that finally a compromise was reached. It was decided that membership should be on the basis of national associations of medical women, in some cases sections of medical women, and in a few instances individual medical women should be eligible.

SIR W. LESLIE MACKENZIE, M.D., LL.D., has been appointed for five years as the Crown representative for Scotland on the General Medical Council in succession to Dr. J. C. McVail, whose term of office expires on October 28th.

SIR ALFRED KEOGH, G.C.B., G.C.V.O., M.D., has been awarded the gold medal of the Institution of Mining and Metallurgy "on the occasion of his retirement from the rectorship of the Imperial College of Science and Technology, in recognition of his great services in the advancement of technological education, and as a mark of admiration and respect."

MOTOR NOTES FOR MEDICAL MEN.

BY H. MASSAC BUIST.

TAXATION.

The "Agreed" Recommendations.

THOSE motoring organizations that have been in consultation with a view to the production of what may be called an agreed, or unified, recommendation in regard to the recasting of the taxation scheme in respect of the ownership of motor vehicles in this country have sent their report to the Ministry of Transport. It is a document with which the members of the medical profession are very intimately concerned. The recommendations are on behalf of the Society of Motor Manufacturers and Traders, the Scottish Motor Trade Association, the Motor Agents' Association, the Motor Trade Association, the Association of British Motor Manufacturers, the Institute of British Carriage Manufacturers, and the British Cycle and Motor Cycle Manufacturers' and Traders' Union, as well as of the Royal Automobile Club, the Royal Scottish Automobile Club, the Automobile Association and Motor Union, and the Auto-cycle Union, which four bodies, it is asserted on the cover of the memorandum, represent "all classes of motor vehicle owners in Great Britain." For a point of some accuracy it will be observed, however, that the Commercial Motor Vehicle Users' Association is not represented. That is an organization the members of which own some tens of millions of pounds' worth of road stock. The utility motor vehicle users of this country will have nothing whatever to do with the recommendations of the report. It is suggested that the registration book has failed to serve any useful purpose, and that it should be abolished, thereby saving a proportion of present administration costs; with this, doubtless, all will agree. It is further suggested that annual car licences should be issued to expire on any date; this, again, is a reform greatly needed. Another recommendation is that, with the proposed reduction of the registration tax, there would be little incentive to take up quarterly or monthly licences, and that this would result in further administrative economies. Other recommendations are:

(a) A flat rate duty per gallon to be imposed on all imported motor spirit to provide the bulk of the required revenue, the remainder to be derived from a reduced tax on the vehicle.

(b) All imported liquid hydrocarbons to be taxed at the port of entry on "motor spirit content" (the term is defined in Part 4).

(c) Motor spirit for motor boat, aviation, or any purposes other than for motor vehicles, to be supplied duty free on a permit system, such spirit, if desired by the authorities, to be coloured suitably.

(d) No duty to be imposed upon motor spirit obtained from raw materials produced in Great Britain.

(e) No rebates of duty to be granted to any user of motor spirit.

(f) Vehicles, other than those with internal combustion engines, to be taxed on the present method.

It is noted that any proposal submitted must be such as to secure a revenue equivalent to that produced in 1921-22, exclusive of the receipts in respect of licences for horse-drawn vehicles, drivers' licences, and penalties. Nothing is said as to the cost, nor are specific details furnished concerning what is called a simple permit system whereby fuel for motor boats, aviation, and such-like purposes, is proposed

to be duty free. Nor is the very practical question, always asked on behalf of the Excise authorities, answered; yet it was understood that practical politics was to be the sole purpose of these negotiations. Frankly, I am extremely disappointed that there is no specific constructive paragraph showing how the Excise authorities are to solve their problem in respect of motor spirits distilled from crude oils imported into this country. Benzol, and such-like motor spirit produced in this country, is to be duty free. But under this head I fail to discover any solution of the problem of the lucky *versus* the unlucky motor vehicle owner. For example, according to this system, the man who secures home-produced motor fuel, which would be duty free, would benefit; but those who resided in neighbourhoods where such supplies were not available would be among the unlucky ones who were paying for the roads which "the other fellow" would be enjoying practically free of cost to himself. When it comes down to practical details, there are only two schemes, submitted on page 11 of the memorandum, and both concern approximate revenue. According to scheme A, the motor spirit duty would be at the rate of 5d. a gallon, and the registration duty 2s. 6d. per horse-power.

Horse-power Rating would remain Unaltered.

We know that the Treasury rating of horse-power would continue as at present, because the Society of Motor Manufacturers and Traders has discussed that matter, and has decided that no useful purpose could be served at this juncture by altering the basis of the Treasury rating, no matter how unsatisfactory it may be, since we should only leave the ills we have to fly to others that we know not of. Under scheme B in the report, the motor spirit duty would be 4d. a gallon, and there would be 75 per cent. reduction on the horse-power tax, which would be approximately 5s. per horse-power. Under both these schemes the man who secured benzol, or other home-produced fuel, would escape respectively 5d. and 4d. a gallon duty. Whereas when last a fuel tax was in vogue medical men were exempt, it is specifically laid down in these recommendations that there shall be no rebates nor exemptions other than those already specified under the reference permits. Inasmuch, too, as the ratio of horse-power tax that would be paid by medical men owning various classes of vehicles would be just the same as that which, it is alleged, is generally complained of at present, it would follow that the owner of a Ford car, for example, by comparison with the owner of, let us say, one of the new small 8-h.p. (Treasury rating), 4-cylinder, overhead valve, small cars, would be at the same disadvantage as he labours under at present, because Treasury rating would be the basis of both rates of duty. Further, the economy of the modern British or French built vehicles under the head of fuel, by comparison with the Ford, would also continue to give the advantage to the product that represented the latest higher standard of engineering efficiency. Moreover, it is frankly admitted on behalf of the recommendations that a large number, including small-car owners, would pay considerably less under the net heading of taxation than they do at present; and that, inasmuch as the gross amount of revenue to be reaped by the Treasury must be the same, those who used their cars considerably more than, say, 3,000 miles a year would have to make up the difference. Being interpreted, that means that the members of the medical profession in general would contribute more than any other section of motor users towards relief proposed to be accorded. The scheme represents, incidentally, a return from a single tax, as at present, to a dual tax. Take it for all in all, though it is called an agreed scheme, it must not be understood for a moment that it represents the views of all the members, or even necessarily a majority of the members, of the organizations that jointly put it forward. Not more than one member in three of the A.A. has troubled to back it by referendum. Certainly it will meet with much opposition.

FUEL, TYRE, AND CAR COSTS.

A great change has come over the spirit of motoring during the autumn. Fuel costs have come down from 5½d. a gallon, not owing to any immediate possibility of selling more petrol during the winter months at a lower cost, but chiefly because long-term contracts in respect of shipping and such-like costs contracted for at the height of the post-war boom have now lapsed; therefore matters are getting back towards normal. An even more important factor is the great increase in the market for the residuary products of

the distillation of crude oil. This growth of the fuel oil market, largely for the service of the world's shipping industry, is something which motorists have long had cause to desire; hitherto they have had to pay more for their petrol because the manufacturers were loaded with residuary products which had to be sold at a loss, at no profit, or at an inadequate profit. Therefore, the more the markets for the residuary products of crude oil distillation can be developed the lower will be the proportion of the total cost of engaging in enterprise of this sort, which has to be borne by the users of the more volatile products, motor spirit in particular.

Tyres Cheaper than before the War.

Simultaneously with this material cheapening of petrol, which really represents a reduction of the fuel bill by one-sixth, there have been notable reductions in tyre costs. The result is that treads to-day of post-war construction are marked by the best makers at about the same figure as obtained in 1914, with this notable difference, that for these corresponding sums—there is not 3s. 6d. per average size of tread difference—the post-war production is designed on such lines and made by such infinitely superior manufacturing methods—including, notably, the curing of rubber—that the tyre mileage obtainable to-day is at least two and a half times as great as was possible in 1914, and in most cases three times. The actual result depends very much less on luck than formerly. But, of course, it still depends largely on the manner in which the individual drives, alike as regards changing gear and the application of brakes, as well as in respect of his care in not running his tyres on to the points of tramlines, and so forth. Assuming he drives with judgement, however, the medical man should have at least two and a half times the tyre mileage with corded type covers that he had before the war with the fabric types then available. The vast progress that has been made in the curing of rubber since 1914 will be appreciated by anyone who will follow my example and visit the laboratories instituted for rubber research. The system of construction is better and the product much more durable. The inner tubes, now sold by most of the leading makers at approximately half the price at which they were marketed in 1914, are better tubes. Therefore, under the heading of tyre costs the medical man's motoring bill is reduced from now onwards to a figure lower than any he has previously experienced. An illustration may be taken from the Dunlop Company's list, citing the popular size tyre, 815 by 105. When the inferior canvas cord groove type only was available in 1914 the cost was £5, whereas to-day the Dunlop clipper cord type, which is a better article, costs £4 13s. This year's price for this size Dunlop cord type of the same size has been £7 2s. 9d., whereas to-day it is £5 3s. 9d. only.

Insurance and Capital Outlay.

In regard to motor cars, while the Paris show has been held, nevertheless it is a fact that we shall not realize fully what motor car marketing enterprise amounts to in the gross for next year until the opening at Olympia, Kensington, and the White City, Shepherd's Bush, London, on November 3rd, of the International Passenger Car Show, of which I propose to give some account in the JOURNAL of November 4th. A large proportion of the chassis, and of even complete cars, staged in the Grand Palais in Paris this month, were the identical vehicles which were shown there last year. By contrast, there will scarcely be an exception to the rule that this autumn's products alone will be staged at the London exhibition. Further, the reductions in the cost of labour and of raw materials, and progress alike in design and in manufacturing methods and equipment, have rendered possible great reductions in the cost of cars. Apart from the cost of garaging, the other chief items of cost in respect of motoring are insurance and taxation. Taxation is referred to above. Apparently the insurance rates are not likely to fall as have fuel, tyre, and car costs, but, inasmuch as cars are to be marketed at very much lower prices, capacity for capacity, it follows that the actual sums of money on which insurance will have to be paid will be reduced automatically and appreciably in respect of those who acquire cars from now onwards. But insurance rates must continue to rule high as long as average driving results inevitably in the high proportion of claims current; and there is as much car stealing as has been experienced since the war. If we can reduce these adverse factors we shall find notable reductions in the cost of insurance.

England and Wales.

NATIONAL MILK CONFERENCE.

A NATIONAL Milk Conference was held at the Guildhall, London, on October 16th, 17th, and 18th. It was called by the National Clean Milk Society, supported by certain other bodies, including the British Medical Association (which was represented by Dr. T. W. H. Garstang), the Royal Institute of Public Health, the Royal Sanitary Institute, and the Federation of Medical and Allied Societies, as well as a number of agricultural organizations. On the first day of the Conference the matters under discussion were in the main of agricultural interest, such as the breed of cattle in relation to quantity, chemical composition, and cost of milk production, and the feeding of dairy cattle in relation to this last factor. On the subsequent days discussions took place on bovine tuberculosis, the chemical composition of milk, pasteurization, and food values. The Conference was attended by some two hundred representatives, including several visitors from the dominions and foreign countries, three or four of whom came as representatives of their Governments.

Lord Astor, in an opening speech, declared that neither the milk industry itself nor the Ministry of Agriculture had in the past realized the importance of milk as a beverage. Uncontaminated milk was as important, in view of the health of children, as an uncontaminated water supply. Every year the milk trade lost thousands of pounds owing to premature souring, which was the result of uncleanly methods. Sir A. Griffith-Boscawen, Minister of Agriculture, who took the chair at the first session, said that the nations which consumed most milk per head of population were the most virile, and the consumption of more milk per head would be a great advantage to this country. A later speaker gave figures to show that in New York twice as much milk was consumed per head as in London. Among the papers read on the first day one was by Sir Stewart Stockman, chief veterinary officer and director of veterinary research at the Ministry of Agriculture and Fisheries, who dealt with epizootic bovine abortion and its effect upon milk supply. This contagious disease of cattle, due to a non-motile bacillus, has been specially studied at the Ministry's veterinary laboratory with a view to elaborating a method of protective inoculation, for which good results are claimed. In an area where the disease was prevalent, out of 493 test animals vaccinated 32 (or 6.5 per cent.) afterwards aborted, while of 265 animals not immunized, and left as controls, 101 (or 38 per cent.) aborted. In reply to a question, the speaker said that there was no evidence whatever to support the view that if milk which happened to contain the abortion bacillus was drunk by pregnant women it might lead to human abortion; tests had been made with the blood of pregnant women, and no sign of any agglutination reaction had been discovered.

The remaining subject at the first session was the production of clean milk, in particular the education and equipment of the dairyman. Dr. R. Stenhouse Williams, Research Professor in Dairy Bacteriology, University College, Reading, in opening the discussion, described the clean milk campaign, which had made considerable progress in some parts of England. More "Grade A" milk from tuberculin-tested cows was sold in Reading than in any other town in the country. There were five centres in Reading in which this milk could be secured, at one penny a quart above the ordinary price. Another town well advanced in the movement for clean milk was Leicester, where the authorities had announced that no contracts for milk for hospitals or schools would be accepted unless the milk was "Grade A," for which an extra threepence a gallon would be paid. The speaker feared the effect of Government regulation upon the clean milk movement. It seemed likely that, following on recent legislation, "Grade A" licences would be granted simply on veterinary inspection of the cattle, so that the "Grade A" farmer who resorted to the tuberculin test would get no official credit for the work he had done. Mr. Wilfred Buckley, C.B.E., who was presiding over the Conference at the time, said that no official statement had been issued by the Government as to the nature of the forthcoming regulations, and he understood that the Ministry of Health had under consideration the requirement of the bacteriological count as well as the veterinary inspection. Some sharp divergence of opinion was manifested by various medical officers of health who took part in the subsequent discussion as to the extent to which contamination of milk occurred in the home. Dr. Nash denied emphatically that the