NINETY-SEVENTH ANNUAL MEETING of the British Medical Association. MANCHESTER, 1929.

THE COLLEGIATE CHURCH,
MANCHESTER.

THE ninety-seventh Annual Meeting of the British Medical Association will be held in Manchester next summer under the presidency of Mr. Arthur H. Burgess, F.R.C.S., Professor of Clinical Surgery in the University of Manchester, who will deliver his address to the Association on the evening of Tuesday, July 23rd. The sectional meetings for scientific and clinical work will be held, as usual, on the three following days, the morning sessions being given up to discussions and the reading of papers, and the afternoons to demonstrations. The Annual Representative Meeting, for the transaction of medico-political business, will begin on the previous Friday, July 19th, at 9.30 a.m. The preliminary arrangements for the work of the nineteen Scientific Sections have been made by a special committee, consisting partly of Manchester representatives and partly of members appointed by the Council of the Association. The names of the officers of Sections were given in the *Supplement of January 12th*, and further details of the arrangements for the Annual Meeting will appear in later issues. During the week, and in particular on the last day of the meeting (Saturday, July 27th), there will be excursions to places of interest in the North-West of England. The British Medical Association has met four times at Manchester—in 1836, in 1854, in 1877, and again in 1902. We publish below the second of a series of descriptive and historical notes on Manchester and neighbourhood written for the occasion. The first article appeared on December 1st (p. 1003).

HISTORY OF MANCHESTER.

BY

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MANCHESTER owes its prominence in the industrial world to its position on the slopes of the Pennine Hills as they run towards the western coast and the Atlantic Ocean. Its original situation was at the junction of two rivers, the larger being the Irwell, into which ran the smaller Irk, now entirely hidden by extensive culverting. Both streams arise in the high lands and drain an area of what was once an extensive tract of bog, forest, and waste lands.

There is a high outcrop of red sandstone rock in the angle of the confluence of Irk and Irwell, and it was at this spot that the original settlement was formed, the manor house of Manchester was built, and from which the town subsequently developed. The river angle was further protected by an artificial ditch, traces of which still remain in basements of the buildings over its site. The Manchester Cathedral and the Chetham Hospital and the Grammar School have occupied the angle of the river junction since their foundation. The site was of great importance because of its water supply and because it commanded the agricultural land and roads of the foothills which intervened between the Pennines and the very extensive boggy lands south-west of the town, which constituted what are known as Carrington and Chat Mosses, referred to in Harrison Ainsworth's novel *Guy Fawkes*, which has some of its action in this district, and over which George Stephenson had such difficulty in making a track to bear the Manchester and Liverpool Railway.

Such a position as that called by them "Mancunium" attracted the Romans because of its defensibility and because it commanded important roads. It was on their direct line of march between their headquarters at Deva (Chester) and Eboracum (York); from it a road ran to Coccium (Wigan), which was on the main Roman north road, just as it is now on the main L.M.S. railway line to Scotland; and another road to Bremetennacum (Ribchester), an important Roman centre in North Lancashire, on the high road from Mancunium to Lugdunum (Carlisle). The Roman camp was, however, a mile lower down stream, at the junction of Medlock and Irwell, a district called Alport, again a position well elevated above the rivers. The only trace of the camp now remaining is a small part of a wall, which is protected by the city from further injury. The site of the camp is still known as Castlefield.

CHETHAM'S HOSPITAL AND LIBRARY.

The earliest mention of the town in reputable history occurs in the *Anglo-Saxon Chronicle*, 923. When Edward the Elder was reconquering Mercia from the Danes he sent a detachment of troops to Mameceaster to repair and man it. The rock site in the junction of Irk and Irwell was also a desirable place because the Irwell was there fordable by the Sal ford. The expulsion of the Danes forms the subject of one of the Ford Madox Brown panels in the Town Hall, which illustrates some incidents in our history.

Mameceaster and Salford are referred to briefly in Domesday Book: "King Edward held Salford. There are

three hides and twelve carucates of waste land. There is a forest three leagues long and the same broad. There are many hays [enclosures] and an aerie of hawks there." "The Church of St. Mary and the Church of St. Michael hold in Mameccaster one ploughland free from all burdens save Danegeld." The Church of St. Mary, the earliest church in the neighbourhood, was a wooden building occupying the site of the present Cathedral. St. Michael's Church is at Ashton-under-Lyne, which was then in the parish of Manchester.

A century or two later Manchester is recorded as having aeries of hawks and eagles and a heronry in the woods in the Roman camp district, where, alas! nowadays we can only show rookeries, and treeless ones.

In the days of Edward the Confessor, before Domesday Book time, Manchester formed part of what was then the royal manor of Salford, which was the centre of a great hundred of Salford, 350 miles square, afterwards often called Salfordshire, which composed the whole of the basin of the Irwell and its tributaries. Salford County Court circuit still includes Radcliffe, Bury, Rochdale, Oldham, and Bolton in its jurisdiction. This hundred and other extensive lands between the Mersey and the Ribble were granted as royal demesne to Roger the Poitevin by William the Conqueror.

The township of Salford, though on the right bank of the Irwell, lay in the ecclesiastical parish of Manchester, and before the Crown grant to Roger the Poitevin the King's manor house at Salford had been the civil centre of the district which had St. Mary's Church on the left bank of the river for its ecclesiastical centre. It was in the eleventh century that the town charter was received (and not in the fourteenth century, as my former sketch of the relations of the two towns suggested), and during Roger's tenure that the great part of the parish on left bank of the river, with the exception of Broughton, was cut off from Salford demesne and given as a manor to an under-tenant in return for military service. Roger retained Salford in demesne, and it has since been held by the Sovereign as part of the Duchy of Lancaster. The reigning Sovereign is therefore lord or lady of the manor of Salford, and the Crown is thus toasted in Salford by royal permission. Professor Tait, from whose most interesting work on mediaeval Manchester much of my history is taken (as shamelessly as Homer is said by a soldier critic to have obtained what he thought he might require), says: "Thus a stroke of a Norman baron's pen divorced Manchester and Salford in all but their devotions, and what he sundered no one has been able to bring together again."

Manchester thus became a barony, and the first baron about whom anything definite is known was Albert Grellet, or Gresley, said to be a favourite of Roger the Poitevin. The manor house, as before mentioned, was built on the safe angle of Irk and Irwell junction. Grellet's name appears in Domesday Book as Albertus Greslet. The name Greslet was probably an instance of Norman love for giving distinctive names from some personal appearance, or behaviour, complimentary or otherwise, many of which, as Professor Tait tells us, are to be found in Domesday Book. Some of these were retained as surnames; for instance, "The Fair" became Blount or Blunt, and amongst the Earls of Cheshire, Hugh Lupus (the Wolf) and Randle Gernons (Mustachios). In humbler circles such names as William (not George), who cannot tell a lie (spernens mendacium), appear. Greslet had probably such an origin, and may have meant spotted or pock-marked, or slim of figure.

The Grelleys were absentee landlords, living on their Lincolnshire estate, and the great-grandson of the first Robert married a niece of William Longchamp, Richard I's Chancellor, and Regent during the King's absence. He joined the barons in extorting the Magna Charta from King John, and suffered forfeiture in consequence. However, there was a certain amount of balancing of accounts later, because it was in the Abbey at Swineshead, on the Lincolnshire estates of the Grelleys, that John had his surfeit of peaches and beer which caused his death.

The last of the Grelleys gave a town charter to Manchester in 1301, with power, amongst other things, to elect a burgess to the honourable position as head of the community; it was merely a confirmation of existing privileges. The town adopted the crest of the Grelleys on its armorial bearings. Salford had previously received its charter in 1231. The Grelley line died out in 1311, and the manor rights passed into the possession of relations and others until they were sold in 1596 for £3,500 to Sir Nicholas Mosley, a Manchester man, but a merchant and thrice Lord Mayor of London. The manor rights remained with the Mosleys until 1845, when they were purchased by the Corporation of Manchester for £200,000. Our Mosley Street is a reminder of these lords of the manor.

Thomas de la Warre, who married Joan Grelley and owned the manor, was rector of Manchester. He was much

concerned with the inadequacy of the clerical staff in the huge parish covering 350 square miles, so, in 1421, he obtained royal licence to substitute a college of a warden and eight clerical fellows for the rector, and the church became collegiate. The clergy lived for a century on the site of the old Barons Hall, in the building which was subsequently purchased in 1654 by the will of Humphrey Chetham, a Manchester cotton merchant. Chetham then endowed the old hall to become the first public free library in England and as a hospital for the maintenance and education of forty poor boys, a purpose which

DINING HALL, CHETHAM'S HOSPITAL.

it still nobly fills in its almost unchanged, mediaeval form. The boys, now numbering one hundred, are still to be seen in their original blue coat costumes.

Another foundation for education in the Irwell-Irk angle adjoining the Chetham Hospital was the Manchester Grammar School. Founded in 1515 by Hugh Oldham, a Manchester man, then Bishop of Exeter, it is one of the oldest public schools in England. Oldham was a close friend of Bishop Foxe of Winchester, and helped him to found Corpus Christi College, Oxford, and provided most of the money for it. He endowed the school as a feeder for the college, and also provided help for boys going from the school to any college at Oxford or Cambridge. Corpus Christi College still has a representative on the board of governors of the school.

After receiving its charter the town led its mediaeval life much as other English towns, with certain crafts of milling, fulling, spinning, weaving, and dyeing. Agriculture was, however, the chief occupation for some centuries until the persecution of the Spaniards in the Netherlands and of the Catholics in France drove many Protestant craftsmen to England. Some settled in Manchester and neighbourhood because of its water resources, and this incident also forms the subject of one of the frescoes in the Town Hall. In this way, amongst other trades, the spinning, weaving, and dyeing of wool and flax which was carried on in the town received a great stimulus. Leyland, visiting the neighbourhood in 1536, describes Manchester as "the fairest, best builded, quickest and most popular townne of all Lancastreshire"; and Defoe, two centuries later,

in his tour through Great Britain (1724-26) visited Manchester and described it as "one of the greatest if not really the greatest mere village in England." The population then was below the 22,000 of 1770.

COTTON.

It was during the sixteenth century that "Manchester cottons" became known as a desirable article of trade. They were known under this description in Rouen in 1558. They were also known as fustians, a name derived from the Fustat quarter of Cairo, where similar goods were woven. Manchester cottons were at first only made of wool, linen, and some silk, but about 1600 a new material was introduced into the town, according to a petition of London merchants—"a kind of bombast or down being a fruit of the earth growing upon little shrubs or bushes brought into this country from Smyrna, Cyprus, Acra, and Sydon, but commonly called cotton wool."

Cotton is the Anglicized form of "kutun," which was the Arabic word for the new material. Each cotton fibre is the outgrowth of a single cell of the outer coat of the seed of the cotton plant, and important features about it are that it is a thin-walled, somewhat elastic tube sealed at both ends with a natural twist on its own axis and with varying diameter. These natural characteristics make cotton the easiest of all materials to twist into a thread, and consequently so cheap for cloth making that it is said that nine-tenths of the clothing of the world is made from it.

Cotton must have been spun in hot Eastern countries where the plant grew since artificial clothing became necessary. It was always done by hand, twisting the fibres with the fingers into a single thread, which was wound on a spindle or a wheel. This primitive process of cotton spinning continued wherever cotton was used, and only one thread, or at the most two threads, could be spun at a time until the middle of the eighteenth century, when the genius of a few Birmingham and Lancashire men revolutionized the whole industry of spinning and weaving cotton, and led to the production of machines on which 1,200 spindles, instead of one or two, can be rotated at then unthought-of speeds.

The impetus to these inventions came in 1733 from John Kay's flying-shuttle, which enabled the weaver to work much quicker and to weave wider cloths. Before Kay's invention, which was a very simple one, the weaver had to bend over his cloth and throw the shuttle by right and left hand alternately from each side through the loom. Kay put a "stick" into the weaver's hand, from the free end of which cords went to both sides of the loom, where they were attached to a metal weight which could be jerked forcibly by movement of the stick and cord against the shuttle, and so knock it through the loom to the other side, when an opposite movement of the stick sent it back through the loom. The principle is still in widespread use in the mechanical loom of to-day.

At that early period of the introduction of machinery every contrivance that increased production was looked upon by the workpeople as certain to deprive them of their means of existence; consequently they endeavoured to wreck all such new inventions. This wrecking was a frequent theme of Victorian novelists, as witness *Shirley* and *John Halifax, Gentleman*, to mention but two instances. A mob succeeded in wrecking the flying-shuttle,

but only for the time being, for, like many inventions which decreased the cost of production, it increased the demands for a cheap material, and was therefore a means of additional employment.

Before Kay's time all the cotton was spun by hand, and there was no real increased demand for the new shuttle until twenty-five years after its invention, during which time mechanical spinning and weaving revolutionized the cotton industry. Although East Lancashire and West Cheshire are now the centres of the mechanical cotton-spinning industry, and most of the present-day machinery was invented or perfected there, the first useful steps towards substituting machines and artificial power for the human finger and muscles were taken at Birmingham. There Lewis Paul, in 1738, patented a machine in which successive pairs of rollers moving at different speeds attenuated a thick rope or roving of cotton fibres, which was prepared by hand, into a finer thread or yarn. He also patented (1748) a most important combing machine to prepare this preliminary roving. With these machines Paul started mills in London and in Birmingham, and,

although the inventions were said not to be of much practical use, he made £20,000 out of them. Real progress in mechanical spinning was first achieved by three Lancashire men—James Hargreaves of Blackburn, who patented in 1767 the first commercially successful machine, called the "jenny," which could spin many threads at a time when driven by hand power; Richard Arkwright, born in Preston, but working in Bolton (1769), who improved Paul's roller drawing and combing machines to make them of real value, and applied first horse, then water, power to them; and lastly, Samuel Crompton of Bolton, who combined in one machine, called a mule, the essential features of Hargreaves's jenny and Arkwright's roller drawing machines. On one of these wonderful machines can now be spun on 1,200 spindles (not one only as aforetime) thread so fine that more than 150 miles of it may weigh only one pound.

With these machines so much cotton thread was produced that the looms worked by hand labour could not use it, even

when the fly shuttle was adopted by weavers. The difficulty became known to Dr. Cartwright, a Leicestershire clergyman, who came to the rescue with the invention of a power loom, driven at first by a bull, and later, as he improved it, by water and steam (1790). The loom could then do with all the yarn produced in the mills, and the prosperity of operatives and owners and of Lancashire began.

Spinning and weaving machines at first were worked by hand power, adult and child, in the people's homes; later they were driven by water power in mills set on the banks of streams, and so began the great mill industries of Lancashire valleys. Finally, in 1789, steam was used for power in cotton mills for the first time in Manchester. Such was the impetus given to the cotton industry by these inventions that the human labour for the mills of the district was soon exhausted, and it had to be imported from other parts, often from the workhouses of London and other large towns. The population of Manchester, in consequence of the increase in the cotton industry, grew from 22,000 in 1773 to 43,000 in 1788 and 70,000 in 1800, and sad indeed were the conditions of life among the working classes and the abuses of child labour by parents

CHETHAM'S HOSPITAL: ENTRANCE TO CLOISTER COURT.

and manufacturers. The hours of child labour in mills which ran night and day were unrestricted by law, and there was no supervision of the mills by factory inspectors.

PUBLIC HEALTH.

The result was, naturally, serious ill health in the cotton operatives, and such outbreaks of typhus fever occurred that the leading citizens became alarmed, and with the support of some of the medical men of the town, especially Dr. Thomas Percival and Dr. John Ferriar, formed a committee of public safety, or board of health, in 1796, the first of such committees to be formed in England.

Among the good employers who thought of the welfare of their workers, especially of the children, were the Grants, the prototypes of the Cheeryble Brothers of *Nicholas Nickleby*. Public action led also to factory legislation, and it is interesting, if sad, to read some of the evidence—venal, one would almost say suborned, on their own acknowledgement—given by medical men on the hours of labour of children. Let me get the worst over at once. One, a Manchester doctor giving evidence for the masters before a committee of the House of Lords, said he could not give any number of hours below twenty-four which might be above or below the line of which a child (of 6 or 9 years of age) could work without suffering. A surgeon and apothecary of Bingley in Yorkshire did not think that a little recreation or amusement during the day was contributory to the health of young persons. Fortunately, others thought that the hours of working of a person under 16, exclusive of the time allowed for meals, ought not to exceed *nine* hours in winter and *ten* in summer; and it was a question whether, with impunity, the strength of adults was capable of much longer exertion than this.

As I said in the opening line of this account of the development of Manchester, its geographical situation has had much to do with its commercial success and in making it the leading town in the cotton trade of the world. The district known as East Lancashire and West Cheshire, lying between the hilly background of the country and the western ocean, has a temperate, equable, and moist climate, one which is ideal for cotton spinning and weaving, and especially for producing the finest cotton products, for which Manchester is celebrated and unrivalled in any part of the world. The annual rainfall is only 36 inches, but Manchester has the reputation of being a wet place, especially among our gentlemen friends of Liverpool—Manchester men, Oldham lads, fellows from Rochdale, and Liverpool gentlemen, as the local saying is. As president of the Manchester Medical Society I attended the annual dinner of the Liverpool Medical Society, and exchanged a few stories with a legal guest. With magnetic guile he drew me on to talk of weather, and I said our rainfall was not so bad as Liverpool's. On replying for the guests he opened in courteous terms about his neighbour from Manchester who had told him some wonderful stories which he did not care to repeat, but amongst other things "he actually asked me to believe that Liverpool is a rainier town than Manchester." It was the speech of the evening. In addition to the plentiful supply of water, Manchester is in the middle of a rich coal-bearing district, which made steam power cheap, and it was close to a maritime outlet on the Mersey. Dr. W. F. Dearden has shown in his Milroy Lectures on the Health Hazards of the Cotton

Industry how even the slight differences in the atmospheric content of water which occur in the large cotton manufacturing towns affect the fineness of the article which is manufactured in them.

The poor conditions of life of all the labouring classes in the eighteenth century were greatly improved in time by the development of the cotton industry. Much more money, small in total indeed though it was, reached a home by the earnings of those members of the family who worked in a spinning mill and those who wove at home, and there was, consequently, more money to be spent on necessities of life—food and clothing, boots, etc. Trade generally, therefore, was improved. Between 1760 and the Reform Bill (1832) the output of cotton manufactures increased one hundredfold, and in 1806 it was said to supply one-third of the total of British exports. The cotton trade, directly and indirectly, played a very great part in meeting the heavy National Debt incurred after the Napoleonic wars. It is said that Arkwright offered to finance the Government in the wars with France if they would continue his patent rights for a number of years.

The opening of the Duke of Bridgewater's canal, which brought coal from his pits at Worsley to Manchester at cheap rates, was a great help to steam power, and when the canal was extended to Liverpool, in 1772, this cheapened cotton at a time of great need for it. A further event of great importance to the cotton trade was the opening of George Stephenson's railway between Manchester and Liverpool in 1830. This was a great national event, with the Duke of Wellington present; it was marred by an accident which proved fatal to Mr. William Huskisson, one of the promoters of the railway and a member of Parliament for Liverpool. There is a marble tablet to his memory and the incident on the railway by Parkside, which he who travels may see. The original terminus of the railway is still

MACHINERY IN A MODERN COTTON MILL.

in use in Liverpool Road, Manchester, where it forms part of the railway's goods department.

IMPORTANCE OF THE COTTON INDUSTRY.

Manchester is the centre of the cotton industry of the kingdom. Included in the industry now is the new material called artificial silk, which is having a very great influence on the trade when mixed with cotton in manufactured materials.

It is estimated that no fewer than 10,000,000 of the population of Great Britain are directly and indirectly dependent on the cotton trade for their daily bread, so great are the ramifications of the trade, the interdependence of one industry upon another, and the "wheels within wheels" of commerce. The cotton trade depends almost entirely on the export trade, and cotton goods comprise nearly one-third of all our exports of manufactured goods. The value to our home trade in cotton goods is estimated at only about one-fifth of the whole cotton trade. In 1927 more than 4,000,000,000 square yards of woven cotton goods, valued at £110,000,000, and over 200,000,000 lb. of cotton yarn, valued at nearly £23,584,000, were exported.

The profits from the cotton industry do not end with those received from the actual selling price of the finished material, yarn or cloth. There is, in addition, the cost of insurance, financing, freight, and merchants' commission and profits, almost all of which are a profit earned by this

country, and over £500,000,000 capital is engaged in, or directly dependent on, the trade. If the cotton trade ceased to exist to-morrow Great Britain would become a third-rate power, from a commercial point of view, and probably at least one-fourth of the population would have to emigrate, as it would no longer be possible for them to earn a living in this country. There is no other manufacturing export industry, either in this country or in any other part of the world, which can be compared with the cotton trade; and it enables Great Britain to pay for a large portion of the meat and grain and commodities which she has to purchase from other countries.

After the cotton industry in importance come the engineering, chemical, and rubber industries of the town and neighbourhood. A great factor in the development of the business of the town has been the influence of the Ship Canal, by means of which 15,000-ton ocean-going steamers can get into the heart of the city and bring the raw materials, food, and other goods which pay for the cost of manufactured articles sent abroad, and of the insurance, freight, and financing of the trade. Six and a half million tons of goods are brought to, or carried away from, Manchester and Salford in a year now by the Canal. Direct sailings are made from the docks to and from the chief ports "in all the seas of all the world."

Manchester has contributed to the enrichment of the country in other ways than those of commerce; but that is another story which awaits its telling.

Scotland.

Future of Hospital Services in Scotland.

A MEETING of the Voluntary Hospitals Liaison Committee was held on January 16th, on the invitation of the Department of Health for Scotland, in the offices of the department at Edinburgh to consider the bearing of the Local Government (Scotland) Bill on the future of the hospital services, particularly those of the voluntary hospitals. Dr. Walter Elliot, Parliamentary Under Secretary of State for Scotland, and officials of the department, were present. The meeting reviewed various suggestions for a clause designed to remove the Poor Law stigma from treatment in the hospitals which are at present under Poor Law administration; it was unanimously agreed that this was desirable, and that public bodies should be given power to provide hospital treatment apart from the Poor Law. It was considered essential, however, that adequate safeguards should be made to protect the voluntary system, and the attention of the meeting was mainly directed to finding a form of words which, embodied in the bill, would achieve this purpose, and also give the necessary powers to municipalities. It was decided to hold another meeting this week. The members of the Liaison Committee are Sir David Wallace, F.R.C.S., Colonel D. J. Macintosh, Mr. James Macfarlane, Major-General James Thomson, Mr. C. F. Henderson, and Mr. James Thomson. Dr. Elliot intimated that the Secretary of State for Scotland had appointed Mr. Niven F. M'Nicol as secretary of the committee.

Pneumonia Epidemic in Scotland.

An outbreak of pneumonia, which attained considerable proportions, has occurred in Glasgow and other parts of Scotland. At the opening of the week beginning January 13th there were 600 cases of pneumonia in Glasgow hospitals, and on January 14th there were applications for the admission of about 100 others. It is believed that many cases of pneumonia have been contracted by persons suffering from mild attacks of influenza who have returned to work too soon. The total number of deaths in the city in the week ended January 12th was 645, as against 388 in the preceding week; this gives a death rate of 31.2 per 1,000 of population per annum, against 19.5 in the previous week. Deaths from pneumonia numbered 118, including 40 children under 5. The staffs in large businesses appear to have been seriously depleted by the occurrence of influenza, bronchitis, and pneumonia; about 30 per cent. of the tramway workers were on the sick list, and the service was maintained with difficulty, whilst in the Post

Office some 10 per cent. of the employees were absent. In the whole of Scotland during the week ended January 12th there were 1,164 deaths, giving a corrected death rate of 24.1 per 1,000; this rate is 6.8 above the average. Relatively high death rates were also recorded in Greenock (34.3), Paisley (23.5), Dundee (19.6), and Kilmarnock (26.1). In Edinburgh the death rate was 17.1, and in Aberdeen 16.7. Deaths from influenza numbered 56, and of these 50 occurred in Glasgow.

Cupar Hospital Extension.

The Adamson Cottage Hospital at Cupar has recently been extended through a gift of £5,000 to the trustees by Mr. and Mrs. J. B. Crichton, Luthriebank, who have also presented an annual income of £1,500 for the next seven years. The hospital was reopened on January 14th by Lord Cochrane of Culter, who said that the hospital was unique in the conveniences it offered amongst the cottage hospitals of the country. In referring to the King's illness, in which great advantages of skilled medical advice and devoted nursing had been available, Lord Cochrane remarked that a hospital equipped like the Adamson Hospital would bring similar advantages within the reach of all in the district who were suffering severely. The additions to the hospital consisted of an operating theatre, x-ray and electrical departments, private male and female wards, and waiting and dining rooms.

Edinburgh Royal Maternity Hospital.

At the monthly meeting of the board of directors of the Edinburgh Royal Maternity and Simpson Memorial Hospital, held on January 16th, reference was made to the retirement on the age limit of Dr. William Fordyce, who had been physician to the hospital for the past twenty-seven years. To mark their appreciation of his services the directors appointed Dr. Fordyce as consultant obstetrician to the hospital. At the same meeting Dr. Douglas Miller, who for some years has been assistant physician and registrar to the hospital, was elected as physician to fill the vacancy caused by the retirement of Dr. Fordyce.

England and Wales.

Society of British Neurological Surgeons.

THE fifth meeting of the Society of British Neurological Surgeons was held in London last month under the presidency of Sir Percy Sargent. A visit was paid to Guy's Hospital, where Mr. Lancelot Bromley operated, turning an osteoplastic flap by de Martel's method. The society was addressed by Dr. Hurst on "The cause of trophic disturbances in nerve injuries," and Dr. C. P. Symonds showed cases, including radiograms of a calcified angioma of the brain, to which Mr. Bathe Rawling was able to exhibit a parallel. Dr. Symonds further exhibited a case illustrating tonic innervation of the hand in a young woman, clinically diagnosed as a congenital aneurysm, and a case of cervical rib with cerebral embolism. The relationship between vessel compression and embolism was discussed. Mr. Bromley presented a female patient from whom he had enucleated a spinal tumour; persistent contractures of the hamstrings had necessitated tenotomies, so successfully carried out by Mr. Trethowen that the patient was now able to walk up and down stairs. At the resumed meeting, held in the afternoon at the National Hospital, Queen Square, Sir Percy Sargent opened a discussion on the radium treatment of cerebral tumours, and Mr. Ross described the technique and results so far obtained in a small group operated upon at St. Bartholomew's Hospital. This subject, theoretically so full of promise for the glioma patient, was fully discussed by other members of the society. Dr. Greenfield read a paper on the "Haemangiomas of the cerebellum (Lindan's tumour)," illustrated by a series of cases in which the pathology of the condition was built up step by step. Other papers read were Professor Archibald Young's on "Chordoma," Mr. Julian Taylor's, advocating a more posterior approach than by the classical London method to the root of the Gasserian ganglion, Mr. A. A. McConnell's