

a flap brought up and sutured to the cut edge of the skin over the upper part of the symphysis. The urethra was split and sutured in the posterior angle of the wound about 1 inch in front of the anus.

The operation lasted one hour and three-quarters and there was no shock.

Twenty-five minims of liq. strychnia were given in divided doses during the operation hypodermically, and a hot saline and brandy enema of 2 pints at the end. There was some suppuration, but under the action of continuous hot baths the wounds rapidly cleaned, and by the middle of April they were practically healed. He was discharged to duty on May 7th, 1906, and has resumed his former occupation of groom. He reports at intervals for examination, and so far there is no sign of local recurrence. He has become very fat, and states that by pressing his finger forwards behind the urethra he can urinate standing.

Travel.

WITH THE BRITISH MEDICAL ASSOCIATION TO TORONTO—AND AFTER.

BY COLONEL J. M. BEAMISH.
Royal Army Medical Corps (R.).

(Continued from page 81).

SEPTEMBER 12th, 1906.—Chicago, reached over night from St. Paul, in the noise and restlessness of its streets, is typical of the business activity of the leading cities of America. A cursory visit to one of the large warehouses—that of Marshall Field and Co., a general store—left the impression that even cheap wares were of remarkably good quality. The streets, handsome as a rule, are marred by being badly paved, and in some instances disfigured by elevator railways obstructing light and air. The post office, with dome and marble interior, is a conspicuous object in the centre of the city, and the public library, of ornate design, overlooks Jackson Park on the east side fronting Lake Michigan. The museum stands within the park, which has a length of a mile on the eastern boundary of the city, and is receiving an addition through made ground in the direction of the lake.

A visit to the famed stock yards and premises of one of the principal firms in the meat-packing trade, and an inspection in detail of the various processes employed in connection with the

slaughter of animals, tend to show that the late disquieting rumours, if not entirely unfounded, are probably exaggerated. The actual slaughtering is carried out in the most expert manner, and the carcasses of hogs especially were those of animals well fed and dealt with from first to last in the most cleanly fashion. The floors were scrupulously clean, and the freezing room a model of neatness and order. It is true the slaughter of large cattle leaves a disagreeable and unsavoury impression, from the quantity of fluid which has to be dealt with, but the methods employed are inevitable, and such as are tolerated in all civilised countries.

Since January, 1900, the main drainage of Chicago has been diverted from Lake Michigan (which furnishes the water supply to the city) through the south branch of the Chicago river connecting with the Desplaines and Illinois rivers by means of a drainage canal 34 miles long, and thence with the Mississippi. By means of this canal and tributary rivers, therefore, the waters of Lake Michigan now flow into the Mississippi.

September 13th.—Chicago to Toronto.—The route lies through parts of Illinois, Indiana, Michigan and Ontario, and some of the most fertile and settled districts of Central North America in Illinois, well cultivated farms, chiefly of Indian corn and wheat, occupying more or less flat but well wooded country; in North Indiana, bordering on Michigan, a similar country, more fertile looking and more neatly farmed, with smiling fields of Indian corn, comfortable farm houses, and prosperous looking towns. Detroit, in Michigan, was passed at night, and is by all accounts an interesting city. At early morning Ontario was re-entered, where, as in other parts of the province, general farming was most evident. Toronto was reached at 8.30 a.m., eighteen hours from Chicago, and the circular tour to the far west was here completed.

September 13th-14th.—Toronto to Montreal by lake and river route.—During a stay of six hours at Toronto some belongings were picked up, and passage taken in the Richlieu and Ontario steamer, leaving 3.30 p.m. for Charlotte on the south shore of Lake Ontario, thence across the lake in another direction north-east to Kingston (5 p.m., 14th), where the tour of the Thousand Isles down stream was commenced and continued till 10.30 a.m., when a change of steamer took place at Prescott, with a view to negotiating the Lachine and other rapids later in the day. The isles are a series of rocky islands varying in size, wooded for the most part, and occupied by villas or chalets, largely owned by Americans. Several rapids, including one at Long Sault, with a drop of 48 feet in

9 miles, were passed during the day, but, owing to lateness of arrival, the steamer could not shoot the Lachine rapids, and in consequence the passengers were transferred, after dark, to a train which was in waiting at Lachine, and arrived at Montreal about 8 p.m.

September 15th-16th.—During a stay of two days at the Windsor Hotel, a survey was made of the principal objects of interest in the city—including Mount Royal, the most conspicuous, commanding an extensive view of the St. Lawrence valley, the Green Hills of Vermont bounding the horizon on the south-east and the lower lying parts of the city. It is a wooded hill, rather steep, but made accessible by a good road pursuing a zig-zag course to the summit, and adds much to the interest of the place. The most notable churches are the new Roman Catholic Cathedral in Dominion Square on the model of St. Peter's, the older church of Notre Dame in the lower part of the city, and the Anglican Cathedral, a Gothic edifice in St. Katherine Street, skirting the base of Mount Royal. McGill College stands in ornamental grounds within the city, and is well known as a most flourishing institution.

Montreal has a present population of 360,000, mostly French speaking, and is the largest city in Canada; its population of French descent are largely employed in the lumber trade. It also possesses much antiquarian interest, sharing with Quebec the honour due to such pioneers of European civilisation as Jaques Cartier and Champlain, and retaining up to modern times that pre-eminence in trade and commerce which has distinguished it from its foundation by the French, in the early part of the seventeenth century. Both here and at Vancouver it was my good fortune to witness a first class game of lacrosse—the national game of Canada—between local teams. Cricket is not much in vogue at any time, but football and hockey are popular during the late autumn and spring months.

September 17th.—Montreal to New York.—This is a one day trip, and of its kind, among the best in America. The twelve hours' journey, 7.30 a.m. to 7.30 p.m., may be completed *via* the Delaware and Hudson direct, or interrupted by a side trip through Lake George, between certain points on the railway. The St. Lawrence is first crossed by a fine bridge on the Grand Trunk system, and for some miles the country is flat and uninteresting, till, somewhere near the international boundary, north of Rouses Point, a few small lakes appear eastward with a distant view of the Hills of Vermont, and the Adirondacks outlined on the south-west. The approach to the latter, about two or three hours from Montreal, lies through

some low wooded hills. Lake Champlain appears on the east, and with its expansions and inlets is visible a great part of the way to Albany. The Adirondacks on the west here rise to a height of 4,000 to 5,000 feet, finely wooded and diversified by valleys and hill tops for many miles in the same direction. Saratoga, where one of the decisive battles of the war of Independence was fought, is passed some distance north of Albany. Glimpses of the Hudson are obtained as Albany is approached, and the river is crossed immediately below the town. The railway follows close to the left, or east bank, of the river, the whole way to New York, the Catskill mountains (4,000 feet) appearing westward at some distance from the river valley, about half way between Albany and New York. The Hudson is a somewhat sluggish stream, from 200 to 500 yards wide in its main course, flowing between wooded banks, and dotted with small islands at intervals. Its setting of mountains in the background lends it a peculiar charm, especially at sunset; night fell about three-quarters of an hour from New York, which was reached at 8.15 p.m., half an hour or more after due time.

September 18th-19th.—New York.—The weather conditions of New York, 82° F. in the shade, the third week in September, were not such as to encourage sight-seeing, though facilities were numerous. However, a beginning was made at Brooklyn Bridge, easily reached from the Manhattan Hotel and great central station by a subway. From a seat in a tram-car, while crossing the bridge, a good view is obtained of the sky-scrapers on and near Broadway, but the onward journey through the overgrown suburb of Brooklyn, for a distance of several miles, leaves no more interesting impression than an aggregation of streets, darkened frequently by an elevator railway. On another occasion the Central Park was visited, with a more satisfactory result, in that it is tastefully laid out, but not otherwise noteworthy in respect of its size or surroundings. The public library, on the site of an old reservoir in 42nd Street, remains in an unfinished state, after the lapse of more than seven years. The great extent of the wharves and spaciousness of the harbour are more striking, but most of all the marvellous business activity of the city—the eagerness of its crowds, the splendour of its buildings, the perfection of its railroad and car systems, and the supreme consciousness of its people of the value of time. “No loitering” is here largely writ in action as well as in words.

As I had not an opportunity of visiting the art galleries during the two days at my disposal, I may just refer to a striking allegorical fresco—“The Triumph of Manhattan”—decorating the

panels of the vestibule of the Manhattan hotel—one of the best in the city. It is the work of H. K. Turner, I understood, figuring on the right the entry of the Dutch—(A.D. 1614)—the original settlers of Manhattan or New Amsterdam, afterwards New York—followed by their successors, the English, to the central figure of America, which, in the garb of a female seated on a throne, receives a deputation of Indian chiefs on the left. The fresco is reminiscent of the style of the late Burns-Jones, and aptly compares with a kindred work of art which adorns the hall of the new courts of justice at the Old Bailey.

Coney Island, also visited, is a seaside resort within easy reach of New York, rounding off the southern end of Long Island. The season there was just over. It possesses a sandy beach with numerous bathing establishments, and also a street plentifully furnished with booths to attract holiday makers. There is also a good racecourse at Gravesend close by, which answers to Long-champs nearer home.

September 20th-24th.—New England States and Boston.—The journeys from New York to Boston and *vice versa* (five to six hours' rail each way) were made by different routes, in the former case by Newhaven and Hartford, the state town of Connecticut, and on the return journey by the coast route, through Providence, state town of Rhode Island, New London (also on Thames), again through Newhaven and Bridgeport to New York. The Connecticut river, between New London and Newhaven, is crossed near its mouth.

The general character of the country, as above, comprising the three southern states of New England, does not vary much as seen from the railway, being hilly and extensively forested with small timber as a rule; birch, maple, poplar, oak and pine, to a lesser extent. The land is of poor quality, often stony, and the farms are of limited extent for the most part. The towns, however, engaged in trade of various kinds, have a prosperous appearance. Hartford has some saw mills, but the quality of the timber in the surrounding country does not admit of a flourishing lumber trade. Providence has a showy state house of marble, in the Italian style, with a dome resembling St. Paul's, and in fact, many of the public, and especially State, buildings in America are copies of this original.

Boston is perhaps the most interesting city in America from the historic point of view. Founded early in the history of American colonisation—A.D. 1627—by a band of settlers under

Winthrop, with a special charter from the Crown, securing exclusive rights to the port in Massachusetts Bay, it progressed from its original settlement at Charlestown, through the colonial and provincial stages, up to the revolutionary period, when, as is well known, it took a principal part in the movement which led to American independence.

The colony at an early period (A.D. 1635) founded its university at Harvard; and doubtless the numerous gifted alumni, clerical and other, of such a centre of culture, distributed throughout the province as well as Boston itself, from the earliest to later times, were largely the means of keeping alive that spirit of inquiry, and even dissent, which, at an early period, involved the colony in disputes with the Mother Country, and locally became the fruitful source of civic and religious strife. The same spirit gave impetus to that galaxy of talent familiar to our own times, and only extinguished late in the nineteenth century, represented by such names as Lowell, Emerson, Longfellow and Oliver Wendell Holmes. Nor do the lights of Harvard grow dim in the twentieth century, for do we not see younger Cambridge, though not young at the mature age of 270 years, competing with her elder sister for aquatic supremacy in our own waters?

It was my privilege to see recently the new Harvard Medical School just opened, which, for the completeness of its laboratories and lecture rooms, and handsome, if somewhat severe looking, exterior of marble, would compare favourably with most institutions of the kind in the world. Boston, in characteristic fashion, at present also harbours Christian science; but the *genus loci* may be trusted to improve away all such manifestations of error.

A subway from the central point of the city at the base of Tremont Hill, its highest point, connected, at a wharf on Atlantic avenue, with a submarine tunnel between East and West Boston, is considered a triumph of engineering skill. The trade of the city is considerable, the port being second only to New York, and the warehouses in the business streets are noticeable, as well from their numbers as from their palatial size and architectural elegance. The State House, in brick and marble, with gilded dome, is a conspicuous object on Tremont Hill, and contains, besides the Chamber of Representatives, the usual offices of the several departments of State. The entrance hall, staircase, and upper corridors are adorned with portraits of former governors and other notables.

The public library, completed less than twenty years ago, is

worthy of Boston. It is a rectangular, three-storied building, fronting an open space, having the pilasters of the outer walls inscribed with the names of all known authors, past and present, in poetry, history, music and fiction, of all nationalities. There is a fine collection of old editions of the English Bible and Prayer Book, and the State House also, it may be added, has the Royal Arms of England emblazoned on a memorial window for successive reigns up to and including that of George II.

The monument on Bunker's Hill, Charlestown, a massive quadrangular obelisk, 221 feet high, commemorating the final success of the revolutionary movement, as well as one near the State House recording the famous tea dispute of 1773, and a third mural tablet to the memory of the black troops who fell in the late civil war should not pass unnoticed. The King's Chapel, centrally situated in a disused graveyard, and the oldest church in Boston, is now Unitarian; others are the Presbyterian, an old church; Trinity, Episcopalian, a new church, facing the library, and the Christian Science Memorial Building. There is also a large Roman Catholic church. The Touraine Hotel, possessing an excellent library, is the best in Boston.

Two of the seaside resorts a few miles north of Boston were visited—at Revere Beach and Winthrop—the latter not far from East Boston, and the former in the same direction further north. Both are well supplied with restaurants and residential villas, and have promenades a mile or so long, with sandy beaches fronting the Atlantic. The season had just closed at Revere Beach, but Winthrop, on a fine Sunday, was gay with pedestrians and some carriages, without the usual vulgar and noisy accompaniments of such places.

Atlantic Voyage.—Though the weather had improved, time did not admit of a further exploration on return to New York, September 24th, as my passage was booked in the new Cunard turbine s.s. "Carmania" (20,000 tons), timed to sail for Liverpool on the 25th. The ship carried barely half her complement of first-class passengers, and this fact, conjoined with elegance of the reception and state rooms, unexceptional *cuisine*, good attendance, perfect conditions of sea and weather, with a day temperature almost always within the sixties, while crossing the Atlantic in the newest turbine steamer, made the passage home one of the most delightful that can be conceived in ocean travel.

September 25th to October 3rd.—For two days after leaving Sandy Hook the sea was smooth and sky unclouded. A slight fog came

up early in the morning south of Newfoundland, to clear again later in the day. Light winds and a moderate sea succeeded in the east Atlantic, till the coast of Ireland, invisible through fog, was reached. Kinsale Head was the first conspicuous object met with, and Daunt's Rock was passed soon after midday, October 2nd. Queens-town Harbour was entered soon after to land passengers and mails, and Liverpool reached the following morning. Disembarkation took place about 9 a.m., and the special train in readiness, leaving about 10.15 a.m., arrived at Euston at 2 p.m., October 3rd.

The average daily run for nearly seven days between Sandy Hook and Daunt's Rock was 401 miles. So ended the trip. It may be added that the "Carmania" was in Marconi communication with Sable Island in the West Atlantic, south of Newfoundland, and with Crookhaven towards the end of the voyage.

ADDENDA.

(1) *Climatology*.—Given the route described to be traversed, viz : 6,000 miles both ways across the Atlantic, and 8,000 miles to and fro across Canada and the United States, no better time could, on the whole, be selected for a trip, than that coinciding with the visit of the British Medical Association to Toronto, and subsequent excursions to the far west. The weather on the outward bound voyage *viâ* the northerly Canadian route was generally fine, and the temperature almost always within the sixties during the mid-hours of the day, and not much below at night. For a day or so near Newfoundland the weather was foggy, or overcast, and colder, but changed to fine again with increasing warmth in the Gulf of St. Lawrence, and up to Quebec, where some unpleasantly hot weather had been felt the previous week. Ottawa was hot but dry, 88-94° F., and Toronto at first hot and moist, from proximity to the great lakes, but changed to cooler weather after some rain, which fell about the middle of the week (August 23rd). The onward trip by the lake route was only marred by some overcrowding on the steamer. The great lakes were crossed in bright moonlight and under good weather conditions on the whole, though some rain fell, and a perceptible change to colder weather was felt about Lake Superior. There was a hoar frost *en route* to Winnipeg, August 30th to 31st; but the two succeeding days, through Manitoba and Saskatchewan, and up to the Rockies, were perfect from a climatic point of view. At no time after entering British Columbia, even at the highest of the passes, except perhaps at Glacier House and Selkirk summit (4,300 feet), about 6 to 7 p.m.,

when it was a little cold, was the climate other than equable and pleasant, increasingly so, of course, as the Fraser Cañon and sea coast at Vancouver were approached. Heavy rain fell at Victoria and Vancouver on September 5th and 6th, but neither cold nor heat has to be reckoned with in such a temperate climate. A dense vapour obscured the atmosphere round Vancouver, and even Victoria, due to forest fires on the mainland. A gorgeous sunset was observed on the return journey near Moosejaw in West Canada, in which varying shades of purple and gold were heightened in effect by a double rainbow. Toronto, on the return trip, September 13th, had not quite abandoned its summer, but Montreal, 14th-16th, had perfect weather. New York, September 17th to 20th, and even later, was very hot and oppressive at 82° F., Boston 5° cooler 20th to 23rd, but on the eve of sailing (24th) New York had improved considerably.

The ocean voyage to Queenstown was, I suppose, phenomenal, scarcely a movement in the ship or a cloud to be seen in the early part of the voyage, till a fog enveloped the south-west coast of Ireland. The channel passage was also very good and Liverpool reached in good time. Both ships, the Canadian Pacific "Empress of Britain," and Cunard s.s. "Carmania," each of 20,000 tons, were almost new, and splendidly appointed.

(2) *Aborigines*.—The origin of the natives of North America still remains a puzzle to ethnologists. There is, however, a general consensus of opinion that the aborigines, North and South, are derived from a common stock, and that the various tribes, numbering many hundreds, to be seen at the present day, owe their divergencies to special environment in the course of ages, and perhaps some admixture with inhabitants of the old world, including the Pacific islands. There is a type of American Indian pointing to a Mongolian stock, with flatter features and a more prognathous mouth, than are seen in the more accepted type, in which the nose is straight or slightly aquiline. It has also been observed that at least some American Indians use implements of almost the exact pattern of those used by Pacific islanders, even so far south as New Zealand. While these facts are noticeable, some common features pervade the whole race, in their small and imperfect cranial development, with receding forehead, thin beard, straight black hair, persistent in colour and round on transverse section, and red or copper-coloured skin. These peculiarities, and especially the character of the hair, conjoined to the polysynthetic nature of the language, which it is not necessary here to discuss,

point to a primordial unity of origin, and an independent development of the race on the American continent.

In Canada certain reservations of land are apportioned to the native Indians, and, in the case of riverain tribes, they are allowed to encamp almost anywhere within sixty-six feet of the shore. By universal assent their numbers are fast diminishing—crowded out in the first place, and in the next, decimated by disease, chiefly tuberculous. With what truth may be doubted, but I have heard overcrowding, induced by a too general use of the stove—a European importation—assigned as a cause of this disease among Indians. Certain it is that a like cause, namely, overcrowding, has operated prejudicially in the case of the Maories in New Zealand. The laws are stringent, forbidding the supply of intoxicating liquors to natives.

(3) *Education*.—Canada has an excellent educational system, and appears to have solved the educational problem in a most sensible and practical manner. The schools are undenominational with facilities, except in the province of Quebec, where the system is denominational, as might be expected. The standard is reported to be high, and provision is made for a thorough diffusion of the benefits of education, in the existence of a law that, where seven children of school ages can be counted, the local authority is compelled to build and maintain a school for their benefit. The success of the educational system in Canada is doubtless in great measure traceable to the willing co-operation between members of the several denominations for the common good in such an important matter as education.

(4) *Missions*.—These are established in most stations, however remote, and, where opportunity offers, the native Indians appear also to be successfully approached. On Sundays a cleric may be seen taking advantage of a freight train to hold a service in a remote district, and facilities for this purpose are given by the railway companies. Mutual benefit seems to be a leading motive for such privileges, inasmuch as pioneering is, on the whole, most likely to be successful where mission stations are established.

(5) *United States Police*.—These are a smart looking and intelligent body of men. Above average height, they are dressed in blue cloth, with a plain frock, long and loosely cut, and white helmet. Blue uniform of the same pattern, but lighter in colour and texture, is worn in summer, especially at the seaside. The dress appears to be uniform throughout the States, and, if one may particularise New York, the appearance of the force is everywhere most credit-

able. They, as well as cab-drivers and hotel servants, male and female, are mostly Irish.

(6) *Cemeteries*, throughout America, have some peculiarities. The monuments generally are of the reformation type—monoliths with or without a crowning urn, or simple grave stones replacing, except in special localities, the older symbols of Christian burial. Stone walls are rare, and the wood and wire fences taking their place give an unkempt appearance to the enclosures.

Woodlawn cemetery, outside New York, seen from the railway *en route* to Boston, furnishes an exception to the rule in its generally neat and secure appearance. It has handsome monuments, of the common type, however, with frontages occasionally on a slope, resembling some in Père la Chaise.

General Remarks.—A casual acquaintance with the man in the street, and observation of English “as she is spoke” by the average wayfarer, are not reconcilable with current ideas in this country as to American speech and manner. Americanisms there are it is true, but what are understood as Yankee manner and nasal twang are now by no means so much in evidence as is generally supposed. Nor is the bodily figure of Uncle Sam very common, though a perfect type is occasionally met with everywhere. The explanation would appear to be that immigration is working a great change, and, by all accounts, the emigrants who now seek a home in the country are by no means of the most desirable class. At all events, if we consider the inhabitants of any of the principal cities, such as Boston, at the present day, they are divisible into four classes, as regards origin and residence. The largest group is composed of immigrants, next come their children, third residents born in some part of America, but not of local origin, and lastly the truly local inhabitants, a comparatively small group.

Now this classification, based on vital statistics, accounts for the comparative rarity of the American proper answering to the once accepted standard and type. The true American is being supplanted, and is in fact undergoing a decline both from this cause relatively, and more directly from another cause, operating also among some of our older civilisations, namely, race suicide.

Another fact borne in upon the visitor to Canada is the gradual Americanisation of the country. Apart from undisguised expressions of loyalty to the Mother Country, there is no gainsaying the fact that great proximity and intercourse along the border line, between Canada and the United States, especially in the lower provinces, are insensibly working an assimilation of thought and

interest, which are intensified by the new development of Canada, and recent immigration of the farming classes in considerable numbers from the United States. The latter also are welcomed from their superior knowledge of the country and western methods, not to mention importation of capital, which Canada wants. At the present time the habits of life, railway travelling and hotel accommodation are similar in the two countries, so that a person passes from one to the other without any very perceptible change in his surroundings.

A general sobriety was noticeable among Canadians, which, with their proved industrial habits, and the accession of a good class of immigrants, bodes well for the future of the Dominion.

NOTES ON SIERRA LEONE.

BY SERGEANT W. A. MUIRHEAD.
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AMONGST the various ranks of our Corps little is known of this West African Colony, so that the following notes on Sierra Leone as a garrison may be of some interest, at any rate to intending West Coasters.

The voyage out occupies eleven or twelve days. Embarking at Liverpool on one of the Elder Dempster liners, which leave Princes Dock every Saturday, Las Palmas is reached in five days; here a short stay of five or six hours is usually made, and a pleasant afternoon can be spent visiting the Island. Conakry, the next port of call, is seen on the tenth day, and the morning of the following day the coast of Sierra Leone is within sight. While on the subject of the voyage out it is as well to mention that one's baggage should be insured, as the method of unshipping it at Freetown, by lighter, is far from safe; this I learned from personal experience.

The general appearance of the Colony, viewing it from the sea, is distinctly impressive and altogether different from one's preconceived ideas. A mountainous peninsula, about 26 miles long and 12 broad, standing out to sea from a perfectly flat coast-line, forms a striking feature. (This impression usually lasts from four to five days, to be renewed with pleasure when seen from the stern of an homeward bound steamer.) The whole face of the country is well wooded; large trees, low shrub and thick underwood, abound everywhere.