the influence of heredity upon good physique, and upon the hygienic effects of other living organisms upon man. It is not necessary that the teachers of these subjects should themselves be medical men, but as teachers in a medical school they should be encouraged to specialize in those branches of their sciences which have a bearing on personal hygiene and public health. There are obvious opportunities for teachers of anatomy and physiology to extend and accentuate those sections of their subjects which have a bearing on health and disease, and it might be possible to arrange special short courses of demonstrations by those junior teachers who are also working in the wards upon the anatomical and physiological relations of morbid conditions."

Concerning personal hygiene the school points out that:

"The main duty of a hospital is to afford medical attendance to persons who recognize that they are ill and apply for treatment of their ailments. Whatever changes may be made in the organization of the medical schools, regard must constantly be paid to the possibility of maintaining and increasing the capacity of the hospitals for carrying out their work." Yet—

"Inasmuch as many of the ailments for which treatment is sought are preventable, an opportunity is afforded, and is usually taken, to impress upon the individual patient the measures he might have personally taken to avoid his illness, and which, if he is ultimately cured or relieved, he should in the future take to prevent its recurrence or aggravation." And the school thinks that—

"It would no doubt increase the regularity with which this procedure is adopted and impress its importance both upon the patient and the students associated in his treatment if the custom of some physicians were more commonly used of handing to the patient, at the time of his discharge, printed instructions as to preventive measures applicable to his condition."

It further urges that:

"A great impetus would be given to preventive medicine of the personal hygiene type if in medical schools a special department for the medical inspection of apparently healthy persons were instituted. In such a department a member of the staff, assisted by senior assistants, would examine all applicants and inquire into their habits and environments, and give advice as to the measures to be taken to maintain a high or even higher standard of health. Such a department for children or adults would follow the line of infant welfare centres now established in connexion with some medical schools."

"The difficulty at the initiation of such a department would be to encourage attendance thereat. The introduction in the near future of the medical inspection of children attending continuation schools would perhaps afford an opportunity for an experiment to be made. The Board of Education might arrange that such medical schools as were willing to co-operate should be constituted as centres for the compulsory inspection of children attending their schools in the surrounding district. The young people who attended compulsorily under the scheme during school age should be encouraged to continue to do so voluntarily at the termination of their school period."

And it adds:

"If these and similar proposals are carried out it is believed that the attention of all those working in the school will gradually be drawn more and more to the importance of prevention, and that all teaching, both practical and theoretical, will be so permeated with the idea of prevention that practitioners trained under these conditions will be little likely to lose sight of its importance, whatever may be their lines of practice after qualification."

The above are only examples of the valuable material contained in the replies from the schools, but they serve to indicate the interest that is taken in the whole subject. As already stated, they seem to leave no doubt that preventive medicine will now occupy a larger place in the mind both of the teacher and of the student than ever it has done before throughout the whole of the medical curriculum.

(To be continued.)

THE scheme for the extension of the Royal Free Hospital is making satisfactory progress. The staff of the London School of Medicine for Women have generously increased their donation to the appeal fund for the extension of the hospital and medical school from £500 to £1,000. The extension of the hospital is to provide beds for that class of workers who live in small flats or lodgings, and are unable to afford the high fees necessarily charged by good nursing homes, but can afford the cost of their maintenance whilst sick (£4 per week). A few beds are now available for men and women at this charge, and twenty-five more beds will be ready early in the New Year. More beds for men, women and children will be provided as soon as funds permit. Donations and subscriptions should be sent to Sir Francis Leyland Barratt, Bt., honorary treasurer, Royal Free Hospital, Gray's Inn Road, W.C.1.

MOTOR NOTES FOR MEDICAL MEN.

BY H. MASSAC BUIST.

DOCTORS AND TO-DAY'S NEW MOTORING LAWS.

So far as they relate to the taxation of motor vehicles the provisions of the Finance Act, 1920, come into force on New Year's Day, as do the provisions of the Road Bill which hurriedly passed the House of Commons and the House of Lords in December. These new conditions, which entirely recast the method by which revenue is levied from the motoring movement, the schemes governing licences, the exhibition of identification marks on vehicles, and so forth, concern medical men in various ways. These may be summarized by a reminder as to the obligations to which the members of the profession owning motor vehicles are liable.

Henceforth medical men are not concerned with rebates on petrol duty, because the tax on motor fuels of all sorts ceases. As far as privately owned passenger vehicles are concerned—and this is the category under which the machines of medical men come—the increased scale of taxation levied by way of licence for the use of such vehicles is the substitute for the fuel scheme. Some doctors own motor bicycles, others three-wheelers, some cycle cars, and some motor cars proper.

Broadly, motor bicycles and three-wheelers not exceeding certain weight limits are taxed by weight—a different scheme from that governing motor cars. But the initial method of procedure is the same in all cases. Hitherto, by the law that lapsed on the last day of December, 1920, it has been possible for a medical practitioner resident in Yorkshire to register a car in London and to buy his annual licence to use it at a post-office in Cornwall, it being necessary merely to take out locally a driving licence at the cost of 5s. a year. The new scheme of taxation does not concern itself with drivers' licences, which have still to be taken out locally. But from New Year's Day onwards the registration and the licensing authorities are centred in the same places. Owners are compelled to register their vehicles either in the districts wherein they reside or where they have most occasion to use their vehicles. Further, the yearly licence for the use of the vehicle has to be taken out locally, just as the driver's licence has always had to be taken out.

THE SCALE OF CHARGES.

Any private vehicle not exceeding 6 h.p., or which is propelled electrically, involves the payment by the owner of an annual licence fee of £6. For any privately owned motor vehicle exceeding 6 h.p. £1 will be payable for each unit, or portion of a unit, of horse-power according to Treasury rating. That is to say, the ownership and use of a 15.9 h.p. Treasury rating car involves the payment of an annual tax of £16, and so on. Many doctors, however, are still so fortunate as to have in use old cars which are serving them well. Some of these, of course, are constructed on engine principles which are rather hard hit by the adoption of Treasury rating in that the bore measurement is relatively large in comparison with the piston travel. Many such, however, will find a certain measure of relief in the section which reads:

"If any person proves to the satisfaction of the authority charged with levying the duty that he has paid in respect of any vehicle the duty chargeable under this paragraph (Section 6 of the 2nd Schedule of the Finance Act), and that the engine of the vehicle was constructed before the 1st of January, 1913, he shall be entitled to the repayment of 25 per cent. of the duty paid."

This, being interpreted, means that the owner of an old vehicle has a certain measure of relief on the assumption that it will not be giving him as satisfactory service to-day as when he purchased it. Inasmuch as the tendency in the last seven years has been to increase the piston travel in relation to the bore measurement, the continued ownership and use of these older-style vehicles is not penalized, for 25 per cent. rebate is really a fair allowance.

NATURE OF LICENCES.

The Ministry of Transport has lately issued an official memorandum setting out the course to be adopted by car owners before New Year's Day. For the purposes of reminder, and for the sake of clearness, however, it will

be well to recapitulate the main heads of this memorandum as it concerns the medical man. Apart from the yearly licences of £1 per horse-power for cars, there will be issued—to be in force for three months from New Year's Day, from March 25th, from July 1st or from October 1st—quarterly licences each at a rate of 30 per cent. of the full annual duties. Quarterly and annual licences alike must be carried in a holder securely attached to the vehicle in a position in accordance with regulations whereby the licence can be seen from the near side of the car. There are two types of licence cards, one circular and the other rectangular. Apparently the choice of type is at the option of the user, the general trend of opinion at the moment being evidently in favour of the circular type, which is neater and more in keeping with the badges of the R.A.C., the A.A., and so on. Each licence is printed on a stout paper card of colour according to the period for which it is to run. Thus the annual licence for this year will be in blue. The first quarterly licence will be yellow. The colours for the second, third, and fourth quarterly licences have not yet been settled. The licence has to be exhibited in a conspicuous position on the near side of the car, being on, or attached to, the wind screen, or on the outside of the fore portion of the vehicle, in line with the driver's seat. It must be contained in a metal holder of weather-proof construction. Types of holders, designed specially to enable the licence to be exposed, have been approved by the Ministry, and are being standardized by the accessories industry.

METHODS OF PROCEDURE.

The first thing the owner of the motor vehicle has to do is to obtain from his local money order office, or from the registration authorities in the area of his domicile—the local postmaster will give the address on request—an application form. Having filled this in, he sends it to the registration authority in his own area, together with a remittance for the requisite amount. This form relates to the registration of his vehicle under the new regulations; it also constitutes the application for the licence, whether yearly or quarterly. Provided the owner takes care to register the letter in which he sends the form his responsibility is practically at an end. If he can prove that a licence, or an application for the same, together with remittance, is in course of post, it is beyond the power of the authorities to make out a case that he has striven to evade the law. Of course, a considerable amount of turning over is being involved at this period by reason of the localizing and co-ordinating of the registration and the licensing authorities, and of the adoption of the principle of local registration. In the case of cars already licensed, and therefore carrying number plates often issued in areas where the car is neither owned nor used, the registration will remain in force when the necessary transfer of particulars has been effected. But all new cars taken into possession from now onwards have to be registered in the district in which the first owner resides, as distinct from the very general practice hitherto, whereby cars have been registered, to the number of thousands, in the district where they have been built. In exchange for the form and remittance the vehicle owner is entitled to receive what is technically styled a continuing document in the form of a registration book, together with a licence card, which has to be placed on the vehicle, as already indicated. By contrast the registration book, which contains the history of the vehicle and is stamped each year—or each quarter, as the case may be—to show at a glance that the fee has been paid, must be kept by the owner in some secure place, but, preferably, not on the car. It may be inspected by the police at any reasonable time. But the owner is not required to carry it with him when motoring on his vehicle, as he is required to carry his driving licence when driving. The registration book is the property of the owner of the vehicle so long as he remains in possession of it. When he sells the vehicle the book passes to the new owner through the one or two—as the case may be—registration authorities concerned. When an owner sells a car he must notify his registration authority and return him the licence and the registration book issued in respect of that car. The local authority will then enter up in the book the date of the transfer of ownership and, on receiving application—direct from the new owner if he is

resident in the same neighbourhood, or, alternatively, from the registration authority in the neighbourhood in which the new owner resides, and to whom the new owner will apply—transfer that registration book, either direct to the new owner, or to his registration authority, which, in turn, will issue it to the new owner after having entered up all the details. In short, the registration book is the history of the vehicle. It remains in possession of the owner of the car for the time being. The complete particulars in it are reproduced and kept permanently in the books of the licensing authorities.

TRANSFERS AND SHORT-TERM LICENCES.

By contrast with former procedure, in the motoring laws which have now come into force the licence primarily concerns, not the owner, but the car. Thus, if the writer takes out a yearly licence for his car to-day and sells his vehicle to the reader in July, the reader, as buyer, having completed formalities, enjoys the benefit of that licence till December 31st, 1921. Hitherto the practice has been that if one sold one's car at any period of the year and bought another vehicle not exceeding the same Treasury h.p. rating, there was no occasion to take out a second licence for the use of the car. Now, however, if, having sold his car—therefore having passed the licence on—the writer wishes to buy a new one in the middle of the year, he must pay another horse-power tax in respect of whatever period of the year remains unexpired. For example, if he wishes to use it from an early period in July until the end of the year, then it will pay him best to take out two quarterly licences, each at 30 per cent. of the rate obtaining for the whole year, so that he would get off with the payment of an aggregate of 60 per cent. for six months' use of the car.

In the case of three-wheelers, this licence must be fixed "in a conspicuous position on the near side of the vehicle, and visible at all times by daylight, to an observer standing at the near side of the vehicle—whether the vehicle is moving or stationary."

Forms of application for licences and for the tax are obtainable from any money order office on New Year's Day. It may be pointed out that if the licence is not fixed in the legal position, or if, being so fixed, it is in any way obscured or rendered or allowed to become not easily distinguishable, the person driving the vehicle will be liable on summary conviction to a penalty not exceeding £20 for the first offence, the penalty for subsequent offences being limited to £50. If, however, the person charged proves he has taken all steps reasonably practical to prevent the licence card being obscured, or rendered not easily distinguishable, he will not be liable to be convicted. One does not anticipate that once the new scheme has been running for twelve months its working will be found any more irksome than the old. In fact, it should be rather simpler in face of the provision in the Roads Bill to the effect that in the case of any car to which a registration number has been allotted prior to January 1st, 1921, that number shall be treated as having been assigned to the given car under the new regulations and no new number shall be assigned to such a car. To have proceeded in any other way would have been foolish in face of the fact that, though cars have now to be registered locally, often they will be sold to owners outside the given locality, consequently some cars will always be found about the country carrying number plates other than those of the locality in which their present owners reside and in which they are being used. The new form of taxation does not concern the driving licence, which will have to be taken out, as hitherto, at the price of 5s.

Considering the many minor modifications made week by week, if not day by day, in the details of procedure ordered by the Road Board, when in any doubt on a point it is advisable to inquire at the local money order office or at the local registration office.

THE National Association for the Prevention of Infant Mortality will hold its second English-speaking Congress on Infant Welfare in London on July 5th, 6th, and 7th. The following are among the subjects to be discussed: Residential provision for mothers and babies; inheritance and environment as factors in racial health; the supply of milk, its physiological and economic aspects. Further particulars may be obtained from the Secretary at 4, Tavistock Square, London, W.C.1.