a doctor from depending on a motor car unless he keeps horses as well, or a few other motors to be ready at hand. I probably have been particularly unfortunate, as my motor has only been able to do a third of my work for the year, nor can I get more than fifteen miles out of a gallon of petrol.

SOMERSET writes: I should be interested to learn what happens to the gallon and a half of oil and the pound of grease which "T. D. N." uses on a 10-12 Swift every week. From a year's experience of this excellent car I have found no need to use oil to this great extent. The engine lubrication is by a hand-pump on the dash, and the makers informed me that one charge every ten miles was sufficient, the pump delivering about 2 oz. of oil at each charge: with a mileage of 245, this accounts for 50 oz. a week. There are only seven grease cups on the car, and 1 oz. or so of grease will easily fill them, and it is only necessary to give each a turn daily to ensure proper lubrication. During the past twelve months my car has travelled 7,000 miles, and has used about 10 galls. of oil and 5 lb. of grease.

As to tyres, I have worn out two pairs of steel-studded covers on the back wheels, each lasting approximately 3,000 miles, and then being retreaded. One grooved front tyre lasted 4,500 before retreading; the other is still in use, and looks good for some little distance yet. It is interesting to note that the front cover which first failed had been run for a time with a detachable non-skid band, bearing out "Wiser's" contention that these diminish the life of the covers. At present I have grooved covers on all wheels, and fit a Parsons's chain when the roads are greasy. It is only fair to say that my car has a side-entrance body, with hood and screen, and must weigh, when loaded, fully a ton.

I am so satisfied with this particular make as being a first-class car at a reasonable price that, requiring a second vehicle, I have this week ordered a two-seater of the same power with dual ignition.

MEDICAL BAG ON MOTOR CYCLE.

J. D. asks hints as to the best way of carrying instruments, bottles, etc., on a motor cycle.

LITERARY NOTES.

A COMMITTEE has been formed at Athens for the publication of all the works of ancient Greek writers on medicine, both those which have already been issued and those which have never seen the light. The chairman of the committee is M. Konstantinos Kontos, professor of Greek literature in the University of Athens; the other members are Dr. Konstantinos Samaras, assistant professor of gynaecology in the university, and MM. Rossin and Charitonides, doctors of letters and professors of Greek literature at Athens.

Miss Gertrude Toynbee has published, through Mr. Henry J. Glaisher, a brief but charming account of the intellectual tastes and character of her father, the distinguished aural surgeon, Joseph Toynbee. He was fond of poetry; the elder Arnold, Dean Stanley, Frederick Robertson, of Brighton, and William Ellery Channing were all writers with whom he had much sympathy. As a young man he was deeply interested by Emerson. He watched with keen interest the progress of scientific thought. He had an ardent love of nature and enjoyed all kinds of scenery. He worked for the improvement of the physical and intellectual condition of the poor, and started a Samaritan fund for the provision of food for the

indigent. He also helped to found the Metropolitan Association for improving the Dwellings of the Working Classes, and wrote leaflets for the instruction of the ignorant in matters pertaining to health. In other ways he was active in promoting the welfare of the poor. He was a lover of art and a collector of water colours. In summing up her father's character, Miss Toynbee says that its distinguishing feature was his personal magnetism. He drew all kinds of people to him by his sympathy, charm, and sincerity.

Messrs. Churchill will publish in a few days a new edition of *Minor Surgery and Bandaging*, revised by Mr. Bilton Pollard, Surgeon to University College Hospital. The first edition of this work, by Mr. Christopher Heath, was issued 48 years ago. The present (14th) edition has been enlarged by nearly a hundred pages, and contains many new figures, and a frontispiece of a surgeon in aseptic operating costume. They will also issue an *Atlas of Dental Extractions, with Notes on the Causes and Relief of Dental Pain*, by Mr. C. E. Wallis, Assistant Dental Surgeon, King's College Hospital. The text will be supplemented with a series of illustrative plates.

In an article by Dr. James J. Walsh, Dean and Professor of the History of Medicine and of Nervous Diseases at the Fordham University School of Medicine, New York, entitled "Old Documents in Medical Educational Practice," published in the *Dublin Journal of Medical Science* for December, 1908, it is shown that medical education in the Middle Ages was more advanced than is usually supposed. One of these documents is a bull of Pope John XXII founding a school of medicine in the University of Perugia; the other is a law issued for the two Sicilies by the Emperor Frederick II. Both serve to show that a high standard of knowledge was required of the physician, and that care was taken to enforce the proper course of study and to prevent unqualified persons from teaching or practising medicine. According to Pope John's bull, which is dated February 18th, 1321, students of medicine had to go through three years of preliminary studies before beginning the five years' medical training. The first professors were to be graduates of medicine from the Universities of Paris and Bologna, then looked upon as the leading medical schools; and they were to occupy all the masterships and professional chairs at the new university for four or five years, until some of their pupils should be qualified to take them. The right of conferring the licence to teach (the Doctorate) was given to the Bishops of Perugia. The candidate who sought the degree of doctor was presented to the Bishop or his representative, who thereupon appointed four examiners. It was enjoined that these examiners,

without any charge to the candidate and every difficulty being removed, should diligently endeavour that the candidate be examined in science, in eloquence, in his mode of lecturing and anything else which is required for promotion to the degree of doctor or master. With regard to those who are found worthy, their teachers should be further consulted privately, and any revelation of information obtained at such consultations as might redound to the disadvantage or injury of the consultors is strictly forbidden. If all is satisfactory, the candidates should be approved and admitted and the licence to teach granted. Those who are found unfit must not be admitted to the degree of doctor, all leniency or prejudice or favour being set aside.

The law of Frederick II regulating medical practice was issued about the year 1240, and deals with every detail of professional life. None could practise medicine

except such as have beforehand in our University of Salerno passed a public examination under a regular teacher of medicine and been given a certificate, not only by the professor of medicine, but also by one of our civil officials, which declares his trustworthiness of character and sufficiency of knowledge.

This certificate had to be presented to the Emperor or his representative by any one who wished to obtain a licence to practise; any infringement of this law was punishable by confiscation of goods and a year's imprisonment. Stringent rules were laid down as to the length of the medical curriculum and the subjects comprised therein. No student was allowed to study medicine unless he had spent three years in the study of logic, which at that date included practically all the subjects comprehended within the sphere of the arts department of a modern university.