VOLUNTARY BOARDERS.

There remains one other important problem awaiting solution, and that is how and how far provision should be made for allowing persons to become voluntary inmates of houses or institutions under the Act.

There is a strong feeling in favour of something being done in this direction on the part of members of the Standing Committee, based doubtless on the desire to mitigate in some degree the compulsory aspect of the bill. There is also the precedent of similar provision in the Lunacy Acts.

It is certainly very desirable that the voluntary principle should obtain recognition, as otherwise there will be reluctance on the part of large sections of the public to take advantage of the care and management available for defectives, if certification is to be necessary in every case. On the other hand, it is necessary that such limits should be imposed on the employment of this method as not to reduce it to an absurdity, or to defeat the principle of compulsion aimed at in regard to those who have become subject to be dealt with under the Act by reason of having come in contact with the ordinary law in one of the ways specified. Thus it would be unreasonable to extend this liberty of judgement to idiots, imbeciles, moral imbeciles, or senile dementes.

This leaves the feeble-minded only to come within the purview of such a clause, and of these it should only be applicable in the case of those who are not subject to be dealt with under the Act.

This will readily be conceded when it is considered that the voluntary status must be accompanied by the right of the individual to discharge himself. The extension of this right to those who have become subject to the Act would tend to defeat its object.

A convenient extension of the principle might be made in regard to all defectives under the age of 21 in regard to whom parents or guardians might be empowered to place them in homes without certification, but subject to notification to the Commissioners, which would be required in the case of all voluntary boarders.

If such a clause were inserted and if the new clauses, already foreshadowed, provide for idiots, imbeciles, and moral imbeciles of all ages more or less on the lines of the present Idiots Act, then Clause 25 might be limited to feeble-minded defectives under 21 who are subject to be dealt with under the Act, but in whose case it is not desired to apply the full judicial procedure by order—that is, to allow them to be received on a simple medical certificate as outlined in the clause.

Every class of case will thus be provided for in such a way as to cause the least possible offence, and yet without avoiding official supervision and without interfering unduly with the liberty of the individual.

Proposals somewhat on these lines have been made, but they seem to require considerable amendment to free them from objection.

Another proposal has been put forward for the provision of receiving houses or wards. This idea is borrowed from the corresponding plan in regard to lunacy work, in which it has received the strong approval of the medical profession. It was embodied in the proposals of the Royal Commission, which included lunatics in its scope. It is very doubtful, however, whether it is needed or applicable to the very different type of case contemplated by this bill, and it would seem likely to introduce unnecessary complications and expense.

On the whole the Government must be congratulated on the energy with which it is pushing forward the measure, and on the great improvements it has embodied in it. These have tended to consolidate instructed opinion in the House, and to render more easy its passage into law.

A NATIONAL association for the stamping out of epidemic poliomyelitis has been founded at Stockholm.

We learn from the *London University Gazette* that the second edition of the *Guide to the Libraries of London*, by Reginald A. Rye, Goldsmiths' Librarian, has been published. It has been very considerably enlarged, and is illustrated by sixteen photographic plates. A table of the hours during which the libraries are open has been added. Copies may be obtained at 2s. 6d. net, or 2s. 10d. post free, on application at the university, or they may be ordered through Messrs. Hodder and Stoughton and other booksellers.

THE MOTOR SHOW.

CARS FOR MEDICAL MEN.

By H. MASSAC BUIST.

THE Motor Show, which opened at Olympia, Kensington, a week ago, has evidently evoked wider interest than any previous one of the series, which now totals eleven. The outstanding novelties and general tendencies of motor-car construction revealed at the show were dealt with in an article published in the *BRITISH MEDICAL JOURNAL* last week, and as the exhibition closes to-night it remains to deal in more particular detail with the new points embodied in a few typical cars suitable for the service of the medical man. It may be noted, as a general observation, that wellnigh all types can be obtained in what are called Colonial models—as instance the 15-h.p. Napier—which nowadays consist chiefly in having stronger axles, steering connexions and springs, lower gear ratios to accommodate larger wheels and high ground clearance. The matter of coachwork for cars for medical men overseas has not yet progressed to any great extent—that is to say, the general practice remains to paint and varnish the body in the ordinary way, and we note that in the majority of our overseas possessions paint and varnish do not stand the rigours and rapid changes of the climate. The only thing that will come out successful under that heading is the metal sheet, steel type of body painted and stove-enamelled, bicycle fashion. That we have in several American types, and it is plain from the enterprise of the Birmingham Small Arms Company, for example, that we shall not be lacking it as a more or less general British practice in the course of a very few years.

NOVEL MIDDLE-POWERED SINGLE SLEEVE ARGYLL.

The Argyll single sleeve valve engine, with elliptical movement, was one of the novelties of last year's show, when, it will be remembered, some doubt seemed to exist as to the validity of the patents under which it was made. Not only has that since been absolutely settled, with the result that Argylls have emerged triumphantly from the Law Courts, but also in the hands of the public the system has been proved practical. It was, however, available only in a large nominal 25 h.p. machine, whereas this year the Argyll Company, while still retaining its 12-h.p. poppet-valve engined car, brings forward a four-guinea-tax 80-mm. cylinder bore by 130-mm. piston travel single sleeve valve engine in which it has been possible to do away with the junk ring on the head, thereby reducing friction and achieving a considerable gain of simplicity, for hitherto it had been deemed essential to equip sleeve valve engines with this device. The new chassis is, therefore, a middle-powered machine, though, like most of the 12-16 Treasury rating cars, it may be confidently looked to to give double its nominal rating at maximum—that is to say, 30-h.p.—so that here is a machine that will accommodate strongly-built coachwork. The live axle-drive is of the overhead worm system; another feature is the diagonal mode that enables all brakes to act at once, whether controlled by hand or foot, according as may be convenient to the driver at the given moment.

WORM-DRIVEN ARMSTRONG-WHITWORTH TYPES.

The cutting down of the maximum space allotted to any one stand has been the prime cause in preventing the Armstrong-Whitworth firm showing separate chassis this year, all the cars being mounted with bodies of various types. There are altogether four models, the largest being a 30-50-h.p. six-cylinder vehicle that is supplied with bevel or worm drive at option, whereas the other three four-cylinder models are all equipped with the worm drive. One of these is a four-guinea-tax 80 mm. by 135 mm. piston travel vehicle of 15-20 nominal rating, while another type has a bore measurement 5 mm. larger, and a fourth model has engine measurements of 100 by 120 mm. Thus all purses are catered for. In the general design little change has been made, but there are some interesting details about the complete vehicle, as instance the manner in which the bonnet of the six-cylinder chassis merges into the special type of scuttle dash forming an integral part with the unbroken limousine-landaulette body line, while the latest fashion is followed in providing windows

that drop quite out of sight in their frames. Some new ideas in bodywork for smaller covered cars are furnished in the 17-h.p. "Elswick" landaulette, carried out in grey with upper parts of black, the upholstery being grey.

TWO FRESH ADLER TYPES.

The increasing popularity of the Adler cars, which is one of the three foremost German makes, and that are handled in this country by Messrs. Morgan, of Long Acre and Bond Street, is illustrated at the show by the introduction of two new four-cylinder models, both of which come under the four-guinea tax rating. The little 14 to 18-h.p. machine has 75 mm. engine bore by 120 mm. piston travel, while the chassis, rated at 15 to 25-h.p., has 80 mm. bore by 130 mm. piston travel. A feature of these vehicles is that the camshafts are driven by enclosed silent chains, while the valve action is rendered additionally quiet by a double closing movement achieved with roller levers worked by the camshaft; the valve dampers are also of original design. An excellent example of a small car for a doctor is the coupé-landaulette Morgan body on a 10-h.p. Adler chassis with a concealed dicky seat at the back and patent self-acting and balanced head-pieces. By means of this, without rising from his seat, the occupant can, without effort, change the vehicle from an open to a closed type, or the other way about.

CLEMENT-TALBOT FEATURES.

While it makes no change in its engine ratings, there has, nevertheless, been a great change in the three four-cylinder Clement-Talbot models, rated respectively at 12, at 15, and at 25-h.p. Briefly, the principles of design now embodied in these are a reproduction of those proved so eminently satisfactory on the 20-h.p. six-cylinder type. This is a vehicle which, having balance discs on the crankshafts and such-like features, is rendered extraordinarily flexible as well as free from vibration, hence, excellent as the Clement-Talbot four-cylinder cars have been in the past, there is no gainsaying that a big forward stride has been attained in applying the six-cylinder principle to them. There would not, perhaps, be much in it if the manufacturing were not of the most conscientious type, as instance the manner in which each crankshaft is balanced and in which the reciprocating parts are also tested to ensure that each shall weigh precisely the same as its fellow. The Talbot is one of those cars which combines high efficiency for engine size with uncommon durability under hard conditions of service. An examination of the improved models reveals that there has been no reduction of strength in any of their features. The 12 and the 15-h.p. types may be especially recommended to the consideration of medical men, in that the running costs of them are low.

CHENARD-WALKER'S POPULAR POWERED MODELS.

In the new 11.9-h.p. R.A.C. four-cylinder Chenard-Walker of 69 by 130 mm. engine measurements an enclosed silent-chain drive is used for working the magneto. This little vehicle is perhaps unusual for this class of car, too, in that the gear-box gives four speeds forward with the direct drive on the top one, and is sold with standard four-seater body. The firm, of course, markets another model of 12-18 h.p. type, which also comes under the four-guinea tax by reason of the bore measurement being 75 mm., and this may be called a long-stroke motor in that the piston travel is precisely double the length of the bore—namely, 150 mm. The firm no longer makes very high-powered vehicles, for the third type is also a four-guinea taxer, having engine measurements of 80 mm. bore by 150 mm. piston travel, which are the proportions which have proved most widely successful in competition on the part of the Sunbeam firm—for example, this year, in the Grand Prix and in the twelve and thirteen hours and thousand miles world's records irrespective of engine size on the track. These little four-guinea tax vehicles nowadays have engines proportionately much more efficient than the average cars with large motors, though the purchaser must be warned against the tendency to overtax little engines of this kind.

NEW VALVELESS DARRACQ TYPES.

The Darracq firm revealed characteristic boldness and originality when it came forward last year with a new style

of engine working on the Otto cycle principle, yet employing neither poppet valves nor the sliding sleeve sort. Instead there was a cylindrical rod which turned horizontally and performed all the functions necessary in connexion with admitting gas to the cylinders and allowing the vapours to escape from them, and at the same time represented a reduction of over a hundred parts needful to the fitting of poppet valves to a four-cylinder engine. There has been a further development in the matter of construction this year in that this rotary distributor is now chain-driven from the crankshaft, with the result of further economy of power and gain of silence, as well as of simplicity. The system has answered so well, moreover, that the 22-h.p. model introduced last year is now supplemented by two small types—one of nominal 12-h.p. with a cylinder measurement of 75 mm. and a piston travel of 120, and the other a nominal 16-h.p. with 85 mm. bore by 130 mm. piston travel, so that the smaller chassis comes under the four-guinea tax and the larger under the six-guinea tax. There has been a change in the works management of this since the last show.

THE DOUBLE CROSS OF LORRAINE.

While the chief novelty of the Lorraine-Dietrich programme, presented by Messrs. Charles Jarrott and Letts, consists of the introduction of a new high-powered model rated at 40 to 75-h.p., with the very big engine measurements of 125 mm. bore by 175 mm. piston travel, the outstanding features of the firm are still the middle-powered cars—namely, the 18 to 20-h.p. type, which is shown in chassis form, and more particularly the 12 to 16, with single landaulette coachwork in dark green and white, fine lines, black mouldings and wings. The scheme is at once subdued, substantial, and thoroughly practical. All these models are supplied at option with one or other of two angles of rake to the steering column, so that individual owners' requirements as to coachwork can be readily accommodated.

BODYWORK FOR TOWN CARRIAGE SERVICE.

Whilst the majority of medical men need cars more or less suitable for knockabout work, there are, none the less, others who have need of luxuriously appointed town carriages. Such, therefore, will find the exhibition of the Metallurgique Company more than ordinarily interesting by reason of the quite remarkable work that is put into the Van den Plas bodies, which show the cabinetmaker's craft at its best. Moreover, these bodies are applicable to all sizes of vehicles, as instance the little 10-h.p. two-seater *de luxe* body. As to the chassis, these range from 10 to 90-h.p., the features being practically identical in all types and varying merely as to proportions, as instance the distinctive V-shaped coolers, also the spring drive for minimizing the shock in power transmission. The camshaft and magneto machine are now driven by internal silent chains, while a direct acting pump forces oil from the sump to the main bearings through the hollow crankshaft to the big ends, and so up the connecting rods to the gudgeon pins. In the little 10-h.p. model the petrol feed is by gravity from a dashboard tank, while all springs are of the semi-elliptical sort.

NEW NAPIER FEATURES.

The Napier programme presented by Messrs. S. F. Edge consists of three six-cylinder types, and the distinctive 15-h.p. four-cylinder machine with the flywheel at the front end and other out of the ordinary features, in connexion with which it is to note that for 1913, for an additional cost of £15, this model is equipped with a four-speed gear-box with double ball-bearings under the brake drum. Rudge-Whitworth detachable wire wheels, including a spare one, are supplied at an inclusive charge for the *de luxe* chassis, as well as on the extra strong Colonial model which lately went through an extremely interesting Royal Automobile Club test to prove its cooling efficiency and so forth. On the long wheelbase chassis for service at home the final drive is by worm from under the back axle, but for the rest of the Napier models the silent bevel form is fitted. It is to be noted that the footbrake has been greatly improved as to system and enlarged as to area. This chassis has now been sufficiently long before the public to have proved the correctness of the design, which has been still further refined, and the suitability of the workmanship. The six-cylinder types have also been

remodelled, but the refinements are nearly all of an extremely detailed character, a description of which the exigencies of space do not allow.

INTERESTING WOLSELEY DEVELOPMENTS.

The Wolseley compressed-air system of engine starter and its policy of making 4,000 cars of the 16 to 20-h.p. type having been referred to in these columns already, it remains merely to add that in the matter of design last year's models are closely followed, but many of the details are quite new. Thus, while on the six-cylinder type the Wolseley two-jet carburetter is retained, on the four-cylinder model a modified S.U. type is employed, while the lubrication system of the engine has been improved, being a combination pump-feed and splash system. Spoons are attached to the big end bearings, which dip into troughs that are kept replenished by a gear-driven oil pump, while the difficulty of smoking has been overcome in a highly ingenious manner by altering the shape of the pistons. The cam and magneto shafts are driven by silent chains. The open bodies have been redesigned to allow more comfortable seating accommodation and leg room, while folding wind screens provided with self-contained patented joints have been standardized, and the new patent type of spare wheel carrier, consisting of an aluminium dummy hub mounted on a strong bracket, which in turn is rigidly attached to the main frame, is included in the equipment. When it is desired to remove the wheel the whole of the bracket springs upwards and allows it to be withdrawn from the well in the running board.

A CHARRON WITH HYDRAULIC TRANSMISSION.

While there has been little occasion to make any alteration in the chassis details of the Charron cars, staged on the stand of the London Motor Garage, and ranging from the 10-h.p. four-cylinder type to the 30-h.p. six-cylinder variety, there is, nevertheless, one of the most remarkable exhibits in the show here in a 15-h.p. Charron chassis shown equipped with the long-awaited Lentz hydraulic transmission, which is furnished not in the clutch, as has been tried by various makers, but in a forward extension of the back axle casing, so that it looks like a combination gear-box device. This firm, incidentally, contracts for the service of motor carriages for private use, on inclusive terms, embracing motormen's wages, maintenance, and, in fact, everything for a fixed sum.

THE DAVID BROWN TRIPLE BILL.

The Huddersfield engineering house of David Brown and Sons shows three varieties of cars—one make the Otto-cycle engine four-cylinder 12 to 16 and 20 to 30-h.p. Dodson cars, which have been brought up to date by the furnishing of a four-speed gear-box controlled on the gate-change principle; the other the two-stroke Valveless motors, which have only six working parts each; and the third a series of Belgian cars, known as the Sava vehicles, which have been successful in the Grand Prix d'Ostende race. The new Valveless model is of 19.9-h.p. and replaces the 25-h.p. type. It is also fitted with a four-speed gear-box controlled on the gate-change principle and with a David Brown worm-driven back axle, as well as with ball bearings to all the wearing parts except the big ends. The Sava cars are made in the 14 to 18 and in the 18 to 26-h.p. type, and have the exhaust valves over the inlet, as well as worm-driven back axles.

THE STUDEBAKER CORPORATION.

The famous Flanders and E.M.F. cars, handled in this country by the Studebaker Corporation, are represented at this show on the stand of Messrs. H. E. Hall of Tonbridge. The Flanders is, of course, in general details, a smaller scale edition of the E.M.F., of 102 mm. bore measurement by 115 mm. piston travel, the lesser powered machine having measurements of 92 mm. by 96 mm. respectively, and being 10 in. shorter in the wheel base. The larger is constructed on more ambitious lines, and seems worth the extra cost, for after all both these American vehicles are marketed at astonishingly low prices, complete with flush-sided bodies, head lamps and acetylene generator, side and tail lamps, and tool kit.

THE NEW MODEL WORM-DRIVEN PHOENIX.

There is introduced this year a new model, four-cylinder, worm-driven Phoenix car, designed on wholly fresh lines

for this firm, with taper helmet type of bonnet and radiator in front of the dash. It is a little three-guinea-tax vehicle with cylinder bore measurement of 69 mm. and piston travel of 100 mm. All four cylinders are cast in one, and other details of the latest practice are followed. The nominal rating is 11.9-h.p., the valves with adjustable tappets being enclosed by a detachable cover. The minimum ground clearance is 9 in., and three forward speeds are supplied. The 12.9-h.p., two-cylinder Phoenix—that comes under the four-guinea tax—is also retained.

ACCESSORIES.

Leathern-treaded Dunlop Pneumatics and Detachable Wire Wheel.

Since the last motor show the Dunlop firm has achieved a remarkable degree of success alike with the leathern-treaded, steel-studded type of non-slipping tyre and with the detachable wire wheel which it then introduced. Both these types have had an interesting history during the last year. For example, the leathern-treaded type has been so successful that the steel-and-rubber treaded variety of non-skid has been abandoned, while the detachable wire wheel is not only adopted as a standard fitting by quite a number of British motor manufacturers, there has, besides, been set up in France a special factory to build it there under licence, with the result that a number of French motor car manufacturers are standardizing it this season. In neither device has there been any call to make a change, for both were well tried before they were placed at the service of the public, and they had, besides, been reduced to an extremely simple form. As for other Dunlop products, suffice it to say that the ordinary pneumatics have scored notable successes in holding the world's records on the track for the performance of the Sunbeam cars for twelve, thirteen hours and a thousand miles, while the minor novelties on the stand embrace a tyre pump with a gauge let into the handle so that the dial can be read without stooping.

The Avon Novelties.

The Avon India-rubber Company of Melksham, Wiltshire, not only stages the now familiar tyres with steel-studded treads, with square rubber treads, and with round rubber treads, it besides introduces two new patterns. One of these is equipped with extra heavy moulded grooves, kept flat as to the tread facing, the transverse grooves themselves being deep and narrow and the tyres designed to stand up well under pressure. The other novelty is the fashioning of the tread to consist of a number of fine flutes or ridges, designed, nevertheless, to be of the flat type. Again, in face of the advent of the cycle car, which will be attracting attention at Olympia from November 25th onwards, it is interesting to note a new combination pattern of tyre brought forward by this firm specially for this class of work. The tread of this consists of rubber bars combined with steel studs. The rubber bars are set in three rows circumferentially round the tread, the gap between each bar being filled with a steel stud.

Lancashire-built Tyres.

The special feature of the "Steelrubber" pneumatic tyre treads made by Wood-Milne, of Preston, is the combination of extremely fine steel fibres with the best Para rubber designed to produce a practically flint-proof, non-skidding, and extremely durable tread. The Egyptian cotton casing is woven in endless fashion. The range of designs for the new season include the "Griprib" tread evolved to overcome the disadvantages of the ordinary three-ribbed patterns, by reason of the fact that this new type does not stick in tram lines. Among the accessories on this stand is the new type of foot-pump fitted with automatic registering gauge.

The Pioneer Vulcanizer.

The Harvey Frost firm, which pioneered the tyre vulcanizing business alike for garages and private owners, must have occasion to feel pardonable pride at the present time when a wide variety of firms are making a big feature of vulcanizers of various sorts. The initial type, with the cumulative experience of years in the service of the public behind it, more than holds its own, for its value lies in the amount of money saved to the motorist by the proper utilization of the process. The latest types of these

vulcanizers are sold each complete in itself, and so designed that by the aid of moulds made to correspond to any design of tread, and which can be easily fitted, all patterns of tyres can be repaired. The process, of course, consists in the application to the damaged part of plastene, which eliminates the risk of over-curing, to make good the defect. By the application of a uniform and governed steam heat the freshly introduced material becomes an integral part of the tyre, ceasing to be plastic but retaining full elasticity. A wide variety of types of these vulcanizers are staged.

The exhibition closes on Saturday (November 16th).

ROYAL COMMISSION ON DIVORCE.

THE Royal Commission on Divorce and Matrimonial Causes appointed in November, 1909, has presented its report.

The Commission was instructed to inquire into the present state of the law and the administration thereof in divorce and matrimonial causes, and applications for separation orders, especially with regard to the position of the poorer classes in relation thereto, and the subject of the publication of reports of such causes and applications.

The Commissioners were unable to agree on some of the most important points raised, and there is in consequence a majority and a minority report. The Majority Report is signed by Lord Gorell (chairman, late President of the Divorce Court), Lady Frances Balfour, Mr. Thomas Burt, Lord Guthrie, Sir Frederick Treves (who was added to the Commission in June, 1910, in the place of Sir Rufus Isaacs), Judge Tindal Atkinson, Mrs. Tennant, Mr. Edgar Brierley (stipendiary magistrate, Manchester), and Mr. J. A. Spender. The Minority Report is signed by the Archbishop of York, Sir William Anson, and Sir L. T. Dibdin.

EQUALITY OF THE SEXES.

The Commissioners unanimously recommend that whatever grounds are permitted to a husband for obtaining a divorce from his wife, the same grounds should be available for the wife in a suit against her husband.

GROUND FOR DIVORCE.

The majority recommend that the law should be amended so as to permit of divorces being obtained on the following grounds:

1. Adultery.
2. Desertion for three years and upwards.
3. Cruelty.
4. Incurable insanity after five years' confinement.
5. Habitual drunkenness found incurable after three years from first order of separation.
6. Imprisonment under commuted death sentence.

The Commissioners in the minority do not accept these recommendations, but they concur in the recommendation that a party should be entitled to obtain, and the court have jurisdiction to pronounce, a decree of nullity in the following cases:

GROUND FOR NULLITY.

(i) Where the other party is of unsound mind at the time of marriage, or in a state of incipient mental unsoundness, which becomes definite within six months after marriage, of which the first party was then ignorant, provided that the suit be instituted within one year of the marriage, and there has been no marital intercourse after discovery of the defect.

(ii) Where the other party is, at the time of marriage, subject to epilepsy or to recurrent insanity, and such fact is concealed from the first party, who remains ignorant of the fact at the time of the marriage, with a similar proviso to that last mentioned.

(iii) Where the other party, at the time of the marriage, is suffering from a venereal disease in a communicable form, and the fact is not disclosed to the first party, who remains ignorant of the fact at the time of the marriage, with a similar proviso to that aforesaid.

(iv) Where a woman is found to be pregnant at the time of her marriage, her condition being due to intercourse with some man other than her husband, and such condition has not been disclosed by her to her husband, with a similar proviso to that aforesaid.

(v) Where there is wilful refusal to consummate the marriage.

Insanity as a Ground for Divorce.

With regard to the question of insanity as a ground for divorce, a point upon which the Commissioners have not been able to agree, we are indebted to Sir Frederick Treves, Bart., for the following memorandum of the

evidence dealing with the question which was received by the Commissioners.

SIR FREDERICK TREVES' MEMORANDUM.

General Statistics.

It would appear that there are 150,000 registered insane persons in the United Kingdom; of this number probably some 70,000 are married. Dr. Clouston estimates that should incurable mental disease or defect become a ground for divorce, some 41,000 married persons would be affected by the change in the law. Of the 150,000 insane, about 50,000 (that is, one-third) are the subjects of incurable secondary dementia; 35,000 are classed as congenitally feeble-minded, while 20,000 are the subjects of alcoholic dementia. From Dr. Coupland's figures it appears that cases of delusional insanity represent 10 per cent. of the total number of the insane, and senile dementia 3.4 per cent. According to Dr. Clouston, there would be among the total number of 150,000 insane, only about 1,000 examples of recurrent or alternating insanity, and of this number 500 may be assumed to be married.

With regard to recovery, two-thirds of the inmates of asylums may be regarded as incurable. The maximum percentage of recoveries is 35; of these 35, 10 may be expected to relapse and 25 to remain sound. Dr. Coupland shows that of those who recover—

88.8 per cent.	recover within the first 2 years.
9.1	" " in from 3 to 5 years.
1.6	" " " 6 to 10 years.
0.5	" " " 11 to 20 years.

With these figures those of Dr. Clouston closely agree. Of examples of recovery after twenty years he records only 4 instances out of 5,000 cases of recovery. Of puerperal insanity it is affirmed that 80 per cent. recover, while the rest usually become demented.

In the matter of the ages of the married insane, Dr. Coupland gives the following table:

	Age.	Males.	Females..
Married insane ...	Below 45 ...	43.6 per cent. ...	56.0 per cent.
	Above 44 ...	56.4	44.0

Practice of other Countries.

In the following countries insanity is a ground for divorce: Germany, Sweden, Switzerland, New Zealand, Bulgaria, Denmark, Norway, Russia. In the first three named countries the insanity must be of three years' duration and incurable. In New Zealand the respondent must have been confined in an asylum for a period or periods not less in the aggregate than ten years within twelve years immediately preceding the filing of the petition, and is unlikely to recover. In the other four countries no details are forthcoming.

Medical Testimony.

Thirty medical witnesses have appeared before the Commission. To ten of these the question as to insanity was not put; of the remaining twenty, twelve were in favour of making insanity a ground for divorce, seven were against the proposal, and one was undecided. Two of the medical witnesses who were in favour of the proposal based their conclusion almost entirely on the ground of eugenics (Dr. Rentoul and Dr. David Walsh). Of the eleven specialists in mental disease among the above number, four were in favour of insanity as a ground, while seven were against. Dr. Savage obtained from 82 medical officers of asylums an answer to the question "Is insanity a justifiable ground for divorce?" Of these, 51 were in favour of insanity being a ground, 29 were against the proposal, and 2 were indifferent. Certain of those who replied in the negative did so on religious grounds. Of the total number of medical men whose opinions have been obtained, 63 were in favour of insanity as a ground, while 36 were against.

The attitude of specialists in mental disease towards the present question calls for some comment. In the first place exception is taken to any legislation which would place insanity in a category distinct from that of any other disease. Such action, if taken, would be regarded as a "retrograde step." It is only within comparatively recent times that lunacy has been scientifically studied and treated. It was at one period regarded not as a disease, but as a demoniacal possession, the manifestations of which were to be ruthlessly restrained. The lunatic was treated not as a sick man but as a common brawler, and was locked up as being a disturber of the peace and a public nuisance. It is only in quite modern times that insanity has been regarded as a disease, differing in no essential from other deviations from health. Upon the acceptance of insanity as a disease, the followed its treatment upon scientific lines, and