

half-sizes and—equally important—in up to five widths. These are stocked by retailers trained and competent to fit them properly, provided they receive the essential co-operation of the parents.—I am, etc.,

C. & J. Clark Ltd.,  
Street, Somerset.

J. ANTHONY CLARK,  
Sales Director.

### Pulseless Disease

SIR,—I have just now read, with pleasure and profit, the article on pulseless disease by Mr. J. M. Pahwa and his colleagues (*Journal*, December 26, p. 1439). Please permit me to point out an inaccuracy. The authors claim that this is the first reported case of pulseless disease from India. As a matter of fact, the first case report was by Shikhare.<sup>1</sup> The next was by Sen Gupta and Ghosh,<sup>2</sup> and the third report, consisting of three cases, is by Misra *et al.*<sup>3</sup>—I am, etc.,

Department of Clinical Medicine,  
King George's Medical College,  
Lucknow, India.

S. S. MISRA.

#### REFERENCES

- <sup>1</sup> Shikhare, P. V., *Ind. med. J.*, 1921, **2**, 326.
- <sup>2</sup> Sen Gupta, S. N., and Ghosh, J. C., *Brit. med. J.*, 1957, **1**, 137.
- <sup>3</sup> Misra, S. S., Prakash, S., and Agrawal, P. L., *Amer. Heart J.*, 1959, **57**, 177.

SIR,—May I bring to your attention that Dr. R. S. Rajagopalan and myself reported about a case of aortic arch syndrome in the *Journal of the Indian Medical Association*?<sup>1</sup> That case is another one that can be added to the list of cases of aortic arch syndrome already reported from India.—I am, etc.,

East Fortune Hospital,  
North Berwick.

M. S. N. RAO.

#### REFERENCE

- <sup>1</sup> Rajagopalan, R. S., and Rao, M. S. N., *J. Ind. med. Ass.*, 1957, **28**, 523.

### Safety Harness for Car Occupants

SIR,—Following my letter (*Journal*, November 14, p. 1020) I have received a considerable number of inquiries, at first from this country and later, when the *Journal* got around the world, from as far afield as the gentle isle of Tasmania. I have sent my correspondents the names of the makers of reliable British safety harness. I have not been able to give them the names of British car manufacturers or the agents who are prepared to supply and fit reliable harness suitable to their particular design of car. In an endeavour to get this information my impression is that even the suggestion to manufacturers and agents that a reliable harness adds to the safety of the occupants of their cars is in the worst possible taste, and certainly a very bad selling-point for their own product. Yet the industry and the car-buying public must now know that injuries to car occupants can be prevented or their severity lessened, if after a crash the car seat is still firmly anchored to the floor and its occupant maintained in the seat and not violently ejected from it. The avoidance of this hazard is of particular importance to the safety of occupants in small British cars.

The position as I now understand it is that the makers of reliable British safety harness cannot afford an expensive and continuous national advertising campaign, nor can they provide a national cover for the prompt fitting of their equipment. Hence obtaining the right equipment and getting it securely and comfortably fitted to match the body and seat design of a particular

car now results in so much trouble and expense that relatively few owners will go through these difficulties. Although it would be unreasonable to expect the British motor industry to undertake a national advertising campaign for safety harness, it *could be* to the advantage of their sales, both at home and abroad, to advertise (perhaps in the smallest print, in the corner of their normal advertisements) their willingness to supply and fit reliable safety harness suitable to their particular design of car. This would cost them nothing, it undoubtedly would save hospital surgeons and nurses a lot of painstaking work and keep more car owners alive and so able to buy more cars.

Perhaps the Society of Motor Manufacturers and Traders could, through this *Journal*, explain to my many correspondents the views of the British motor industry on this matter. Judging from the letters, my correspondents cannot understand what they interpret as a "passive resistance" of the industry to this safety equipment.—I am, etc.,

Birmingham Accident Hospital,  
Birmingham, 15.

WILLIAM GISSANE.

### Survival in a Nuclear War

SIR,—Except to those whose powers of reasoning are bemused by power politics, partly home-made, partly adopted from N.A.T.O. allies, it is obvious and particularly so to members of our profession that if this country should become involved in a nuclear war there is no defence which will save the majority of its population from extinction.

What we wait for is a declaration by our Government that under no circumstances will it authorize the use of nuclear weapons against human beings. Instead of this it wavers in hopes that its rivals in world influence will refrain from a nuclear attack on Britain from fear of retaliation, while it piles up its own offensive nuclear weapons with help from the United States. In this policy it is taking part in the greatest political folly in the history of European civilization and is wasting a large proportion of its wealth on defensive plans that are illusory.—I am, etc.,

Faringdon, Berks.

K. W. MONSARRAT.

### Radioactivity in our Environment

SIR,—The inevitability of progress in science towards the material welfare of humanity was a *fin de siècle* axiom. No greater fallacy has ever been imposed on a credulous world. Science is becoming a menace in many respects, not the least medically. Since the catastrophic use of atomic fission in 1945, the amount of radioactivity in the atmosphere has steadily increased throughout the world.

There is no basic level below which radiation is safe and above which it becomes dangerous. It is possible that this level is already passed, but, whether this is so or not, it is inevitable that it will be passed. We have now nuclear submarines and even ships, presumably discharging their dangerous products to poison the sea; nuclear reactors on land contaminating, slowly but surely, the atmosphere and everything contiguous, and atomic energy being canvassed in every country as the "thing of the future"—all this must inexorably raise the titre of radioactivity in the air we breathe and in which we are immersed. This is without the folly of nuclear explosions, which, to her credit, Russia has been attempting to outlaw. One feels that as doctors we ought to add such authority and prestige as we have to discourage France from what many thinking people consider