

years might seem a long period of delay. But the last thirty years had been spent in agitation and political strife. Would it not be better now to let the conflict cease and secure a gradual but a certain improvement?

Sir Edward Clarke objected to the plan of surrendering one licence for another, and he considered that it was not legal for magistrates to make it a condition of granting a new licence that two other licences should be surrendered.

There is nothing in Sir Edward Clarke's scheme which clashes with Lord Grey's, and if the reduction in numbers which Sir Edward Clarke works out were to take place, and the civilizing influence of Lord Grey's Public-house Trust movement to go on, these two reforms worked simultaneously might bring us nearer to a solution of this vexing problem.

#### School Teaching.

Any such schemes must be supplemented by conscientious teaching of all children in schools as to the evils of drink, and if necessary, as has been said before, the removal by degrees of all schools to the country, where the children would remain as boarders the whole of their school life, away from the evil influences of the slums. These are drastic measures, but does a wise surgeon seek to delay a necessary operation by opiates? Nothing short of drastic measures will cure the evil, and the sooner this is realized the better.

[In this connexion the reader is referred to the article on Hygiene and Temperance published at page 212. A petition pointing out the need of elementary scientific instruction in health subjects, including temperance, in schools, which is about to be circulated to members of the medical profession, is there set out. As will be seen, the proposal was approved by the Council of the British Medical Association at its meeting on January 20th.]

### LITERARY NOTES.

A VOLUME of lectures by Sir William Gowers will shortly be published by Messrs. J. and A. Churchill. The lectures, which have been carefully revised by the author, deal with the following subjects: Subjective Visual Sensations; Subjective Sensations of Sound; Abiotrophy—Diseases from Defect of Life; Myopathy and a Distal Form; Metallic Poisoning; Syphilitic Diseases of the Nervous System; Inevitable Failure; Syringal Haemorrhage into the Spinal Cord; Myasthenia and Ophthalmoplegia, and the Use of Drugs.

The *House Beautiful* is the title of a new journal, edited by Mrs. Ernest Hart, intended, as its subtitle imports, for the guidance of "those who design, beautify, furnish, and inhabit houses." As Mrs. Hart points out in a graceful "Introduction," there is no existing English journal in which the house and the home are considered from every point of view—structural, decorative, artistic, ethical, hygienic. The first number presents an attractive appearance; the literary contents are varied and interesting, and the illustrations are numerous and admirably executed. There was a distinct place for such a periodical in English journalism, and we congratulate Mrs. Hart on having filled it so successfully.

Dr. Reginald A. Farrar, Medical Inspector of the Local Government Board, has written a life of his father, the late Dean of Canterbury, which is to be published in the course of the present month by Messrs. Nisbet and Co.

Dr. David B. Lees has collected his Harveian Lectures on Some Acute Visceral Inflammations, which appeared in the BRITISH MEDICAL JOURNAL of November 21st and 28th and December 5th, 1903, with some other papers, two or three of which also appeared in the JOURNAL, into a small volume which will shortly be issued by Mr. John Murray.

The *Journal des Médecins* is a medical review of reviews, published monthly, which constitutes an abstract and brief chronicle of all the work in medical science done in France. The editor is Dr. Roger Hyvert, and his staff is composed of former internes of the Paris hospitals. The journal is published by Maloine, 25-27, Rue de l'École de Médecine, Paris.

*Medical Electrology and Radiology*, the official organ of the British Electro-therapeutic Society, will in future be published monthly. The January number contains a forecast for the coming year by the editor, Dr. W. S. Hedley, with original papers, reports of proceedings, etc.

The *Daily Chronicle* of January 11th quotes from an unnamed source the following advice as to the risk of "catching cold" after a visit to the theatre, given by an anxious parent to his son at Oxford in 1686:

Child.—I heard that the players are gon down to Oxford, but I am unwilling that you should go to see them act, for fear on your coming

out of the hot play house in the cold ayer, you should catch harm, for as I did once coming out of the theatre at a publick Act when it was very full and steaming hot, and walkin a Broad in the cold, and gave me sutch a cold it had Lik't to a cost me my Life. Your best way in sutch a cold is to go hom to your one chamber directly from the play house, and drink a glass of Sack, therefur Be sure you send your servant At your hand for a bottle of the Best Canary and keep it in your chamber for that purpose. . . . Harkon thou unto the voyce and Advise of me Thy ffather, Loving Thee Better then himselfe.

This advice, in principle, is largely acted on at the present day. Many, however, substitute whisky in the form of hot dog for the cup of sack, in the virtues of which Sir John Falstaff had so firm a belief. In the light of modern research as to the etiology of coryza and the composition of whisky, the treatment is doubtless unscientific.

### AUTOMOBILES FOR MEDICAL MEN.

(Continued from p. 143.)

#### THE CHOICE OF A CAR.

FINALLY, we arrive at a choice of a car. On this point it is to be remembered that it is only comparatively recently that cars of any make or by any manufacturer have been put upon the market at prices within the reach of most general practitioners, and that, therefore, the total accumulated experience, even of experts, is less than in the case of larger cars; and that as for the verdicts of amateurs, private owners are, like owners of bicycles and all other machines, very liable, unless of unusual experience, to be very enthusiastic over the merits of the particular car which they happen to possess, and therefore understand best. But, fortunately, in the reliability trials of last September we have an excellent guide. These elaborate, costly, and carefully-organized trials were got up by the Automobile Club of Great Britain and Ireland, with the co-operation of a committee of manufacturers. They were designed especially with a view, on the one hand, to provide the purchasing public with data which would enable them to determine what class of car was best suited to their special requirements; and, on the other, to give manufacturers an opportunity of seeing what their productions really could do in competition with those of other makers, and hence see where improvements were required, and at the same time obtain certificates from a public body as to what they actually achieved.

Some reference to these trials has been made before in these columns, and it has been objected by certain correspondents that they are useless as a guide to the medical profession inasmuch as that they were carried out under special conditions. This fact, however, so far from decreasing their utility, increases it; for the conditions, though special, were only so in the sense that they were of an unusually exacting character. Thus though the cars were driven naturally by good drivers, weak points in faulty cars were brought out which would have escaped notice in any ordinary trial of a car, and which even might not have revealed themselves to a purchaser until they had been some time at work under the ordinary conditions of work in a medical practice.

Correspondingly, the cars which came out well are justly entitled to great credit, and any of them could be purchased with full assurance that they would be reliable in practice in the points in which they have won high marks in the trials. Thus, during the eight days which the trials lasted each car had to travel in company a distance of over 1,000 miles, and during all that time they were under constant observation and might neither be cleaned nor receive any of those attentions upon the importance of which we have laid such stress without the penalty of loss of marks. The six judges were all experts in car work, well known as such, and some of them—such as Mr. Cozens Hardy and Colonel Crompton—well known in other directions as well, and any prospective purchaser might well be recommended to peruse their final report but for the fact that it covers sixty pages of printed matter. Its extreme length is due to the fact that it gives details of the performance of all cars entered, 140 in number, and the points in which marks were lost. It is also, perhaps, of somewhat too technical a nature to be usefully studied by those not fairly acquainted with the subject.

A juster criticism of the results than that to which we have referred is one which has been made by those who organized them themselves, and which is of a nature easily comprehended by medical men accustomed as they are to competitive examinations. There were seventeen different points in