

deliberate was that of medical aid societies and the employment of medical men by limited companies. In this matter the representatives had done the best they could, and had not shirked their duty, whether considered as a Council of Registration or of Education. Dr. Glover concluded his speech by dwelling upon the advantages in continuity of office and the necessity for choosing the direct representatives from the ranks of the general practitioners.

On the motion of Dr. STOKES, seconded by Sir JAMES CRICHTON-BROWNE and supported by Mr. A. PEARCE GOULD, the following resolution was carried *nemine contradicente*: "That this meeting heartily approves of the way in which Dr. Glover has discharged the duties of direct representative; hears with satisfaction of his determination to seek re-election, and expresses the hope that he may be again returned at the head of the poll."

Dr. LOVELL DRAGE said he had not come prepared with an election speech and that his views had been most ably expressed by Dr. Glover. The question that the general practitioner had to decide at the present election was the great question of reform. This question, he was glad to say, was not one which had agitated the mind of the profession only. Quite recently a barrister had called his attention to the fact that the public were in very great danger of the operations of quacks and persons not on the Medical Register, and instanced the case of a dentist who killed a patient under chloroform. Another thing which the profession was suffering from was the jealousy of the State. When the last Medical Act was passed the Government had not the courage to say, We will protect the medical man. He was glad to hear the remark which had been made by Sir James Crichton-Browne that the strength of the profession was the great safeguard of the public. It was a great misfortune that that fact had not been recognised by the Legislature. With regard to the suppression of quackery he knew it was surrounded with difficulties, but he was not aware of any difficulties which could not be overcome. One question in which he took a great interest was that relating to medical titles and education. The question could only be dealt with by radical reform, and the basis of that reform, he took it, must be that admission to the Register admitted to every kind of practice, just in the same way that admission to the Bar qualified the barrister to practice where and however he pleased. Students who entered hospitals suffered under many disadvantages. It should be possible for a student to enter any hospital and work straight on to obtain any degree he chose. Referring to the penal clauses of the Medical Act, he was quite convinced that more work ought to be done, not only by the licensing bodies themselves, but also by local societies.

Replying to a question Dr. DRAGE said his views on the midwives question were substantially the same as those of Dr. Glover. Both Dr. Glover and himself were agreed that the last Bill introduced into Parliament was not satisfactory and did not place the profession in the light due to it. He believed there was a Bill promoted by the British Medical Association, but he had not seen it and he had not yet seen any Bill which would satisfy him.

Mr. VICTOR HORSLEY then proposed the following resolution: "That this meeting has heard with satisfaction that Dr. Woodcock, J.P. for Manchester, and Dr. Lovell Drage of Hatfield are candidates for the two vacancies arising by the resignation of Sir Walter Foster and Mr. Wheelhouse, and pledges itself to support these gentlemen conjointly with Dr. Glover."

Mr. W. DINGLEY seconded the resolution, which was unanimously carried.

Votes of thanks to the chairman and Dr. White, who lent the room for the meeting, closed the proceedings.

THE DANGERS OF CYCLING.

CYCLING which was yesterday the fad of the few is to-day the pastime of the many; it has brought wealth to the wayside town and village, has given a new industry to the country, and by taking the place of more expensive forms of locomotion has facilitated in various ways the carrying on of trade. But unfortunately this progress which has taken place well within a quarter of a century has been attended with the sacrifice of many lives and with numberless casualties, many

of which have been very severe. With the advent of the motor cycle it is more than probable that the number of casualties from cycling will increase, in which case legislation will be called for. We should, however, be sorry to see so popular a pastime as cycling trammelled by legislative rules and hope that the good sense of cyclists will prevent anything of the kind if the dangers are pointed out and the remedies which they can themselves apply are suggested.

It is a noteworthy fact that in nearly every case where an accident has occurred the cyclist has been riding for pleasure, and it is still further noteworthy that by far the larger percentage of accidents are attributable to recklessness or want of knowledge and skill in manipulating the machine. A prolific source of accident and one which seems to present an ever-recurring source of temptation to many cyclists to see how speedily they can sacrifice their lives is hilly ground. The moment the brow of a hill is reached the reckless cyclist seems impelled to take his feet from the pedals and to allow the machine to descend with all the rapidity which weight, gravity, and the gathering force give it. To the novice this is especially attractive, inasmuch as it gives him an opportunity of resting his tired muscles. Providing the rider has a straight and clear road it is just possible that no accident may occur, but the story of casualties from this cause is invariably the same; the cyclist loses control over his machine and collides with some object, be it cart, hedge, or wall, with the resulting effect of death or severe injury. A good brake affixed to the back wheel of the machine would have the effect of considerably reducing the number of accidents from this cause, but, unfortunately, there is an idea that the addition of a brake adds an inconvenient weight to the machine. It is true that there is still room for improvement in the matter of brakes, but there is a pneumatic contrivance on the market which is both safe and effective, it being attached to the back wheel and being very light the excuse of inconvenient weight cannot be urged. Another frequent cause of accident is the practice of "scorching." For the benefit of the uninitiated we may define the term as an impulse over-ruling the cyclist's reason compelling him to overtake any and every moving object which may be in front of him. It is somewhat analogous to the schoolboy's love of overtaking those walking before him, and it shows similar lack of mental control. Oblivious of everything but the one object of overtaking that which is immediately in front of him, he rushes madly on and, if fortunate enough to escape injury to himself, is only too likely to cause serious harm, if not death, to the pedestrian who may be unfortunate enough to be in his way. The ambition for record breaking and the desire for making a "century run"—i.e., the covering of a hundred miles in one day—are greatly responsible for the practice of "scorching" and they should be strongly denounced by any medical man who has an opportunity of advising in the matter. These two causes of accident, which we are sorry to say cannot be attributed to the male sex alone, occur for the most part outside large towns, where reckless riding can be indulged in with some amount of impunity as far as the law is concerned. When we come to consider the accidents which occur in the busy towns we have to chronicle carelessness, incompetence, and a lamentable want of knowledge as to the rules of the road. Quite a number of these accidents occur to women, many of whom are physically unfit to cope with the crowded traffic. Wedged in between a number of vehicles, and lacking the necessary nerve to extricate themselves, they waver, and either run into a horse and cause it to plunge or themselves fall beneath the wheels of a vehicle. The accidents which occur to the male sex may sometimes be attributable to the same cause, but more frequently they are the result of a reckless disregard of danger and a desire to pass by the vehicle in front. This causes the horse to shy and perhaps to upset the cyclist. Riding too close behind a vehicle is another cause of accident. The cart, or whatever it may be, suddenly pulls up, the cyclist rushes into it and is thrown, and another vehicle passes over him. Want of knowledge or wilful disregard of the rules of the road, too, has been the cause of several deaths and severe injuries. It is not, however, always the fault of the cyclist that accidents happen in our crowded thoroughfares. The intolerance of cabmen, the reckless driving of butchers' traps and milk carts and light vans carrying provisions are too well known to need comment. Cabmen, too, often delight in causing as much inconvenience and annoyance to cyclists as they possibly can do.

and we have been witness of a cabman deliberately crossing to the wrong side of the road in front of a cyclist for no other purpose than the wanton one of causing the latter to dismount. Drivers of light private vehicles again frequently show the utmost contempt for the cyclist whom they seem to think has no right whatever to the use of the road. This feeling on the part of drivers often shows itself against pedestrians and it cannot be too frequently pointed out that the road is not the exclusive property of the drivers of horses and carts. Faulty machines are a source of accident which manufacturers should be made responsible for. Several accidents have occurred lately from this cause, and we greatly fear that the increasing demand on the part of the public for machines will not tend to lessen this cause unless manufacturers are made liable. Two serious sources of danger are the use of the crowded roads by learners and the hiring out of machines to novices. A busy road would seem to be the last place a sensible person would select for learning to ride a bicycle, yet three deaths have taken place from this cause within the past few weeks. The hiring out of bicycles to children and roughs bent on what they call a "speer" should be checked by law. It should be quite possible to license those who let out cycles for hire, and such persons should be made responsible if an accident occurs through the letting out of a machine to an incompetent person.

The cases which we have mentioned are not hypothetical, but have been drawn from a list of recent accidents, and we have instanced them with the object of showing that the accidents connected with cycling are for the most part preventable. Our contemporaries who are devoted to the interests of "wheeling" have, we know, already done good service in this respect, but we venture to assert that if they would impress even more strenuously upon the cycling public the importance of strictly attending to some such simple rules as the following, much good would ensue. These rules are not intended to be exhaustive nor are they for the expert cyclist, although even the experienced rider should not ignore them.

Thoroughly examine your machine before starting on a journey.

Do not ride without a brake, which should be attached to the back wheel if possible.

Beware of tram lines especially when they are wet.

Avoid turning sharply on a wet or "greasy" road.

Pass horses at a slow speed.

Never take the feet off the pedals when riding down hills.

Do not ride with the hands off the handles especially in crowded thoroughfares.

Ride carefully when passing side streets or the carriage entrance to houses.

Before attempting to pass another vehicle ring the bell when at least twenty yards distant. This will give the rider time to see what the intentions of the driver of the vehicle in front are, and will enable the cyclist to take precautionary measures in time should such be necessary.

When riding in parties vehicles should be passed in single file.

Warning by the bell should be given in as gentle a manner as possible. The sudden ringing of a loud gong is apt to cause a pedestrian to lose his presence of mind and run into the very danger it was the intention of the cyclist he should avoid.

When riding behind vehicles in a crowded thoroughfare be prepared to dismount at a moment's notice if necessary.

Keep on the proper side of the road.¹

Ladies should not attempt to ride in the public thoroughfares until they have absolute control over and confidence in their machine. They should keep as near as possible to the kerb and ride slowly.

Those who wear a skirt should see that it is not too long. It should be lined in front with some glazed material in order to prevent friction, and all loose drapery which is likely to be caught by the wind and perhaps caught in the machine should be avoided.

In addition we would suggest that persons who let out cycles for hire should be under the control of the police. It should be a punishable offence to let out machines not in proper order and no child or other incompetent person should be allowed to hire a machine.

¹ This rule must be applied with intelligence. There are cases when a deviation from the strict rule will prevent an accident.

It should be possible for the police to prevent novices learning to ride in the public thoroughfares.

Railway companies should issue cheap tickets for cyclists and their machines in order that riders might be enabled to commence their journey as far as possible away from crowded thoroughfares.

ROYAL COLLEGE OF SURGEONS OF ENGLAND.

THE half-yearly meeting of Fellows was held in the theatre of the College on July 2nd, the President, Mr. CHRISTOPHER HEATH, being in the chair.

The PRESIDENT reported that the resolutions carried at the last meeting of Fellows had been reported to the Council on Jan. 9th, 1896, and that in reference to the first of those resolutions—viz.: "That it is desirable to give the Members of the College direct representation upon the Council"—the Council had adopted the following resolutions on March 12th and May 14th respectively, viz.:—

1. "As the Members of this Council represent the body corporate of this Royal College, and consequently its Members as well as its Fellows, it is the opinion of this Council that no further representation of the Members is desirable."

2. "That a poll of the Fellows be taken respecting the motion passed at the general meeting of Fellows on January 2nd in favour of giving to the Members of the College direct representation upon the Council, and that a committee be appointed to prepare, for the approval of the Council, an elucidatory statement of the subject in question, together with the interrogatories which shall be submitted to the Fellows."

and that the committee had held several meetings and had prepared a report, which would be presented at the next meeting of the Council.

The PRESIDENT further reported that the following resolution had been adopted by the Council in reply to the deputation of Fellows received by the committee of the Council in reference to the subject of the desirability, or otherwise, of applying for a new Charter, viz.:—

"That the deputation of Fellows be informed that since their propositions were submitted to the Council a meeting of Fellows on January 2nd, 1896, resolved 'that it is desirable to give to Members of the College direct representation upon the Council,' and it having been determined by the Council to take a poll of the Fellows upon this question, it appears to the Council inexpedient at the present time to arrive at any decision in reference to other points involving alterations in the charters and by-laws of the College."

No Fellow present having wished to address the meeting on the report presented Mr. TIMOTHY HOLMES moved:—

"That the Council be requested to instruct its representative on the General Medical Council to forward in every way which seems feasible the objects of the Civil Rights Defence Committee in the case of Mr. R. B. Anderson."

He mentioned that the Civil Rights Defence Committee had addressed the General Medical Council on the subject, but that they had been told that it was not a subject with which the General Medical Council could concern itself. This reply had been founded on a mistaken idea as to the objects of the Defence Committee. Mr. Anderson had suffered great indignities and was unable to obtain any redress. Mr. Holmes said that the resolution was to ask the Council of the College to bring the matter again before the General Medical Council by means of the representative of the College.

Mr. JACKSON (Plymouth) seconded the resolution, and said that he thought the matter should be brought before the House of Commons, and that it should be definitely decided that a judge was not above the law.

Mr. F. J. GANT pointed out that Mr. Anderson had had a verdict in his favour with an award of £500 damages, which he had been unable to obtain.

Mr. R. B. ANDERSON thanked the Council for what it had already done for him and declared that the cause was certain to be ultimately triumphant. This opinion was supported by judges of eminence; Mr. Baron Pollock had refused to stay the action, and it had further been declared by the Court of Appeal that actions would lie against a judge for wilful misconduct in the practice of his judicial functions.

When the vote was put to the meeting twenty-three voted in its favour and none against it. Thirty-seven Fellows were present, including ten members of the Council.