

Factory Children in the *Journal of the Statistical Society* for 1876, and this paper was reprinted in one of the reports of Association of Factory Surgeons about the same time. The report (now overdue) of the Manchester and Salford Sanitary Association contains tracings of the relative stature and weight of boys and girls, based on the tables referred to above, illustrating Mr. C. Roberts's introductory address on the Physiology of Recreation, with special reference to our manufacturing population.

ANSWERS.

SEPTIC.—We have no information concerning the gentleman mentioned.

A MEMBER writes: I should advise R.E., who asked a question in the BRITISH MEDICAL JOURNAL for January 11th, p. 127, to write to Lady Superintendent, Woodside Court, East Croydon, for home for patient.

SPES.—Perhaps a work by Dr. Henri Fournier, which has recently appeared, will meet our correspondent's requirements. Its title is *Hygiène Générale de la Peau et du Cuir Chevelu*. It is published by the Société des Editeurs Scientifiques, Place de l'École de Médecine, 4, Rue Antoine Dubois, Paris, 1896.

NOTES, LETTERS, Etc.

ERRATUM.—In the Diary for Friday, January 17th, published in the BRITISH MEDICAL JOURNAL of January 11th, the entry relating to the British Laryngological, Rhinological, and Otolological Association should have read as follows: "Cases, microscopic specimens, etc., by the President, Mr. Mayo Collier" etc., not as printed "by the President (Mr. Mayo Collier)."

AIRD JOLLY FUND.

MR. G. A. GARRY STIMPSON (East Acton, W.) has much pleasure in acknowledging the following the following additional subscriptions:

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THE ANTICYCLONIC WEATHER OF JANUARY, 1896.

DR. W. G. BLACK, F.R.C.S. Ed., Fellow of the Royal Meteorological Society (Edinburgh), writes: In looking over some records of the past fifteen years or so of the weather of January, when anticyclonics lasted over a week, it seems there were in 1880 twelve days of barometer above 30 inches, followed by gale and snow on 15th and 16th and on 29th and 30th. In 1881 there were nine days of high barometer, followed by gale and snow on 11th and 12th and 18th and 19th. In 1882 there were nine days of high barometer, followed by gales and snow on 27th and 28th. In 1884 there were eight days of high barometer, followed by gale and snow on 24th and 27th. In 1887 there were seven days of high barometer above 30 inches, followed by frosts on 22nd and gale on 31st. In 1888 there were twelve days of the same, followed by snow and frost on 19th and 20th and gale on 24th and 25th. In 1889 there were nine days of the same, followed by gales and snows on 19th, 20th, 23rd, 26th, and 31st. It will thus be seen that the weather may change to more severe winter by the end of the month, and that arrangements might be made of a prescient character for such occurrences, and advantage besides be taken of the present genial condition of the atmosphere. The winter season in this country amounts to discomfort, but in other countries will be welcomed as fine weather. It is here brought about chiefly by the irruptions of blizzards from the northern Arctic seas, and not from the Atlantic Ocean in the west from the United States, which is usual in our latitudes.

REMOVAL FROM THE "REGISTER."

AN esteemed correspondent has expressed the opinion that the answer under the heading in the BRITISH MEDICAL JOURNAL of December 21st, 1895, is misleading, because it might be inferred from it that the General Medical Council had some power of enforcing abstention from practice by persons removed from the Register. Our correspondent argues that any individual is permitted by the law to practise medicine, and that therefore any individual who has been struck off the Register is permitted to practise medicine so long as he does not violate Clauses 36 and 37 of the Medical Act of 1858—that is, he must not give any statutory certificates or hold any public medical appointment. Such a person is of course, as our correspondent admits, not entitled to the privileges provided under Section 32 (recovery of fees) and 35 (serving on juries).

\* \* \* This criticism is a good illustration of the timid methods of the General Medical Council. The word "should," not must, was used in the fourth line of the answer in order to indicate that, although no legal power exists to stop the person struck off the Register from practising, yet it was the best thing he could do, in order to purge himself of his offence, and qualify for restoration to the Register. If a wrong inference is drawn, it will be drawn at all events on the side of honourable obedience to the discipline of the Council. If, on the other hand,

any journal were to indicate with authority that a practitioner struck off the Register could carry on his private practice as before, and be subject to no disability, except that of not being able to sign statutory certificates, etc., the penalty of being struck off the Register would become of little consequence to some persons. The answer was written, moreover, in connection with the question of restoration. If there were to be no possible restoration, it might not be so serious to have regard only to the technical, legal position, and disregard the ethical considerations; but with applications for restoration being constantly made, and frequently granted, it is desirable to indicate the most perfect method of purging the offender of his offence.

PROBLEMS IN VENTILATION.

MR. SAMUEL CONSTABLE (Mathematical Sizar Trinity College, Dublin, Burma Road, W.) writes: D.P.H. candidates and others sometimes find these problems a little confusing. I hope the following formula for calculating supplies of fresh air, etc., will simplify matters:

Let A = cubical contents of room,  
and a = amount of air entering room in a given time.  
Let λ = No. of cubic feet of CO<sub>2</sub> in 10,000 vols. of vitiated air,  
and μ = No. of cubic feet of CO<sub>2</sub> in 10,000 vols. of pure air (generally = 4).  
Let E = cubic feet of CO<sub>2</sub> exhaled during this given time.  
Then clearly, in this given time, there are E cubic feet of exhaled CO<sub>2</sub>, in A+a cubic feet of air.

∴ by simple proportion we have:  
 $\frac{10,000 E}{A+a} = \frac{\text{amount of exhaled CO}_2 \text{ in } 10,000 \text{ volumes of this air}}{\text{total amount of CO}_2 \text{ in } 10,000 \text{ vols. of vitiated air and } \mu = \text{the amount usually present, we have clearly}}$   
λ - μ = amount of exhaled CO<sub>2</sub> in 10,000 vols. of this air.  
∴ Equating these results we have:

$$\frac{10,000 E}{A+a} = \lambda - \mu$$

or which is the same thing,  
 $(A+a)(\lambda - \mu) = 10,000 E$ .  
Formulae are, of course, wholesome and essential, as one cannot always find time for detailed calculations and explanations, but candidates for these examinations will do well in knowing and understanding thoroughly how these formulae are obtained. The chance of misapplying them will then be reduced to a small compass.

"WOMEN CYCLING."

M. INST. C. E. writes: In the BRITISH MEDICAL JOURNAL of January 11th I notice a letter signed "Cyclist," wherein the writer expresses astonishment that someone has not devised a cycle that will meet the evil he complains of—shock to the spinal column and base of the skull when road riding over stones or rough road. I have ridden for over two years a bicycle and tricycle, covering over 18,000 miles, which almost entirely eliminate vibration from the saddle and handle bar under all or any conditions and road. The writer being a "cyclist," cannot have been observant, or he would have noticed this pattern of machine, as there are numbers of them about. It is built by Humber and Co., and can be seen in the window and depot of the Marvel Cycling Syndicate, corner of Bond Street and Oxford Street, where "Cyclist" can, I believe, have a machine placed at his disposal to test. It is called the "Marvel Spring Frame." Pneumatic tyres do not by any means remove vibration. They are effective to a certain extent; they modify vibration, but to obtain the best result from an air tyre it should be blown out hard, when there is more motion on the cycle than even with a cushion tyre. For women's riding, absence of vibration is almost a *sine qua non*. I think "Cyclist" will find a pneumatic-tyred Marvel Spring Frame as near perfection as any cycle can be.

DR. JOHN ATTLEE (Brook Street, W.) writes: I have read "Cyclist's" letter with much interest, but with more surprise, and I therefore beg to be allowed to point out what I consider a great error, lest his letter should influence anyone to give up such a pleasant form of exercise as cycling, or debar those from taking to it who might otherwise be desirous of doing so.

"Cyclist" first of all states that the body is saved from the shocks of vibration through being mounted on a spring saddle, but in the very next sentence takes considerable pains to prove that the body does receive those shocks from the pedals through the legs. Of course every practical cyclist knows that the vibration is carried up from the back wheel (the rider sitting almost immediately over it) and transmitted to the body through the spring saddle.

With regard to riding on the level or up a slight incline, the amount of force which has to be exerted by the extending leg at each stroke is very small, the whole weight of the body resting on the saddle and the feet revolving on the pedals merely as a support, the weight of the leg practically propelling the machine. In this position, as "Cyclist" points out, the accommodating play of the ankle and knee comes in, and there is scarcely any vibration.

Again, when ascending a very steep hill much more force has to be applied, but at once the speed is reduced to such an extent that, even if the road be extremely rough, little or no vibration is felt, the vibration depending as much on the speed as it does upon the condition of the road. Clearly, therefore, "Cyclist's" theory that vibration is conveyed through the pedals cannot hold good. Moreover, "Cyclist" overlooks the fact that the pedals are placed midway between the wheels, which greatly tends to decrease vibration, the wheels of course running over different conditions of the road at the same moment. The suggestion of "Cyclist" to place a spring between the wheels and the frame of the machine has several times been put into practice by different firms, and machines thus fitted are still obtainable, but as a