

years ago, been an almost daily rider, has ridden considerably over 20,000 miles, and can assure "Cyclist" that vibration is not likely to affect his spinal cord, while it will probably have a most beneficial effect on his liver. The question of side-slip is very largely a matter of skilful balance and careful riding, and probably cannot entirely be prevented by chains. The writer finds it a most economical means of getting about, as he has had the same motor for nearly five years, an Excelsior, and it seems to run quite as well as in its first year. It very seldom indeed gives real trouble or breaks down on the road.

Dr. W. J. DIXON (Temple Combe, Somerset) writes: I have ridden a motor bicycle for the past twelve months and have not noticed any injurious results from the vibration, and as I have not got spring forks I have had every opportunity of judging. I have had no experience of chains to prevent skidding, but I can strongly recommend Lovelace's patent rubber tread. I have ridden my bicycle every day with very few exceptions in all weathers, and these treads are really wonderful for preventing side-slips. With ordinary care and moderate speeds one need not fear side-slips if one has Lovelace tyres or his treads fitted to one's own tyres.

Dr. J. L. RENTOUL (Lisburn) writes: In answer to "Cyclist" (October 5th), I have used a motor bicycle for three months, and have suffered in no way. If "Cyclist" gets a good small machine with spring forks and a good spring saddle, he will ride easier than on a "push bike." I extracted grains of powder from an eye after a five-mile ride about three weeks ago; this will show that the "shaking" is very little. As to side-slip, if you ride with caution and use a 20-in. frame machine with good grooved tyres, you need not fear skidding. My bicycle is a 1½-h.p. F.N., magneto ignition, geared 8 to 1. The country around me is hilly, with very bad roads, but I have not yet met the hill I cannot get up without pedalling. "Cyclist" will get full particulars from the F.N. Motor Agency, 106, Great Portland Street, London, W., and I will be very glad to answer any questions if your correspondent wishes to write me. The main thing for a doctor is to have a light, low-powered, and low-g geared machine.

Dr. J. SADLER CURGENVEN (London, W.) writes: In answer to "R." (October 5th), I have driven a two-seater 8-h.p. Rover for the last six months, using it for my professional work in London, and this summer for a trip down to the Lizard and back. I quite agree with "R." as to the liability of the car to skid; this is, I think, due to the fact that there is not weight enough over the driving wheels. I started using two-studded non-skid Continental tyres on the rear wheels, but I found that these were anything but non-skidding on dry wood, the cobble stones of crossings, and on asphalt. I had one bad skid, the car turning completely round, when trying to pull up suddenly on dry wood pavement. After this I had a grooved Dunlop cover put on one wheel, and retained one of my studded Continentals on the other. This is supposed not to be very good for the car, but I find that it answers fairly well in town; the Dunlop holds on the dry wood, and the Continental on wet, but even with this arrangement it is necessary to drive with caution when negotiating curves, or if a sudden "pull up" is likely. During my run to Cornwall and back I had the studded tyres on both rear wheels, and on the country roads had little or no trouble from skidding. On a car with plenty of weight at the back the studded tyres are quite satisfactory. I also drive a Panhard landaulette, on which I have two of the studded Continentals, and I have had absolutely no trouble from skidding with that.

Howk writes: I have never heard that the vibration on a motor cycle caused any abnormal condition of the spinal cord. Several friends of mine have used motor cycles for a long time, both in their practice and in their pleasure, but have not experienced bad effects. The condition of the men who took part in the A.C.C. six days' reliability trial was good. I have never experienced any symptoms after travelling nearly 100 miles a day for some days. One country practitioner I know has done his round on a motor cycle for over a year regularly and has not experienced any unusual sensations. The vibration on a good machine with a springy saddle and spring forks is not much. A spring seat pillar and spring handle bars would prevent any vibration that there might be. There is also on the market a spring arrangement in connexion with the back wheel. My machine is fitted with a springy saddle and spring forks, and the vibration, except over a bad road, is very slight. I have used spring foot rests and found them excellent. As regards side-slips, I have never heard of chains on a motor cycle, that is to say, like the non-skid chains on cars. Side-slips are best guarded against by having a non-skid band on back wheel, low frame, and cautious riding with feet on pedals. Stop the engine on crossing tram lines or on very greasy patches of road, and also round corners. Slips are more liable to occur on picking up speed than on slowing down. A great deal depends on the rider and the make of machine. The further back the saddle is the more likely is a slip to occur.

J. H. R. writes: "R." will find the usual studded bands satisfactory as regards side-slip, but they are expensive and do not last long. A more economical device, if he does not mind putting them off and on when required, is the Parson's

chains. He can use them on either or both driving wheels, and in my opinion they are superior to any other method for small cars. Of course, the tyres must be kept well inflated. I have used them for eight months on an 8-h.p. Sizaire, and am thoroughly satisfied with them, as they have never failed, though the car is a nasty one to skid on greasy ground. The Dunlop grooved tyres are very good on a slow car, but would not answer nearly so well in pulling up sharply, as the most careful driver sometimes has to do. The chains have not injured my tyres, though I have taken journeys one hundred miles each way on them.

Dr. A. J. BRIANT (Helsby) writes: "R." should try the Radax tyres manufactured by the British Insulated and Helsby Cables Company, Helsby, near Warrington. Besides being non-skid, they are practically unpuncturable. The tread is composed of cotton canvas, fixed with the fibres endwise to the road. When worn through they can be re-covered at a moderate cost.

LUBRICANT FOR CATHETERS

Dr. T. GERATY (Nottingham) writes: In reply to Dr. Dabbs, I find "K Y" Lubricating Jelly a most excellent and elegant preparation; it is non-greasy, and its lubricating qualities are perfect. It is prepared by Van Horn and Sawtill.

Dr. J. MACMUNN (London, E.C.) writes: As no one has acceded to Dr. Dabbs's request in your issue of September 28th to give hints on the above subject, I may be permitted to write a few words. He uses a lubricant of almond oil containing atropin, adrenalin, and cocaine. Personally I find adrenalin fulfils a use only in some cases, such as cases of retention with congestion (and, of course, cases of haemorrhage). In other cases I find it actually adds to the difficulty by contracting the musculature of the urethra. How can such things act at the time? How can they act on the part required, since the meatus really wipes off the lubricant as ordinarily used? By far the best plan is to inject the lubricant a little time before; then, if we use a fairly large instrument, the latter acts as a piston and sends it on. I always use long, thick, small-bore syringe nozzles in cases of obstruction. Completely filling the urethra down to the obstruction, these nozzles compel the things injected to go through, and not act merely on its face, as is usual. All oils are vastly inferior to mucilages. Whoever uses Gonley's or Van Horn's will never use anything else.

LETTERS, NOTES, Etc.

ERRATUM—In the note on "The Causation of Cyclical Vomiting" (BRITISH MEDICAL JOURNAL, October 5th, p. 944) the last line but one should read: "No microscopic examination, however, was made."

THE "MEDICAL DIRECTORY."

THE Editors of the *Medical Directory*, 7, Great Marlborough Street, London, W., write: The amalgamation of various London medical societies under the title of the Royal Society of Medicine necessitates a great many alterations in the forthcoming issue of the *Medical Directory*, and we shall feel obliged if all Fellows of the Society or Members of Sections will kindly give us at once the necessary information. We may say that we have now decided to abbreviate the entries to the following: Fell. Roy. Soc. Med., or Mem.—Sect. Roy. Soc. Med. Many gentlemen, in making their returns, have overlooked the fact that several of the old societies have ceased to be. Of course, we have to delete such entries for the future.

RELATIVE VALUE OF INHALATION AND INJECTION METHODS OF ANAESTHESIA.

Dr. E. LAWRIE (London, W.) writes: Stovaine may or may not be everything Mr. Dean says it is, but the claims he puts forward are chiefly based (1) on the effects of chloroform improperly administered; and (2) on the after-effects and collapse which are inseparable from the use of ether. Until Mr. Dean has compared the effects of chloroform inhalation conducted on sound principles with the injection methods of analgesia, he is hardly justified in asking us to give up the certain safety and freedom from shock of my method of chloroform anaesthesia for a plan which, even when properly carried out, may involve the consequences described by Dr. G. H. A. Barton.

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