

DISCUSSION.

The severity of undulant fever is subject to a good deal of variation. Mild cases in which the fever lasts only for a few days are described, and there are other instances in which the febrile attacks persist for more than a year. The average duration of the disease is three months. This variability of the severity of the infections renders the assessment of the value of sulphanilamide treatment a matter of difficulty.

It is probable that in these cases sulphanilamide had a definite curative effect and the following facts are suggestive.

In Case 1 the duration of fever in hospital was thirty-six days and in Case 2 twenty-eight days. There is a difference of eleven days between the onset of symptoms in the two cases, and the sulphanilamide was started on the same date in each case. In both instances the drug was given during a pyrexial period and the temperature returned to normal on the same day and no further relapse occurred.

If, as appears likely in these cases, the response was directly due to sulphanilamide, then quite small doses may be effective. The accepted dosage of sulphanilamide for a patient with a fairly severe infection is 1 gramme for every 20 pounds body weight daily, but in these cases a daily total of 1.5 grammes was given.

The results of the agglutination reactions after administration of the drug are interesting, and as far as I am aware have not previously been described. A slow steady fall in the titre occurs. It is also interesting to note that a fairly high rise in T "O" agglutinins in both cases took place.

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A METHOD OF CARRYING THOMAS' SPLINTS IN MOTOR AMBULANCES.

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THE following method has been found satisfactory in preventing loss or damage to the splints, without rendering them inaccessible or diminishing the accommodation available in the ambulance. The splints themselves are hung in a pair of clips, fastened with wing-nuts, to the front wall of the inside of the body over the door which, opening outwards, is not affected. The suspension bars are placed on the floor under the tip-up orderly's seat, and clamped there with wing-nuts. The foot-pieces are clipped to the splints, the pin being tied to both with string. The fittings in our case were made by the unit workshop section at a cost for materials of less than a shilling per car.

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