MEDICAL AND SURGICAL NOTES.

QUALITY OF AIR IN DIFFERENT LOCALITIES.—An interesting paper, valuable in a physiological point of view, on the quality of air taken from various localities, was lately read by Dr. Sigerson, at Dublin, before the Royal Irish Society. In air from an iron factory, he found, on examination, carbon, ash, and iron; the latter substance was in the form of little hollow balls, each about two-thousandth of an inch in diameter, the iron being so thin that the light passed through it. In shirt-factory air were found filaments of linen and cotton. Antimony—from the type metal, probably—was discovered in the air of printing rooms. Stable air was ascertained to contain floating hair and scales; and in the air through which tobacco smoke was passing, nicotine, the poison of tobacco, appeared in little globules.

THE "HAOFASH" MEDICINE.—To. MM. Condamine and Blanchard, a Paris journal credits the discovery of a tree called "Haofash," which grows on some of the mountains of Barsa, in French Cochin China. The people there, who gain a livelihood by selling the bark of the haofash to professional men, wait till the tree has attained its third year before stripping it of its bark. The operation is performed in June, when the tree has neither blossoms nor fruit; it is hewn down, and then denuded of its bark methodically, in slices about two feet long and three or four inches broad. The bark is outwardly of an ash-gray color, and inwardly brown; it has a strong aromatic smell, and a slightly bitter taste. When chewed, it reddens the saliva; it is a powerful styptic, and is administered by the doctors of the country in cases of colic, diarrhea, and dysentery. The dose for a decoction is generally from six to ten grammes (a gramme is about 15 grains) in 100 grammes of water, boiled down to one-fifth.

CONTAGIOUS DISEASES.—The English papers report a lecture on liabilities to disease, recently delivered by Dr. Alfred Hudson, in which that distinguished physician stated the following as some of the conclusions to which he had arrived: That liability to zymotic disease may be considered inherent in our constitution—a law of our nature; that this varies in degree in different individuals, at different times and under different circumstances; that these circumstances are partly external, or extrinsic, and partly intrinsic conditions; that both are partly preventable, and partly non-preventable; fifth, that, *ceteris paribus*, liability is least in those in whom healthy blood, healthy tissues, and healthy excretion coexist, constituting perfect nutrition; and that it is greatest in those whose blood contains the greatest amount of the products of waste of the tissues, and of matters in a state of decomposition, introduced into the circulation from without. Dr. Hudson also asserts that fatigue is one of the most frequent causes that predispose to disease—this being shown particularly in the case of soldiers who suffer so much after long marches, often exposed to the worst influences of the weather.

FRENCH INVESTIGATIONS OF DIET.—M. Cabasson is credited with having presented to the French Academy a curious essay on that somewhat hackneyed theme, the effect of diet on the moral and intellectual faculties of man. Its influence is, in his opinion, very great. In a passage of "Les Miserables," Victor Hugo likes French vivacity to the light French wines, and English ponderosity to "porterbeer;" and many Frenchmen are convinced that the distinguishing traits of the two nations may in a great measure be ascribed to the use of these beverages. But M. Cabasson speaks from experience, having experimented on his own person with various articles of food. Coffee taken on an empty stomach appears to have produced most startling effects. He states that immediately after imbibing it his ideas acquired unusual profundity, his style in writing was cold but correct, while, on the other hand, his temper underwent a pernicious change—that is, he became morose, egotistical, and generally disagreeable. A moderate breakfast restored him to his normal state, and the disappearance of intellectual profundity was compensated for by an influx of genial and generous ideas—such at least being the modest testimony of M. Cabasson in his own case.

FISH AND TEA AS FOOD.—*The London Times* sharply controverts the assertion made by Dr. Edward Smith to the British Association, that fish is rather a relish than food, and contains little more nutriment than water. As opposed to this statement, the investigations of M. Payen are cited, who proves that the flesh of fish on the average does not contain more water than fresh beef, and has as much solid substance as the latter. For instance, the flesh of salmon contains 75.70 per cent of water and 24.296 per cent solid substances, while beef (muscle) contains 75.88 per cent water and 24.12 per cent solid substances. The flesh of herring contains still less water than that of salmon, and even flat fish are as rich in nitrogenous substances as the best wheaten flour, weight for weight. Another statement made by Dr. Smith, that the amount of nutriment contained in an ounce of tea is infinitesimal, is met with the assertion that, while tea is no "nutriment" in the ordinary sense, the individual who takes tea after his meals feels, without being able to define it, that tea has a favorable effect upon certain highly important functions in his body, that digestion is accelerated and facilitated, and his brain-work benefited thereby. Though not nutriment, tea is thus alleged to possess a really higher value, in medical properties of a peculiar kind.

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Depots in New-York, foot of Barclay-st. and foot of Christopher-st.
SUMMER ARRANGEMENTS, commencing MONDAY, June 30, 1873.
8:10 a.m. BROAD-GAUGE EXPRESS TRAIN via Boonton Branch, runs direct through from New-York to Water Gap, Stroudsburg, Scranton, Binghamton, Homer, Cortland, and Syracuse, without change of cars, connecting at Dover with Chester R. R.; at Waterloo with Sussex R. R.; at Washington with train for Phillipsburg, Easton, Bethlehem, Allentown, Reading, Harrisburg, and the West; at Broadway with train for Greene, Oxford, Norwich, and Richfield Springs, and at Scranton with L. and H. R. R. for Kingston, Wilkesbarre, Pittston, &c. Take this train for Hopatcong, Lake and Schooley's Mountain.
7:15 a. m. MAIL TRAIN, connecting at Denville with Boonton Branch; at Dover with Chester Branch; at Waterloo with Sussex R. R. for Andover and Newton; at Washington with the D., L. and W. R. R., and at Phillipsburg with Lehigh and Susquehanna and Lehigh Valley R. R. for all points on these roads. This train stops at Hopatcong.
10:00 a. m. EASTON EXPRESS stops at Newark, Madison, Morristown, and all stations west; connects at Waterloo with Sussex Railroad; at Phillipsburg with Del., Lac. R. R. for Belvidere and Lehigh Valley R. R. for Bethlehem, Allentown, Manch Chunk, Wilkesbarre, Reading, and Harrisburg. Take this train for Hopatcong, Budd's Lake, and Schooley's Mountain.
4:00 p. m. BROAD GAUGE EXPRESS TRAIN, via Paterson and Boonton, runs directly through to Water Gap, Stroudsburg, Scranton, and Binghamton without change of cars, stopping at principal stations. Connecting at Dover with Chester R. R., and at Waterloo with Sussex R. R. Take this train for Budd's Lake and Schooley's Mountain.
5:20 p. m. HACKETTSTOWN EXPRESS stops at Newark, Millburn, Summit, Chatham, Madison, Morristown, and all stations west, connects with Sussex R. R. for Andover, Newton and Franklin.
6:20 p. m. DOVER EXPRESS stops at Newark, Madison, Morristown, and stations west, connects at Dover with Chester R. R. for Succasunna and Chester.
For MORRISTOWN, at 7:15, 9:10, 11:10, 12:00 m., 2:30, 3:20, 4:20, 5:20, and 6:30 p. m.
For SUMMIT at 7:15, 7:30, 9:10, 10:10, and 11:10 a. m., 2:30, 3:20, 4:20, 5:20, 6:05, 6:30, 6:50, and 8:15 p. m.
For ORANGE and SOUTH ORANGE, 7:15, 7:30, 9:10, 9:40, 10:10, and 11:00 a. m., 1:10, 2:30, 3:30, 4:30, 4:50, 5:30, 6:00, 6:30, 7:45, 8:40, 10:00, and 12:00 m.
For NEWARK at 7:15, *7:30, *7:50, *8:50, 9:10, *9:40, *10:10, 10:40, *11:10 a. m., and 12:00 m., *1:10, 2:00, *2:30, 3:20, 3:40, *4:20, 4:50, *4:40, 4:50, *5:20, 5:30, 6:00, *6:20, 6:45, 7:40, 8:15, 8:45, 10:00, and 12:00 a. m. Trains marked * stop at East Newark.
For BLOOMFIELD and MONTCLAIR, at 7:50, 8:50, and 10:40 a. m., and 2:00, 3:40, 4:40, 5:20, 6:20, and 8:15 p. m.
A. SEARONES, Superintendent.

ERIE RAILWAY.—Summer Arrangement of Passenger Trains taking effect June 23, 1873. From Chambers-st. Depot (for 23d-st. see note below.)
9 a. m.—Cincinnati and Chicago Day Express. Drawing-Room Coaches to Buffalo and sleeping Coaches to destination.
11 a. m.—Express Mail for Buffalo and Niagara Falls. Sleeping Coach to Buffalo.
7 p. m. (Daily)—Cincinnati and Chicago Night Express. Sleeping Coaches through to Buffalo, Niagara Falls, Cincinnati, Detroit, and Chicago without change.
Trains leave for
Port Jervis 8, 9, 11 and *11:15 a. m., 4:30, (6:30 and *7 p. m.
Goshen and Middletown, *6, 8, (8:30), 11 and *11:15 a. m., 3:15 4:30, (6:30 and *7 p. m.
Warwick, 8, 11 a. m. and 4:30 p. m.
Newburgh, (8:30), 9 and 11 a. m., and 4:30 p. m.
Suffern, *6, 8, (8:30), 11 and *11:15 a. m., 3:45, 5, 6, (6:30, *7 and *11:30 p. m.
Hillsdale, Hohokus, Allendale, and Ramsey's, *6, 8, (8:30), 11, *11:15 a. m., 3:45, 5, 6, (6:30, 7 and *11:30 p. m.
Paterson, *6, 6:45, 7:15, 8, (8:30), 9:30, 11, 11:15, 11:30 a. m., 12 noon, *1:45, 3:45, 4, 5, 5:15, 6, *6:30, *7, 8, 10:30 and *11:30 p. m.
Newark, *6, 7:15 *8:45 and 11:30 a. m., 3:45, 5:15, *6:30 p. m., and 12 Saturday nights only.
Rutherford Park and Passaic, 6:45, 8, (8:30), 10, 11 (11:15 a. m., Passaic only), 12 noon, *1:45, 4, 5:15, 6, *6:30, 8, *10:30 and *11:30 p. m.
Hackensack, Hackensack, and Way, 5, 8:15, and (8 45 a. m., 1, 3, 4, 5, and 6 p. m., and 12 Saturday nights only.
Spring Valley and Way, 5 and (6:30 a. m., 4:45 p. m.
Englewood, 5, 8, (9), and (9:30 a. m., 1:30, 3:15, 4:15, 4:45, 5:30, 6:30, and *7:45 p. m., and 12 Saturday nights only.
Tenafly and Nyack, 8, (9), and (9:30 a. m., 1:30, 3:15, 4:45, 5:30, 6:30, (7:45 p. m., and 12 Saturday nights only.
Piermont and Nyack, 8, (9), and (9:30 a. m., 1:30, 3:15, 4:45, 5:30, 6:30, (7:45 p. m., and 12 Saturday nights only.
*Daily. (Sundays only. †Sundays Middletown only.
JNO. N. ABBOTT, General Passenger Agent.

FORT LEE, PLEASANT VALLEY, and SHADY SIDE steamers leave daily from Spring-st., at 10 a. m., 2, 5:10, and 7 p. m., landing at Twenty-third-st. ten minutes later. Sunday time from Spring-st., 9:30, 10, 11 a. m., 1, 2, and 2:30 p. m., landing at Twenty-third-st. Fare 15c.

GREENWICH and STAMFORD PASSENGERS will for the present take the steamboat AMERICUS from Pier No. 37 at 3:15 and East Thirty-third-st. at 3:30 p. m. Returning leaves Stamford by special boat at 7:30, and Greenwich 8:15 a. m.

KEYPORT DAILY BOAT.
The steamer MATTEAWAN will leave daily for KEYPORT at 4:00 o'clock p. m., from foot of Barclay-st., N. R., and returning, will leave Keyport for New-York at 7 o'clock a. m.

NEW-HAVEN, HARTFORD, &c.—Fare, $1 25. Steamers leave Peck-slip for New-Haven at 3:15 and 11 p. m., Daily (Sundays excepted) connecting with the railroad.

NORFOLK, CITY POINT and RICHMOND.—The OLD DOMINION STEAMSHIP CO. will dispatch from Pier 37, N. R., one of their fine side-wheel steamers, at 3 p. m., every TUESDAY, THURSDAY and SATURDAY, giving through Bills of Lading to all points South and South-West.
Through Passenger Tickets issued to all points. Accommodations unequaled.
Office, 187 Greenwich-st., cor. Dey-st., New-York.

NEPTUNE LINE STEAMERS Daily for PROVIDENCE, BOSTON, WORCESTER, at 5:00 p. m., from Pier 27, N. R., foot of Robinson-st.
Cabin fare to BOSTON, $3. To PROVIDENCE, $3.
Deck fare to BOSTON, $3 25. To PROVIDENCE, $2.
Freight at lowest rates. Connect at Providence with Boston and Prov. and Prov. & Worcester R. R.'s for all important N. Eng. cities and towns.

NORTH RIVER and NEW-YORK STEAMBOAT CO.—Office Harrison-st.