Reminiscences in the life of Surgeon Major George A. Hutton, late Rifle Brigade (The Prince Consort's Own), Honorary Organizing Commissioner, St. John Ambulance Association.

REMINISCENCES

SURGEON-MAJOR
GEORGE A. HUTTON

REMINISCENCES IN THE LIFE OF SURGEON-MAJOR GEORGE A. HUTTON

With the Author's Compliments.

GEORGE ALLAN HUTTON

Frontispiece

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IN THE LIFE OF

SURGEON-MAJOR

GEORGE A. HUTTON

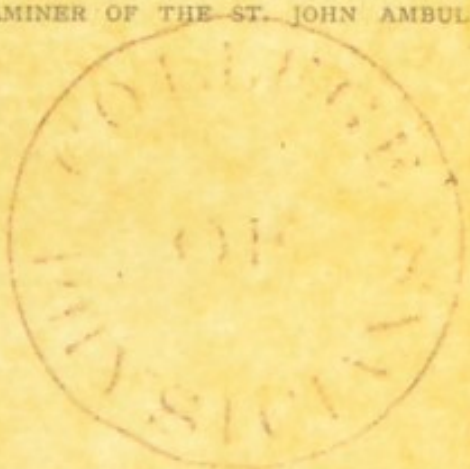
LATE RIFLE BRIGADE (THE PRINCE CONSORT'S OWN)

HONORARY ORGANIZING COMMISSIONER, ST. JOHN AMBULANCE ASSOCIATION

WITH AN INTRODUCTION BY

R. LAWTON ROBERTS, M.D., J.P.

LECTURER AND EXAMINER OF THE ST. JOHN AMBULANCE ASSOCIATION



LONDON

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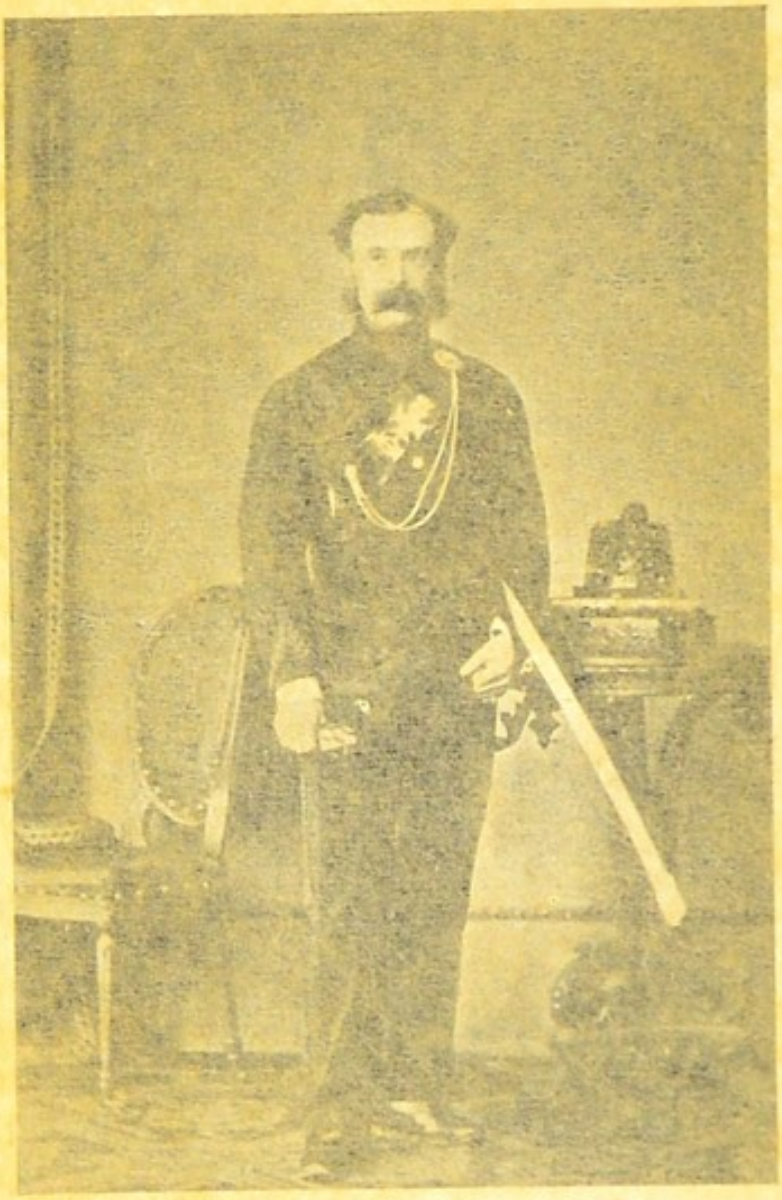
1907



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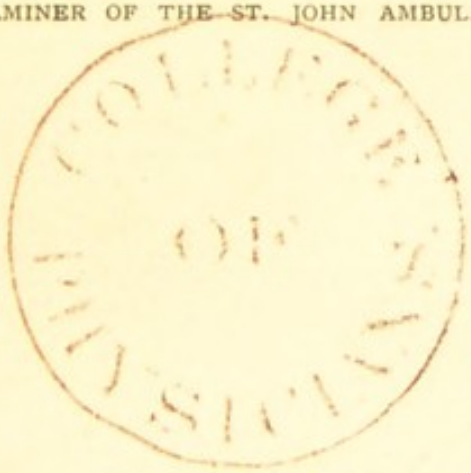

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1907

THIS BOOK

IS INSCRIBED

TO THE TOILERS

IN THE COAL AND IRON MINES

THE RAILWAY MEN

AND ALL EMPLOYED IN THE VARIOUS INDUSTRIES

OF OUR COUNTRY

BY

THE AUTHOR

'Life is an opportunity for service: not as little as we dare, but as much as we can.'—WESTCOTT.

'There is no wealth but life. Life, including all its powers of love, of joy, and admiration. That country is the richest which nourishes the greatest numbers of noble and happy human beings.'—RUSKIN.

PREFACE

On March 17, 1906, I was seized with serious illness, and for some weeks was not expected to recover. Gradually improvement has taken place; still, I am left an invalid. A valued friend, who knew I had pursued an active career, suggested to me that I should partly fill up the time during my enforced idleness by writing some reminiscences of my past life; and as I thought they might interest my sons and daughters, I commenced to devote a few hours each week to looking over the numerous papers, letters, etc., which had accumulated in my study.

I have not endeavoured to make a clear and connected story of events, so that my narrative is in somewhat broken and desultory form; at the same time, the principal events, I think, are sufficiently defined.

An additional inducement to the publication of these reminiscences is the desire that they may afford some incentive to young army medical officers to fill up their spare time by work outside the usual sphere of their ordinary medical duties, which in peace-time are often monotonous.

To the toilers in the mines, on the railways, and in all industrial pursuits I hope the numerous references to their life and occupations may possess some interest.

To my good friend who suggested writing the reminiscences I owe a deep obligation, as they have afforded me healthy occupation during several months of enforced rest.

My thanks are specially due to Dr. Lawton Roberts for much valuable assistance, so readily and generously afforded me in the preparation of the volume.

GEORGE A. HUTTON.

LEAMINGTON,
October, 1907.

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CHAPTER XXI

INTRODUCTION

By R. Lawton Roberts, M.D.

Surgeon-Major Hutton has asked me—and asked me so very kindly—to write a brief Introduction to the record of his Reminiscences, that, though ill-equipped for such service, I gladly accede to the request, if only as a token of gratitude for assistance courteously rendered me twenty-three years ago in the cause of First Aid.

The story told by the Author of his experiences, prior to 1874, read between the lines, reveals in a brilliant light the proud record of arduous duty zealously performed in many lands, under ever-changing conditions, and amid perilous incidents of flood and field.

The work and life of an Officer of the Army Medical Department are, it is to be feared, little understood or appreciated by the public. Occasionally, during active service, the name of one or other Surgeon becomes prominent on account of dazzling bravery shown in saving life under fire, or from long-continued heroic devotion to the needs of the sick and wounded; but little is heard of the weary and anxious work by day and night, week after week, month after month, hampered by want of medical comforts, it may be lack of the actual necessaries of life, bad water-supply, unwholesome food, a tainted atmosphere, crowded masses of men, medical

organization and requirements necessarily subordinated to the strategic plans of the Commander, often unjust comments by stay-at-home ignorant critics—the more ignorant the more blatant. All this falls to the lot of the Medical Officer in time of war. During peace, though the ordinary routine of work may seem monotonous, the Army Medical Officer is liable at any moment to be sent hurriedly on duty of an urgent, important, and it may be of a highly dangerous character, requiring skill, determination, tact, and, above all, readiness of resource, in its execution.

Thus, for example, during his professional career Surgeon-Major Hutton had to investigate and report fully upon all the circumstances connected with a virulent outbreak of Yellow Fever in Demerara—a dangerous and laborious undertaking; he was placed in charge of troops hurriedly despatched to Canada in consequence of the Trent affair—a position rendered arduous and difficult by extreme inclemency of the weather; and he was required to examine and give evidence upon the sanitary condition of an important English garrison town.

Officers of the Army Medical Department, by reason of their training, the changes of station—during their term of office—to different parts of the Empire, the opportunities they enjoy—during intervals of work—of making accurate notes of their surroundings, are enabled to acquire knowledge of interest to themselves, of great service in the cause of science, and not unfrequently of much use to the Government. A careful perusal of the Reminiscences detailed in the following pages will show how a cultured man may, by jotting down systematically the result of his observations of the locality in which he is posted, of the events in progress, the

personages he meets, and other particulars, produce a survey of great historical value. Some of the incidents recorded were connected with events which in their day inflamed the blood of nations to fever heat. Of the personages described, some are even now prominent figures in history; others are among the most honoured and distinguished Sovereigns, Statesmen, Soldiers, and Philanthropists of the present day.

The descriptions of the natives of South Africa and the methods suggested by Sir George Grey for their improvement, the dense ignorance and superstition of the various tribes, and the deceit and treachery of the Chiefs, surely form a significant object-lesson to some of our latter-day politicians and sentimentalists.

It is interesting to compare the ideas expressed in the earlier pages of this volume as to the causation of such diseases as Cholera, Yellow Fever, and Horse Sickness with the modern views based on the revelations of bacteriological research.

Surgeon-Major Hutton commenced the study of his profession as the pupil of two eminent Newcastle surgeons. He thus learnt practical surgery amid the Northern coal-fields, and speedily became acquainted with all the pathetic incidents associated with underground explosions and other appalling accidents.

In those days surgical treatment was carried on under exceptional difficulties in mining districts. Large and dangerous operations were often necessarily performed in small, close, and badly-lighted cottages at night. Once, in a little Welsh cottage, at midnight, my father amputated the hand of a collier, who held in his other hand the only available light—a small dip candle.

The experience gained by Surgeon-Major Hutton in Newcastle-on-Tyne and the neighbouring country from

the year 1849 to 1854, and later during the chequered course of his military career, rendered him eminently qualified for the rôle which he was destined to fill after his retirement from the Army in 1874.

In 1879 the St. John Ambulance Association was established for the purpose of giving instruction in (1) the best methods of rendering immediate and temporary assistance to those injured or taken suddenly ill—before the arrival of medical aid; and (2) the most appropriate means of conveying the sick and injured comfortably and safely from place to place.

In July, 1880, Surgeon-Major Hutton was asked by the Secretary of the Association, at the instance of Sir Thomas Longmore, to assist in promoting the spread of instruction in First Aid throughout the country. He commenced this good work at Whitehaven—'a centre for large mining operations'—in December, 1880, and from that time until his compulsory retirement from active life, in March 17, 1906, he never ceased to be an active, zealous, and successful missioner of First Aid. He never allowed personal inconvenience or physical trials to interfere with his work; but by continually moving from one place to another, where his presence seemed most needed, stimulating the public by eloquent explanatory addresses, examining classes, organizing large reviews of Ambulance Corps, at which were given practical illustrations of First Aid—by his enthusiasm and whole-hearted devotion to the cause, he succeeded in gaining the sympathy and encouragement of all ranks —from his Sovereign to the humblest labourer—towards the furtherance of his crusade on behalf of suffering humanity.

Colliers, Ironworkers, and others engaged in the various industries throughout the length and breadth

of the land, were quick to appreciate the value of ambulance training. Classes were formed throughout the country, examinations passed, and certificates of proficiency won amid scenes of quite extraordinary enthusiasm.

It was soon perceived by Surgeon-Major Hutton that some organization was necessary to maintain the standard of efficiency of those who had been taught First Aid as well as to utilize the full benefit of the training. He, therefore, suggested the formation of local disciplined Ambulance Corps, the members of which should meet periodically for practice, and work together in unison when emergency occurred. This idea was approved by the authorities at St. John's Gate, and the numerous local corps which arose throughout the country practically formed the nucleus from which the now well-known St. John Ambulance Brigade developed.

The Brigade constantly supplies trained bodies of men and nurses for First Aid duty on public occasions, and during the South African War provided contingents of men as auxiliaries to the Royal Army Medical Corps, and also for service in private hospitals equipped under the auspices of the Central British Red Cross Committee.

Another matter on which Surgeon-Major Hutton dwelt with great emphasis was the need for universal instruction in First Aid.

Surgeon-General Longmore and Surgeon-Major (now Surgeon-General) Evatt insisted on the same view, the latter especially from the military standpoint.

Mr. Joseph Chamberlain, in a notable speech delivered at an Ambulance Meeting in 1902, impressed upon his audience the need of general instruction in First Aid. The value of the Association, he pointed out, 'depends upon the ubiquity of its members. They must be

everywhere at all times. It is necessary, therefore, that you should be a very numerous body, so that if any accident befalls any member of the community, he may not be far out of the reach of your assistance.'

A powerful argument in favour of universal ambulance instruction is that in connexion with every occupation, industrial or otherwise, and in every walk of life, accidents are constantly occurring, in many of which a fatal issue may be averted, and in almost all much suffering alleviated, by the prompt application of First Aid. In connexion with Railways it is stated that 1,100 railway servants were killed and 6,460 injured in 1905, 145 passengers being killed and 2,368 injured during the same period. In the present day the Directors of all great Railway Companies do their utmost to promote the spread of ambulance instruction amongst their employés. Then, as regards the Police, it is the opinion of those most qualified to judge that the service rendered by the Force to the public in the matter of First Aid is invaluable. In Manchester alone, during twelve months, the Police dealt properly with 3,000 cases of accident or sudden illness. In London, during the same period, the City Police reported 1,330 accidents (including 6 fatal cases); and the Metropolitan Police, in 1903, 10,363 accidents, 154 of which were fatal. The great majority of the members of the Police Force, except the recruits, either hold the Ambulance certificate or are working to obtain it; and the Police, as a rule, are the first to deal with street accidents, especially in large cities and towns.

The imperative necessity of all miners being instructed in First Aid is fully recognized, and it is further strongly urged now that they should also be trained in 'rescue work' and the use of life-saving appliances.

I first met Surgeon-Major Hutton early in 1884, when he visited the North Wales industrial centre for the purpose of examining First Aid classes and delivering addresses explanatory of the work and methods of the Ambulance Association. He was introduced to the district by Mr. John L. Hedley, H.M. Inspector of Mines, a gentleman who fully realized the benefits to be derived from the spread of ambulance knowledge among the miners. The enthusiasm shown by the colliers and other workmen at the classes, the vigour displayed on practice nights, the eagerness of the candidates in the examination-room, the interest and good feeling aroused by the eloquence of Surgeon-Major Hutton, can never be forgotten by those who witnessed them.

Soon after this Surgeon-Major Hutton acted on the jury of Ambulance Exhibits at the International Health Exhibition, and at an ambulance meeting in the Conference Room he read a paper on the 'Careful Carriage of the Sick and Injured' before Sir James Paget, the Director-General of the Army Medical Department, the Director-General of the U.S. Army, Baron Mundy of Vienna, and other distinguished persons.

In 1887, and again in 1888, Surgeon-Major Hutton, at the request of the Ambulance Association, organized an Ambulance Crusade throughout the Northern Counties and along the banks of the Tyne. He delivered a large number of addresses at public meetings, and explained the rules of the new Mines Regulation Act which related to the provision of stretchers at the different collieries, the instruction of the miners in First Aid, and the organization needful for affording prompt succour in case of accidents. He has been closely associated with the work of the Middlesborough and Cleveland centre since 1881, and has during that period examined over

10,000 ambulance pupils, drawn from the Collieries, Ironworks, and Ship-building yards of the district.

The value of instruction in First Aid was soon appreciated by railway employés. In 1881 classes of men of the North-Western Railway Company, the Tramways Company, and the Lancashire and Yorkshire Railway Company, were examined at Wigan by Surgeon-Major Hutton, who took advantage of the occasion to deliver a stirring and eloquent address on the work of the Ambulance Association. During several years there was some difficulty in arranging for the systematic instruction of railway men. Many of the employés attended ambulance centres in their immediate neighbourhood, and others formed detached classes of their own. In 1890 the authorities of St. John's Gate asked Surgeon-Major Hutton to organize a Railway Ambulance Mission. The result of this step was to sweep away much of the misunderstanding that had previously existed. The North-Eastern Railway Company established an ambulance centre of their own; First Aid classes were formed, and ambulance material, such as stretchers, splints, tourniquets, bandages, etc., stored at all the large stations and many of the smaller ones on the system, all this being carried out at the expense of the Company. This example was soon followed by others, and now the promotion of ambulance classes and the supply of ambulance material to railway-stations is warmly encouraged, and the cost of all defrayed, by the North-Eastern Railway, the London and North-Western Railway, the Great Eastern Railway, the Great Western Railway, the London and South-Western Railway, the Lancashire and Yorkshire Railway, the Furness Railway, the Midland and Great Northern Joint Railway, the Metropolitan Railway, the South-

Eastern and Chatham Railway, and the London, Brighton, and South Coast Railway; and the same may be said of many smaller branch lines.

The instruction of railway employés in First Aid and the storage of ambulance appliances at railway-stations have been followed, when efficiently carried out, by the happiest results.

There has been considerable discussion from time to time as to the best arrangements for coping with railway accidents; but it is now, I believe, practically settled that the plans formulated by Surgeon-Major Hutton are the most suitable to meet any emergency. These include—(1) the instruction in First Aid of as many railway employés of all grades as possible; (2) the formation of ambulance classes at all railway-stations; (3) regular practices for keeping up the efficiency of certificated men; (4) the holding a First Aid certificate to be an essential for promotion in the service; (5) the storing of ambulance material, such as stretchers, splints, etc., at all railway-stations; and (6) the use of luggage-vans with fixed (not suspended) stretchers when extra transport is needed for those injured.

For a period of six years (1892 to 1897) Surgeon-Major Hutton took medical charge of the Ambulance Station at the Annual Show of the Royal Agricultural Society, held respectively at Warwick, Chester, Cambridge, Darlington, Leicester, and Manchester. Many severe accidents were treated, and so impressed were the Council of the Society by the work of First Aid relief that, before Surgeon-Major Hutton transferred his charge to the care of the St. John Ambulance Brigade, the station was greatly improved, and £50 per annum granted for its maintenance and support.

As to the value of ambulance knowledge, the rapid

spread of such instruction throughout the community, and the means adopted at St. John's Gate to promote the ambulance movement, the following observations, written by me elsewhere, still hold good:—

'Instances are continually occurring in every department of life which illustrate the value of a practical knowledge of First Aid, individuals possessed of such instruction being not only able to assist their fellows in need, but often also capable of averting a fatal result of accidents befalling themselves. Thus, it is recorded that women, after attendance at Ambulance classes, preserved their presence of mind when their clothing accidentally caught fire, and took proper and immediate measures for extinguishing the flames, thereby—though more or less burnt—escaping with their lives; whereas otherwise, without the knowledge of First Aid and the confidence born thereof, they would inevitably have perished.

'Instances of prompt and valuable assistance to the injured by Ambulance pupils are reported daily, and a large number of cases are recorded at St. John's Gate, verified by the medical profession, in which lives have been saved by the holders of First Aid certificates. Yet, though the Ambulance movement and the thirst for instruction in First Aid has spread throughout the land in quite an unexpectedly rapid manner (it was only started in 1877), it is wellnigh impossible for it to percolate thoroughly amongst our dense population without exceptional measures to assist its advancement. It was for this purpose that the authorities at St. John's Gate appointed Surgeon-Major Hutton in 1892 to be Organizing Commissioner, and in this way, until 1906, the practical value of First Aid knowledge has been clearly and authoritatively submitted to those who occupy influential positions amid the large and varied industrial

portions of the community, and in the different Services of the kingdom.'

The Commissioner also paid earnest attention to various cognate matters. He strongly urged the formation of an effective Reserve of Army Hospital Orderlies, consisting of St. John Ambulance men, who could probably be induced to join the Royal Army Medical Corps. He made strenuous efforts in the larger seaport towns to introduce a knowledge of First Aid among the men of the Mercantile Marine. The uncertain and usually limited intervals allotted to sailors on land render difficult any regular programme of ambulance instruction; yet numerous ship-owners have consistently encouraged their employés to attend First Aid classes, many hundreds of seamen of all grades have obtained ambulance certificates, and the good work still goes on. The men of the Deep Sea Mission smacks also receive the same very essential instruction.

The Commissioner displayed much interest also in the promotion of suitable ambulance transport for the sick and injured in towns and cities; but decided—I think rightly—that it ought to rest with the inhabitants themselves as to whether such civil ambulance service should be on the voluntary system or placed under the control of the municipal authority. The St. John Invalid Transport Corps has wellnigh reached perfection, and its members have often conveyed helpless sick or injured patients comfortably and easily over hundreds of miles by sea, train, vehicle, and road, without removal from the stretchers on which they were at first placed.

Reviews of large bodies of trained ambulance men and nurses have been organized from time to time by Surgeon-Major Hutton for the purpose of illustrating the value and work of First Aid to distinguished per-

sonages and the community at large. Such demonstrations prove valuable object-lessons; they show the facility with which accidents may be dealt with by skilled ambulance pupils, and the ease with which intelligent persons may be drilled into working zealously and in unison when an emergency arises. Descriptions of the more important of these large reviews of Ambulance Corps, and the stirring incidents which accompanied them, are given in the following pages.

The reader cannot fail to notice, when perusing this volume, that the beneficence of Surgeon-Major Hutton has been shown from time to time by his encouragement and support of good works other than First Aid. Thus, to give two examples, he urged the foundation of small cottages, with the aid of the Order of St. John, for the assistance of the aged poor; and he always exerted himself, as opportunity occurred, to promote the establishment of Cottage Hospitals.

It is not for me, in this brief Introduction, to dwell upon either the historical events alluded to in the following Reminiscences or the distinguished names which appear well nigh on every page, some of which are prominent in the annals of England and others household words in many a British home, from the mansion to the cottage, symbolical of all that is good and noble in life. Rather would I point out that through the career unfolded before us there runs a lesson to all young men, but especially to the youthful Army Medical Officer, to seize every opportunity in the intervals of professional work for making careful observations and notes of his surroundings, and the events in progress—in whatever locality he may be placed and in any position which he may occupy. Knowledge thus gained and stored cannot fail to be of inestimable service to him in the future, and

may in all probability be of great value in one or other branch of science, or even of high service to his country.

As regards Surgeon-Major Hutton, all must regret his compulsory retirement from active life; but one crowning mercy has been vouchsafed to him: he has lived to see the fruition of his work. The cause for which he has laboured so hard is actively supported from shore to shore of our Island, extended to the uttermost of our Colonies, and imitated by every civilized nation. The quiet evening of his life is illumined by the memory of encouragement from his Sovereign, the practical sympathy of the Noble and Philanthropic, and, best of all, the gratitude of those for whom he strove so devotedly—the Miners, Ironworkers, and Toilers in every other field of Industry.

REMINISCENCES IN THE LIFE OF

SURGEON-MAJOR GEORGE A. HUTTON

CHAPTER I

ERRATA.

Page 6, line 2, *for* Mr. Moraitt *read* Mr. Morritt.
" 33, last two lines, *for* Knowles *read* Knollys.
" 42, line 9, *for* capital *read* Capitol.

I WAS born on September 7, 1[illegible] Newcastle-on-Tyne, and was the youngest son of the late George Hutton. My father was brought up in the North Riding of Yorkshire, and was a good horseman and whip. He married Barbara Bowes, of Newcastle-on-Tyne, in 1814, and migrated to the town in 1816. My maternal grandmother was the daughter of a merchant who lived in one of the thoroughfares leading to the River Tyne, where the principal merchants lived in those days. In an article in the *Monthly Chronicle of North Country Lore and Legend* of 1887, entitled 'Over the Churchyard Wall,' the following notice of my grandmother is recorded: 'Over the churchyard wall and through the iron railings peep the tombstones of St. John, Newcastle. On the one side, the city of the living; on the other side, the city of the dead. The

throng and hurry of warm life is here—the quick step and the passing salutation ; and there, dust and ashes, and unbroken silence. " Jack Scott," Lord Chancellor of an after day, scaled the fence with his playmates, and bestrode the headstones with mimic horsemanship, over against the school in which he got his learning ; and now, near upon the churchyard path, is the recorded death of one of his neighbours in the days of his youth. Barbara Bowes, born before the Rebellion of 1745, and of about the same age as Lord Stowell, lived on the opposite side of the thoroughfare, where dwelt his parents, and, as the sculptured memorial tells, died May 29, 1834, aged ninety. Lord Eldon was wont to say, when sitting in Chancery, that he ought not to complain of the narrowness of his Court, having been born " in the foot of a chare." Narrow indeed was Love Lane, where the youthful Barbara ran upstairs and downstairs under the parental roof ; for she would gossip with her grandchildren in the nineteenth century how she had often shaken hands with Eldon and Stowell, and their brothers and sisters, reaching over the way to each other from the upper windows of their homes.'

Under my father's guidance I had every opportunity of being a good horseman, and used to follow the hounds in Durham and Northumberland on my pony. I also visited occasionally the agricultural shows in the county with my father, and I remember well the Royal Show being held at Newcastle in 1846, and a big Northumberland County Show at Alnwick in the forties. The Duke of Northumberland, as President, had a large party at Alnwick Castle, amongst whom was the then American Minister, whose speech at the dinner, held on the ground, was not only instructive, but so humorous, that it amused us all for the rest of the day. The Duke of that

day was Algernon, who, as Lord Prudhoe, had been in the Royal Navy, and was every inch a noble representative of his order.

After being a short time at a dame's school, I was sent to a master who kept a school for some thirty or forty boys, where we were well drilled in writing, arithmetic, grammar, and also Euclid. My daily companion at the school was Hugh Shield, who afterwards went to Cambridge and the Bar, became Member for Cambridge and Bursar of Jesus College. In after years I occasionally met Hugh, and when the Royal Agricultural Show was at Cambridge in 1894 he had a large party at Jesus College, among whom were Lord Northbourne and other north-country agriculturists. It was just at this time there had been comments in the papers about Sir George Grey, one of the best South African Governors, and in a conversation with Lord Northbourne I told him I was at the Cape when Sir George Grey arrived in 1854, and had watched his treatment of the native races and his colonial policy. One idea was to endeavour to civilize the natives by trying to enlist them in civil industries, make them builders, joiners, and other trades. Discussing the question with Lord Northbourne, I said : 'You, as an English gentleman, are fond of country pursuits. You have been brought up to shooting, hunting, and outdoor games and pursuits, and if strangers came into the country and said you were leading an idle life, and attempted to make you follow industrial trades, you would not like it ; you would rebel. Well, the Kaffir, in his way, was a gentleman. He was fond of hunting big game and other outdoor pursuits, and he did not see why he should be a drudge and build houses, etc., he did not want.' Lord Northbourne was much amused at the way I put the question, and thought

it a common-sense view of the subject. I am afraid this part of Sir George Grey's scheme at the time was somewhat premature, and in a measure unsuccessful; but, still, it may be said to have been a just policy for raising the native races and weaning them to peaceful habits, and making them useful inhabitants.*

At this early period of my life—towards the end of the thirties and the forties—I spent a good deal of my holiday time at Cullercoats and Tynemouth with my uncle, the late T. Norman Bowes. Cullercoats at this time was almost exclusively the abode of fisherfolk—the type of a Northumberland fishing-village—yet there were two or three noted visitors every summer. Mrs. Arkwright, who had a house in the village, used to come from her beautiful Derbyshire home to enjoy the sea breezes, to remind her of early days in the North—a daughter of Stephen Kemble, who lived at Durham. The late Duke of Devonshire, with whom she maintained a long and cordial friendship, also came regularly to visit her in her home at Cullercoats. Sir Walter Scott was also a great admirer of Mrs. Arkwright, and it was after listening to her singing 'Cleveland's Farewell' from the 'Pirate,' which she had set to music, that Sir Walter remarked: 'Capital words, whose are they?—Byron's, I suppose?' When told they were his own he seemed pleased at first, but said next minute: 'You have distressed me.' He thought it was the first sign of the decay of his memory and great intellect. I also spent many happy weeks at the High Leazes, Hexham, the residence of my father's cousin, the late Edward Campion, and now the residence of Mr. Straker, M.F.H. Mr. Campion was the head of the Hareshaw

* See Appendix, p. 134.

Iron Company, with works at Hexham and Bellingham, and he used to take me with him to the latter place, driving by road—for there was no railway, along the beautiful valley of the North Tyne, by Haughton Castle, Chipchase, the Chesters, Lee Hall, Reedsmouth, and staying a day or two at Bellingham, where I got my taste for engineering. Recently I have renewed my acquaintance with this beautiful locality by visiting my friend, Mr. William Cruddas, late Member for Newcastle, who now resides at Haughton Castle. Mr. Campion used to take engineering pupils ; and one with whom I used to be on friendly terms at this early period of my life I have been able to renew the friendship in recent times—Mr. Richard Laybourne, of the Firs, Newport, Mon.—and with whom I have frequently stayed when on public duty in South Wales. Mr. Laybourne, on leaving Hexham, became connected with the London and North-Western Railway as engineer, and after some years settled at Newport, starting works of his own as engineer and iron-founder. He has been High-sheriff for Monmouth, and, as I write, is the senior Justice of the Peace for the Newport division of the county. One of his sayings is : 'Too old at eighty ! No,' is the vigorous answer. He has just completed his eighty-second year. A few years ago he had a serious illness, and, as he told me, the first day the doctor came once, the second day twice, and the third day three times. He then began to think he must be unwell.

In the seventies and eighties I frequently visited Northumberland, near the Scottish Border. My elder brother—T. G. Hutton, of Sunderland—had a small landed property on the banks of the River Reed at Woodburn, where he and his family resided during the summer months in a pretty cottage interesting from

the fact that Sir Walter Scott is supposed to have stayed the night in it on his way to visit Mr. Moraitt at Rokeby in 1809, and mentions the village of Woodburn in his celebrated poem—'Rokeby':

> 'Where Reed upon her margin sees
> Sweet Woodburn's cottages and trees.'

It was Sir Walter Scott's early impressions of the beauties of Rokeby that led him to contemplate the scheme of his poem. The richness and luxuriousness of English vegetation, with the romantic glen, torrent, and copse which dignifies our northern scenery, made a deep impression from the first day he spent in that magnificent domain. The poem was commenced in 1811 and finished in 1812.

For several years I paid visits of a few days to bonny Woodburn. The fishing in the river on my brother's ground was good, and I shall not readily forget the excitement of my son when he took his first salmon—fishing being a sport in which he took great interest. The country round Woodburn and up to the Scottish Border teems in ancient Border history. The Battle of Otterburn, a few miles distant, was fought in 1388, between the rival Houses of Douglas and Percy, and forays were frequent in those far-off days on the Border, and led to many encounters.

After a few years at the master's school in Newcastle I was sent to be under the Rev. Newton and the Rev. James Blythe—father and son—at Greenfield House, some ten miles from the Cheviot Hills, who had a small school of some thirty boys, where we were well looked after, had a sound religious education, good plain food, and were accustomed to good manly sports, in a healthy country house near to the Scottish Border. Among

my schoolfellows at Mr. Blythe's were the three elder sons of the eminent mining engineer, the late Nicholas Wood. One of these and I had differences, and at last we agreed to fight it out. A ring was formed, and we had a regular good fight, punishing each other pretty equally, and at the end shook hands and were friends afterwards. At the old and well-known school of Blundell's, at Tiverton, whose tercentenary was celebrated in 1904—a school that has produced a whole army of heroes—one of the most distinctive and firmly rooted customs of the place was the habit the boys had of settling their differences in the ring—and perhaps it is the best and most honourable way of settling disputes. The Wood family are now represented by Sir Lindsey Wood, Bart., the youngest son of the late Nicholas Wood, a large colliery owner and mining engineer in the county of Durham, who was created a baronet a few years ago. Staying with Mr. Carr Ellison, of Hedgeley, we drove over to see our old schoolmaster —for Mr. Blythe had also been his tutor. The old house, the playground, the school-room, with the Cheviots in the distance, the River Breamish where we often fished—for there were not so many restrictions in our school-days as now, and the boys were allowed much liberty—all brought pleasant remembrances of old times. We found the old gentleman wonderfully well—over eighty years of age. Mr. Blythe died in February, 1894, at the age of eighty-five, and was interred in Ingram churchyard, a quiet sequestered spot near the Cheviot Hills. Thus peacefully ended a long, useful, and honoured life.

On leaving school, it was necessary to select a profession, and at this time—the forties—the rapid railway development had created a demand for engineers, and

it was intended I should go as a pupil to the Stephensons, then the leading railway engineers of the North, and, indeed, of the country. There came, however, in 1847, a commercial crisis, and the railway mania, under the railway king, Hudson, suffered a severe reverse, and many developments and projections had to be abandoned, and many young engineers were idle. Under these circumstances my thoughts were directed to the study of medicine. It is curious that my grandfather was reported to have a receipt for the cure of cancer, and I have been told of persons coming all the way from Yorkshire, in the old coaching days, to Newcastle to ask my father for the remedy. On January 1, 1849, I became a pupil of Mr. Henry and Mr. George Yeoman Heath, the leading consulting surgeons of Newcastle. Mr. Henry Heath had been house-surgeon to Sir Benjamin Brodie at St. George's Hospital, London, and Mr. G. Y. Heath house-surgeon to Liston at University College; therefore I was in good hands. Mr. Henry also was one of the surgeons to the infirmary (now the Royal), and he made me his clinical clerk and dresser. My pupilage was a thoroughly practical one, for, in addition to the ordinary practice, Mr. Heath attended the accidents at many of the collieries around Newcastle —Wallsend, Gosforth, Killingworth, Coxlodge, etc.— and in this respect Mr. Heath's recommendation, when I was a candidate for an army appointment, testifies to the experience and responsibilities gained during my pupilage: 'As our senior pupil, he was constantly called upon to attend severe accidents happening at some of the collieries which we attend—compound fractures, burns, etc. To these accidents he went out alone, and took the entire responsibility for a time.' To illustrate one typical example of experience, occurr-

ing on the waggon-way running from Killingworth colliery to the River Tyne: one of George Stephenson's original locomotive engines ran over a man's leg and it had to be amputated above the knee at night in a roadside cottage by Mr. Heath, by the light of a small tallow-candle. The engine ('the Billy') stood for a long time at the end of the high-level bridge, Newcastle—an example of the engine of that day. It is now set up in the Central Railway Station at Newcastle. George Stephenson, in his earlier days, was engine-wright at Killingworth Colliery, and occupied a small cottage by the roadside. Similar accidents were frequent during my pupilage.

During my pupilage I was subject to two attacks of serious infectious illness, contracted by hard work in the hospital and elsewhere in the town: in 1850 to erysipelas in the face and head, and in 1851 to small-pox. On both occasions it was for some days doubtful whether I should recover. Thanks to a good constitution and to careful nursing they left no mark behind.

CHAPTER II

Visits to various places abroad—Voyage in small ship—Cholera epidemic in Newcastle, 1853—Number of deaths—Scenes at burial-grounds—Royal Commission—Visit to Dundee with Government Inspector — Sanitary Report — Lord Shaftesbury's opinion in House of Lords.

At the end of my pupilage in 1852 I was anxious to go abroad, and, not being overflush in funds my brother—Mr. T. G. Hutton, of Sunderland—offered me a passage to Hamburg in one of his sailing ships, and I shall not readily forget the voyage over the North Sea. The vessel was deeply laden—there was no load-line then—and the sea washed constantly over the deck. The captain and crew were manly North Sea sailors with many quaint sayings, and they took us safely to the Elbe; but I had had enough of it, and, in returning home came by a passenger-steamer to Hull. The voyage over the North Sea in a small sailing ship was a bit of experience I should not have liked to have missed in my early life. Whilst abroad, I visited Hamburg, Berlin, Dresden, Magdeburg, Leipsic, Brunswick, and Hanover.

In 1853 I was at home, thinking over my future; and in September and October of that year Newcastle was visited by a very bad epidemic of cholera, and extra assistance had to be obtained in dealing with such a large number of cases suddenly thrown upon the medical profession in the town. I was assigned a wide district

in the west end of the town, comprising Westgate and Elswick. I had as my chief Mr. Sang, of Charlotte Square. For a month it was night and day work. On September 15 there were 101 deaths; on the 16th, 105 deaths; on the 17th, 110 deaths; on the 19th, 100 deaths; and on September 20, 118 deaths. The total number of deaths recorded from cholera, from the outbreak of the pestilence on August 31 to its close on October 24, was 1,522; and, considering that the population of Newcastle at this time was only 90,000, it will be seen what an inroad the cholera made on the population. The epidemic also visited Gateshead, on the opposite bank of the River Tyne, and the mortality amounted to 433, out of a population of 25,000. The scenes enacted at the burial-grounds during the epidemic may be imagined, and confusion and disorder were terms which mildly described the state of things prevailing. On one occasion, when I got off my horse on my rounds of duty, I entered a room, and found four dead bodies from cholera. In one house father and mother, five children, and grandmother all succumbed within the space of a few days. A Government Inspector (Dr. Gavin) was sent to Newcastle by the General Board of Health in London to advise. A Royal Commission was appointed to inquire into the epidemic, and Sir J. Simon and Rawlinson were the principal members. The following is the substance of a letter I wrote for the information of the Commissioners :

'The district entrusted to me comprises many of those new streets which have risen up within the last few years. No sewers were laid down when the streets were laid out. The houses having been built they were at once let off to tenants. The sewerage, drainage, and paving were almost altogether neglected. There was

too commonly overcrowding, and consequent foulness within, and it is to be regretted that the water supplied to the inhabitants has been only fit for flushing purposes. Overcrowding, impure water, and defective drainage and sewerage—these are the causes which have predisposed the inhabitants to the attacks of epidemic disease, and made them its more easy victims.'

Towards the decline of the epidemic in Newcastle the Government Inspector, Dr. Gavin, received instructions from London to proceed to Dundee to make a sanitary inspection and confer with the local authorities, as the town was threatened with cholera; and soon after I received an invitation to assist Dr. Gavin in his inspection. Arriving in Dundee we met the Provost and the Bailies, and arranged districts for inspection. We found the same state of matters as at Newcastle: overcrowding to a large extent, dirt and filth everywhere among the poorest of the inhabitants. One of my main objects was to find out the overcrowding, and for this purpose I visited many streets and hundreds of houses and rooms, and met with some amusing incidents. It was difficult to ascertain how many persons slept in a room, especially among the poor, whose work took them away during the day. On one occasion I asked a young girl, nursing a baby, how many persons slept in the room, and failing, after repeated questions to get a satisfactory reply, she said at last, 'Well, there was fither and mither, and Kitty and Sally, and this wee baby and mysel'—which made six sleeping in the one small room. Altogether, my investigations enabled me to draw up a lengthy report on overcrowding, which was quoted in a health debate in the House of Lords by the Earl of Shaftesbury (the philanthropic Earl of that day). His lordship also, in a letter to the *Times* of

April 15, 1854, said : ' Overcrowding is more fatal to health and life than defective drainage or water-supply.' Since that time sanitary science has advanced with rapid strides, and, although overcrowding undoubtedly leads to a large mortality in epidemic disease, yet the cause, especially in cholera and typhoid, is more due to water-supply and defective drainage. Since Lord Shaftesbury's day immense improvements have been effected in all directions in all our large towns, and are also being extended to many of our villages throughout the country, pure water being the most notable improvement.

CHAPTER III

Medical charge of troops at Newcastle—Enters the Army Medical Department—Fort Pitt, Chatham—Ordered for service at Cape of Good Hope—Embark at Portsmouth—Collision in Channel—Plymouth—Sir Harry Smith—Voyage to Cape Town—Castle—Meeting with Lieutenant White (now Sir George White).

In the early part of 1854 I was asked to take medical charge of the barracks at Newcastle, where there was a depot of infantry and a squadron of cavalry, and as there were rumours of war in the East, I longed to see something of the world in the army, and having procured a nomination, I was sent for to London to undergo an examination. Having passed that successfully, I was ordered to join at Fort Pitt, Chatham, for duty.

At this time Sir Andrew Smith, a worthy and able Scotchman of the old school, then Director-General of the Army Medical Department, said to me, on passing my examination, in his broad Scotch style: 'You have passed a varra good examination. You will proceed to Chatham and report yourself to the principal medical officer, and where you will find a varra good mess.'

Having been gazetted Assistant Surgeon on June 23, 1854, I was surprised to receive a short time after an order to proceed to Portsmouth, and embark in charge of troops for the Cape of Good Hope. My ambition had been to go to Turkey for the Russian War that was impending, but the principal medical officer

advised me to go to the Cape. He said Sir Andrew Smith, in doing so, thought he had conferred a favour on me, as the Cape was the only foreign station he had served upon. He had been there for many years, and thought it our best station. A hurried visit to my relations in the North to say good-bye, and I found myself in July, at Portsmouth, ready to embark. General Simpson, a fine old general, then commanded at Portsmouth, who, after the death of Lord Raglan, commanded our army in the Crimea, and whom I met at Portsmouth. After a stay of several days, awaiting the arrival of troops, —detachments of 6th and 73rd Regiments for the Cape —I embarked at Spithead on July 29 on board the troopship *Maidstone*, an East Indian liner belonging to the Wigrams. We had 350 men, women, and children on board. We sailed on August 3, and in turning into my berth that fine starlight night said good-bye to old England, fully expecting to be out of sight of land in the morning. You may imagine my surprise when I awoke in the morning to find we were close to land, and going into Plymouth harbour. A collision had taken place in the night with another ship, and I had slept through all the commotion on board during the accident. We had sustained so much damage as to necessitate the ship being placed in dry dock for repairs. During our stay at Plymouth we dined with the officers of the 1st Somerset Militia, and after dinner went to an amateur performance at the Theatre Royal in aid of the funds of the hospital. General Sir Harry Smith, a former Governor of the Cape, and commanding at Plymouth, was present, and his Aide-de-Camp, Colonel Alan Holdich (now General Sir A. Holdich), with whom I had to serve on the same staff afterwards at the Cape. The repairs being completed, we sailed from Plymouth

on August 14. With the exception of catching an occasional shark, shooting an albatross or two, meeting with some dolphins, and passing some six ships—two of which, the weather being fine, we were able to board and exchange civilities—nothing unusual occurred to call for special notice, and I will pass over the commonplace notices of small storms, crossing the equator, the monotony of such a long voyage. We anchored safely in Table Bay on the morning of October 18—sixty-five days from Plymouth. Contrast this with the voyage to the Cape in the present day. Professor G. H. Darwin, as President of the British Association, said in his opening address at Cape Town in 1905: 'Bartholomew Diaz, the discoverer of the Cape of storms, spent sixteen months on his voyage, and the little flotilla of Vasco de Gama, sailing from Lisbon on July 8, 1497, only reached the Cape in the middle of November. These bold men, sailing in their puny fishing-smacks to unknown lands, met the perils of the sea and the attacks of savages with equal courage. Four hundred and eight years have passed since that voyage, and a ship of 13,000 tons has just brought us here in safety and luxury in but little more than a fortnight.'

Professor Darwin made a very interesting speech when receiving the welcome of the Mayor of Durban, Natal. He said 'the visit brought to mind some remarks of the Professor's father (the celebrated Charles Darwin). It was seventy years since H.M.S. *Beagle*, which was engaged in a survey expedition, sighted the coast somewhere about the latitude of Natal. At that time Durban could have been nothing more than a small village of settlers, and the interior of the country in the hands of the Zulu tribes. The fact of which he wished to speak was not recorded in his father's life, or, to the best of

his belief, in any article which had been written about Charles Darwin ; but I remember distinctly his telling me that when they sighted Natal he was anxious that Captain Fitzroy, as he was then, should put him ashore in a boat, and that he should make his way on foot, or on horseback, or how he could to Cape Town. It came on to blow, and the *Beagle* could not put a boat ashore, and so he did not undertake that hazardous journey. I think the chances he had of reaching Cape Town on foot would have been small. My presence on this platform here to-day is the result of a puff of wind. I cannot but congratulate myself on the fact that on that particular day it blew.'

Disembarking on the afternoon of October 18, I dined that evening with the officers of the 73rd Regiment, and went into quarters in the Castle at Cape Town. The first stone of the Castle was said to have been laid in 1666, and built by the Dutch. Most of the building material—even the bricks and tiles—were brought fro m Holland and its construction occupied many years. Among my companions in the Castle were some officers of the 27th Regiment, among whom was Lieutenant White (now Field-marshal Sir George White), the gallant defender of Ladysmith. They were on the voyage to India in the troopship *Charlotte*, and had to put into Port Elizabeth, when a sudden storm arose, the ship parted its anchors, and was driven on shore, and many soldiers, women, and children were drowned. Fortunately, three of the officers, including White, were on shore at the time the storm came on. The only officer on board was Assistant Surgeon Leonard Kidd, and he put on a lifebelt, and a wave carried him safely on to the beach. Part of the baggage saved was a case of surgical instruments belonging to Dr. Kidd, and one night, dining in

the Castle, we used the amputating-knives to carve our roast beef. Let me say the knives were new, and never had been used in surgical practice. Lieutenant White was a fine, well-built young fellow, and I well remember saying at the time : ' If ever White has a chance he will distinguish himself.' I met him some few years afterwards at Blarney Castle, near Cork, and saw him kiss the Blarney Stone. I may explain that the battlements of the Castle overhang the main wall, and in an opening there are two iron bars, and to kiss the stone you have to lay hold of these bars, lower yourself down in mid-air, and raise yourself up to the level of the mouth to kiss the stone, then raising yourself up on to the Castle—a feat requiring both skill, nerve, and strength. The roof of the Castle is a considerable height from the ground.

CHAPTER IV

Leave Cape Town for East London by sea—Disembarkation—March to King William's Town—Incident on march—Keiskama Hoek—Return to King William's Town—Fort Peddie—Life at Peddie—Meeting Sir George Grey, the Governor, and Sir James Jackson.

AFTER paying visits to Wynberg, Rondebosch, and other places in the vicinity of Cape Town, I embarked in H.M.S. *Hydra*, a paddle-wheeled steamer, on October 31, with troops for East London, where we arrived on November 4, at that time a very small place, with few houses, built mostly of wood and mud. We had to land in serf-boats, as there was no harbour, and as there is always a heavy swell in the open sea in the Indian Ocean, disembarkation was difficult and dangerous, especially for the women and children. However, we got off all right, but had to remain at East London until the 8th, as the weather was so wet and stormy the waggons could not go. Our track lay through the bush to King William's Town, passing a series of mud forts occupied by small detachments of troops—Fort Grey, Fort Pato, and Fort Murray. On the second day I had a very unpleasant experience. The commanding officer taking suddenly ill and falling from his horse—the troops having crossed a kopje, and out of sight—I was left with my own horse and the commanding officer's horse, and himself quite helpless and alone in the bush. However,

after great difficulty, I was able to signal to the troops, and to get assistance. It was my first difficulty in the bush of Kaffraria. We arrived at Fort Murray on the 10th, and found the Buffalo River in flood and impassable for the waggons. There were no bridges in these early days. We dined with Colonel Maclean, the Chief Commissioner for British Kaffraria, and spent a pleasant evening. The river having subsided, we were able to reach King William's Town on the 12th, and in the evening I dined with the 60th King's Royal Rifles, and was pleased to meet two North of England officers in the regiment—the Hon. Athol Liddell (afterwards Lord Ravensworth) and Lieutenant Charles Williamson, brother of the late Sir Hedworth Williamson, Bart., of Whitburn, county of Durham. As Liddell was fond of talking broad 'North Countrie,' we kept the table in amusement with our colloquial stories.

As the troops had to go further up the country to Keiskama Hoek, we marched on the 13th. The Commanding officer had to be left behind ill, so the command devolved on a young lieutenant. We were late in starting, and when the sun got up the men fell out in large numbers, and it was not until eight o'clock at night we reached our destination, when we ought to have been there by noon. After a stay of a day or two at Keiskama Hoek I returned to King William's Town to be stationed, and lived at the mess of the 60th King's Royal Rifles. During my stay at this station I did the ordinary duties of a medical officer, and on January 30, 1855, left King William's Town for Fort Peddie, situated on the main road to Graham's Town. I did not get my first letters from England until January, 1855, showing how slow and irregular the posts were from England at that time. Life at an outpost like Peddie

at this time was only monotonous, but as I had two other outposts to visit, some ten miles' distant on each side, the gallop over the veldt and the crossing of the Fish River, which was sometimes an exciting event, were very exhilarating. Besides, I was district surgeon, which led me to see a good deal of the Kaffirs and their life in the kraals.

During my stay at Peddie I met Sir George Grey, who had just come out from England as Governor of the Colony, and General Sir James Jackson, commanding the forces and Lieutenant-Governor. Sir George Grey was making a tour of the frontier with the view of framing his native policy. He had with him a New Zealander whom he had educated and brought with him as an example of civilization from New Zealand, where he had been Governor. This native was unwell, and I had to attend him. Drink was the cause. How is it that, wherever the civilized white man goes, the drink traffic seems to follow ? In a correspondence I had with the late Duke of Westminster some years ago his Grace said : ' The gin introduced into Africa seems to be deadly in its effects on the natives, and will prove deadly to legitimate commercial enterprise unless checked, which will be a very difficult operation, owing to the interests of the traders in it being involved.'

Sir George Grey gave me a very useful hint as to his recording ideas that might be useful to his policy. His custom was to put down the idea at once, even in the middle of the night, and not to defer recording it. I have pursued that method myself, often in camp and elsewhere, with great advantage.

CHAPTER V

Graham's Town—The General and staff—Life of a medical officer in South Africa—Formation of Literary and Medical Society—Museum—Papers read—Mr. Bain on geology—Mr. Robinson on roads and railroads—Importance of railways to South Africa—Dr. Atherstone—Horse and cattle sickness—Visit of Sir George Grey to Museum—Lord Loch—Kaffir intelligence and Kaffir cunning.

In May I was ordered to Graham's Town to take medical charge of the General and staff at head quarters, which included General Sir James Jackson, Colonel Selby Smyth (afterwards Sir Selby Smyth), Colonel Carey (afterwards General Carey, commanding northern district in England), Captain Robinson (afterwards Colonel Sir Harcourt Robinson, Bart.), Colonel Holdich (afterwards General Sir Alan Holdich), Lieutenant Godfrey Clerk (afterwards General Sir Godfrey Clerk, Equerry to King Edward VII.). After settling down in quarters near the General, I was desirous of finding some other work outside my ordinary duty. I find the following noted in my journal at the time: 'The life of a medical officer on the frontier of the Cape of Good Hope is usually of a monotonous character. There is little associated with his ordinary duties that is calculated to awaken a desire for closer application to professional studies, and even when such a desire exists, the means for its gratification are rarely within immediate reach.' Under such circumstances his daily recurring

duties lose much of their interest, and their sameness is apt to render them more or less irksome. In order to avoid these consequences which frequently attend such a life of comparative inactivity in professional pursuits, I have, whilst attending chiefly to matters which belong to my sphere of duty, endeavoured to find instruction and rational amusement from other sources—recreations which have afforded during many of my leisure hours a considerable amount of pleasurable and profitable employment.'

In July I organized a meeting for the purpose of forming a Medical Society, at which the civil surgeons of Graham's Town attended, but as our numbers were so limited it was decided that literary and scientific subjects should be admitted, and that any prominent men outside the medical profession should be invited to become members. Mr. Andrew Geddes Bain, the Surveyor-General of the Colony, who had distinguished himself in geological science, on invitation, readily joined, and promised every assistance. After careful consideration it was thought that the most practical use to the Colony was to found a museum; some rooms were secured, and soon specimens of natural history, geological specimens, and fossils, from various parts of the colony and beyond its borders, began to flow in. Regular meetings of the society were held; some excellent practical and useful papers were read, and published in the local paper. Among these was a paper by Mr. Bain, who has been aptly described as the father of South African geology—'Reminiscences and Anecdotes connected with the History of Geology in South Africa; or, the Pursuit of Knowledge under Difficulties.' Mr. Bain says he was forty years of age before he began to study geology, and yet by hard reading and practical

work gained during the pursuit of his road-making he was able to send to England a large collection of fossils and geological specimens, and to secure the recognition of the Geological Society and the leaders of the science like Sir R. Murchison and others, and he was rewarded by the gift of £200 from Her Majesty's Privy Purse for his geological researches, especially for the fossil remains transmitted to the London Geological Society. Mr. Bain says many of our fellow-colonists complain of the ennui they suffer when they have to make long journeys in a bullock-waggon on the frontier, especially the tedium of an outspanning. I would endeavour to describe 'what interest is communicated to an outspanning.' Now, I have been a great traveller in South Africa, and for tens of thousands of miles has a bullock-waggon been my home. The thirsty, desolate, and dreary plains of the desert, the stony, arid, and sterile wilderness, as well as the umbrageous slopes of the mountains and deep and secluded valleys, each in their turn have afforded me an intellectual treat during an outspanning. For—

> 'Use doth breed a habit in a man!
> This shadowy desert, unfrequented woods,
> I better brook than flourishing peopled towns;
> Here can I sit, alone, unseen of any,
> Find tongues in trees, books in the running brooks,
> Sermons in stones, and good in everything.'

Mr. Bain, in his paper, related an amusing anecdote. He said, 'I do so at the risk of being considered trivial. On one occasion I received a box marked "Organic Remains," addressed in the well-known hand of an old friend, B. To my surprise, when I opened it, I found it well filled with Bologna sausages of a delightful savour, which were most acceptable to a man vegetating on

military rations in a distant post. I thanked my friend in my heart for his organic remains in the following terms:

'Many thanks, my dear B., for your kindness and pains
In sending such precious "organic remains,"
In vain for description of them you may try all
The pages of Buckland, of Mantell, or Lyell.

'Kind regards to your lady, without whose kind aid
These relics had ne'er to the world been displayed;
Farewell, my dear B., in haste, I remain
As truly as ever, Your's, A. Geddes Bain.'

Another paper, on roads and railways, by the Deputy-Surveyor-General, Mr. Robinson, was of much interest. At the time there was not one inch of railway in South Africa, and it was thought that railways might be made along the coast, but not into the interior, in consequence of engineering and financial difficulties; but the discovery of gold and diamonds has entirely altered the position, and now there are over 7,000 miles of railway completed in Cape Colony, Natal, Transvaal, Orange River Colony, and Rhodesia, and over 900 miles in addition under construction. I said, speaking at an ambulance meeting for the Furness Railway Company in 1905, with Sir John Hibbert in the chair, 'It is hardly possible to overestimate the important factor that railways constitute in the economics of South Africa. There are no navigable rivers, no deep estuaries; Nature has not endowed the country with any natural facilities of transport, and they are, therefore, dependent on communication with the interior on the railways, assisted by the ox-waggon.'

Another member of the society contributed valuable papers—Dr. Guybon Atherstone, who may be said to have been a born geologist, having commenced his

studies as a small boy at school. It has been said, when the first diamond was found in 1867, it was taken to Dr. Atherstone, who at once pronounced that many more would be found. In addition to papers, lectures were delivered to young people on various subjects—botany, chemistry, physical geography, English literature, physiology.

Whilst I was writing a paper on the structure of snakes, designed to illustrate some of the objects in the society's museum, I received a letter from Sir James Jackson, enclosing a quaint letter from Edinburgh from Sir T. Brisbane. He commences :

'My dear Jackson,

'Although it is many years since you and I met, I think you have not forgotten me. I hope you like your situation, and you are in as good health as I wish you. One of my principal reasons for writing you is to ask a favour—namely, to procure me a few specimens of the puff-adder, either stuffed or their skins, as I belong to many societies of natural history that have not got them, nor is there such a thing in the museum here (Edinburgh).'

I was able to procure two very fine specimens and forward them.

A small committee of the society was formed from the members to investigate horse and cattle sickness, which was raging at the time, and inflicting great losses on the colonists. The facts collected from various sources enabled me to give a lecture at the Newcastle-on-Tyne Farmers' Club in 1859, after my return to England.

At the end of the first year of the society's existence

the committee were able to draw up a report of useful work done. The museum had been arranged under different sections—geology, palæontology, natural history, native manufacture, anatomy and physiology—and over 800 specimens had been placed on the shelves. The Governor, Sir George Grey, when he visited Graham's Town, was invited to inspect it, and was so pleased at the progress made that he recommended an annual Government grant for its support. Meeting a few years ago with Lord Loch, who had been Governor from 1889 to 1894, he told me that it was the best museum in the colony.

With reference to the Kaffir race and their mental qualities, I once listened to a most stirring address by a pure Kaffir missionary—Tio Soga, who, when quite young, had been sent to England to be educated. The subject was when Paul was brought before Agrippa : 'Then Agrippa said to Paul, Almost thou persuadest me to be a Christian.' The address was delivered in Graham's Town, in 1857, in the presence of General Sir James Jackson and the head-quarter staff, and a crowded congregation.

I remember that it was just about the time this missionary—Tio Soga—arrived from England that the Kaffir people, through the influence of one of their prophets, became the victims of one of the most extraordinary impulses that, perhaps, ever took place anywhere. In the belief that on a specified day their ancestors would be raised from the dead, that herds of beautiful cattle would rise from the earth, and that the fields would bring forth abundance of golden grain and all manner of fruits, the Kaffirs proceeded to slaughter their cattle wholesale. In a few months 150,000 cattle were destroyed, and all their other means of existence gone.

The ' resurrection ' day passed, and nothing took place. Things remained as they were, but when the poor deluded creatures awoke from their dream it was to find themselves reduced to famine. The scenes which followed were indescribable, and the results worse than the bloodiest war could have been. The reason of this delusion was a deep-laid political scheme by the chiefs to bring on war and to destroy all the whites in the colony. The able Governor, however, was watching the movement, and famine coming upon them rendered them unfit for war with so large a British force which the Governor had in the colony—some 6,000 men were distributed in thirty stations on the frontier. The scenes of misery and starvation among the Kaffir tribes, the result of this strange delusion, were appalling. Everything was done by Sir George Grey and the Colonial Government to alleviate distress, and some 30,000 famished Kaffirs, women and children, were allowed to cross within our borders. Some of them were transported to the Western Province, but most of them remaining congregated in the frontier districts. Employment for many was found on public works. In all the locations of the principal chiefs magistrates were stationed to investigate cases and afford relief, and by the wise precautions taken by Sir George Grey the threatened incursion of the Kaffirs was overcome, and peace fortunately prevailed.

Sir George Grey, whom I met on several occasions, was one of the best Governors South Africa ever had—a dictator of ability and rectitude. But, as has invariably been the case since we acquired the Cape, the change of Government in England, and the consequent change of policy arising from different Secretaries of State, acted very adversely to his wise policy, and led to

his recall, where he had governed with signal success for several years. During these years he had seen established numerous hospitals, the Table breakwater commenced, the first sod of the railway turned, and salutary reforms instituted in the conduct of native affairs which were, above all things, most desirable. In many of its aspects the Government of Sir George Grey will be regarded as a remarkable era in the history of South Africa.

CHAPTER VI

Leave Graham's Town—Embark at Port Elizabeth—Simon's Bay —H.M.S. *Boscawen*—Flag-ship—Voyage home—St. Helena —St. Vincent—Arrival at Portsmouth—Fort George, N.B. —The Highland militia regiments at Fort George.

On July 15, 1858, I said good-bye to Graham's Town, and marched with troops to Port Elizabeth, and embarked on board the steamer—*City of Manchester*, of the Inman Line, for home. We put into Simon's Bay on the 23rd, and visited the flag-ship—the *Boscawen*—of Admiral Sir F. W. Grey, the commander of the Cape of Good Hope Station, a son of the celebrated statesman of the Reform period. Many years later the *Boscawen* was a subject of interest to me. She was paid off at Devonport in September, 1880, and was one of the last sailing line of battle-ships in the service. She was destined afterwards to be converted into the *Wellesley* training-ship institution, on the Tyne at Newcastle. The origin of this institution rests with an old acquaintance of mine in boyhood days—Mr. James Hall, who had by diligence and hard work become a successful merchant at Newcastle-on-Tyne. In January, 1868, a public meeting was held in Newcastle, when Mr. Hall in an eloquent and convincing speech proposed the following resolution : ' That a society be now formed for the purpose of establishing a school-ship on the River Tyne for the reception of boys who, through poverty,

parental neglect, or being orphans, or who from any other cause are left destitute and homeless, and in danger of contamination from association with vice and crime, and of training such boys to a seafaring life.'

Mr. Hall's speech made a great impression, and £1,000 towards the object was subscribed in the room. Some time after the *Boscawen* was offered by the Admiralty, and she was brought to the Tyne. When taken over by the committee she was a dismantled hulk. Considerably over £4,000 was expended in the alterations to fit her for the purpose, and this was rapidly raised, and the name *Wellesley* was substituted for the *Boscawen*. Under the able management of the superintendent, Captain H. Baynham, R.N., the ship has prospered, and over 2,000 boys have reaped the benefit of the excellent training under Captain Baynham. Some have risen to be masters and officers of ships, and others have occupied positions of trust and responsibility on shore. The colonies, also, have claimed their share of them. Of late years I have had the opportunity of visiting the ship and giving ambulance addresses to the boys. At the last annual meeting of the institution I attended, Earl Grey (the present Governor-General of Canada), nephew of Admiral Sir F. Grey, occupied the chair, and was much interested when I told him I had spent a day on board, in Simon's Bay, in July, 1858, when the *Boscawen* was the flagship of his uncle, Admiral Grey. Mr. James Hall had an elder brother, John, whom I knew well, and who gave the magnificent sum of £100,000 for the building of the new Royal Infirmary at Newcastle. Both brothers were, therefore, great benefactors to their native town and neighbourhood. I mention the new Royal Infirmary, as I shall have to revert to it hereafter.

To resume my narrative, we sailed from Simon's Bay on July 26, passing St. Helena about four miles off, on August 3, and arriving at St. Vincent, Cape de Verde Islands, on the 14th, where we took in coal, and sailed again on the 15th. On the 18th, whilst a sailor was working on one of the boats, he fell overboard. Life-belts were thrown, and boats lowered, but the poor fellow was lost. We passed Cowes on the morning of September 2, and went into Portsmouth Harbour in the afternoon. Whilst in harbour Her Majesty the Queen and Prince Consort passed close to the ship in the royal yacht on their way from Osborne to Leeds to open the new Town Hall, proceeding afterwards to Balmoral. On September 6, after a visit from General Sir James Scarlett, commanding at Portsmouth, we sailed for Fort George in Scotland, where we were to be quartered, arriving on the 10th. Fort George is a large fort, situated on a promontory of the Moray Frith, and built after the Battle of Cullodon, and capable of holding a large body of troops. During our stay two Highland Militia regiments came up for training, one commanded by the Hon. Simon Fraser (afterwards Lord Lovat), and the other by Sir W. Gordon-Cumming, Bart., of Altyre—both fine Highlanders. The Highland gathering and games at Inverness, followed by the Highland balls, were enjoyable after four years of Cape service on the frontier.

CHAPTER VII

Newcastle—Lecture at Farmers' Club—Bacteriology at the Cape —Aldershot—The Queen and Prince Consort at Aldershot—London hospitals—The Duke of Richmond—Sir James Jackson — Plymouth — Cork — Lecture on Livingstone's African discoveries.

In the early part of 1859 I went home on leave to Newcastle, and during my stay gave an address at the Medical Society on my Cape medical experience, snake-bites, etc., and also lectured at the Newcastle Farmers' Club on horse and cattle sickness at the Cape, entailing as it had done such serious losses on the farmers of the Colony. Alluding to the practice of inoculation, I said nothing definite was known—some authorities being in favour, and others against it. Bacteriology was scarcely known then. Since that time an institute of bacteriology has been organized by the Colonial Government, with its head quarters at Graham's Town ; the primary reason for its establishment being for the investigation of horse sickness. Valuable reports have been made and issued. Vaccines and serums are also made at the institute, and in this way a large amount of good has been done.

I left Scotland in the summer of 1859 to be stationed at Aldershot. The Aldershot summer camp was interesting. Over 20,000 men assembled for the summer drills, under the command of General Knowles (afterwards Lord Knowles). The Queen and Prince Consort

made frequent visits to review the troops, staying sometimes at the Royal Pavilion for two or three days, and when there on Sunday attending the garrison church with the troops. The Queen also generally visited the female hospital in the camp, of which I had medical charge for some weeks, and took great interest in the well-being of the soldiers' wives and children. No one could express herself more forcibly in a few kind words of sympathy better or to equal good Queen Victoria. I remember giving an address at Malvern, in 1881, saying : 'Many of you may remember the memorable words of our most gracious Sovereign, Her Majesty the Queen, after the dreadful Hartley Colliery catastrophe in Northumberland, in 1862, in conveying her sympathy to the relatives of the sufferers—"*My heart bleeds for you.*"' I can speak with some authority on this painful subject, having been present more than once after these terrible explosions in coal-mines.

Aldershot was also interesting as being near London. I was able to visit the chief London hospitals frequently, and see the practice and the operations, which was most useful after four years' absence from England. Not the least interesting was meeting the leaders of the medical profession—Jenner, Gull, Paget, Ferguson, Thompson, and others—at the various medical societies to which I had the privilege to be introduced.

I remember, while at Aldershot, meeting at a small dinner-party the then Duke of Richmond, an old Peninsular officer, and where he had been badly wounded. He gave us an account of the Brussels Ball, the call to arms, the Battle of Waterloo, and the march to Paris. Reverting back to my Cape service, General Sir James Jackson was also an old Waterloo officer, and when he was invested with the honour of K.C.B., at which I was

present, the Governor, Sir George Grey, in recounting his military service, said he had fought in nine different actions in the Peninsula, and ending in Waterloo.

In 1860 I left Aldershot for Plymouth to be stationed ; travelling by sea from Portsmouth in H.M.S. *Himalaya*, with troops. We had the misfortune to lose a man going into harbour. A soldier was standing near the sailor heaving the log when it struck him on the head, fracturing his skull, from which he died before we could get him ashore. We were quartered in the Raglan Barracks, Devonport, and where I did the ordinary medical duties of the garrison.

In August of the following year (1861) I left Plymouth for Cork, sailing in H.M.S. *Megæra*, a ship that was afterwards wrecked on a desert island. We disembarked at Queenstown, and were taken up to Cork by a river-steamer. During my stay at Cork the War Office introduced a series of popular lectures to soldiers during the winter months, and as I had been in South Africa, I was asked to give the lecture on Livingstone's African discoveries, his book on travels from 1852 to 1856 having recently come out. The War Office furnished some excellent pictures of his adventures. The lecture was delivered in the military chapel at Cork before General Blomfield, commanding the district and staff, and a large audience, in addition to the soldiers in barracks. I also gave the same on another evening at Ballincollig to the men of the Royal Artillery, under Colonel Goodenough.

CHAPTER VIII

The Trent Expedition—Leave Cork for Liverpool—Embark for Canada—The Prince Consort's death—Voyage in the *Persia* with troops—Landing at Bic, on River St. Lawrance—Journey to Montreal—Formation of general hospital—Leave Montreal—Visit to United States—Baltimore—Washington—The capital—Debates—President Lincoln—New York—Boston—Portland—Voyage home to Liverpool.

In the month of December a circumstance occurred that led me to Canada. The American Civil War between North and South had broken out, and public feeling in the country became excited at the opening of the struggle for mastery, and it was while this temper was beginning to light up on both sides of the Atlantic that the unfortunate affair of the *Trent* occurred. The Confederate Government had resolved to send two envoys to Europe. Mr. Mason and Mr. Slidell, two well-known Southern gentlemen of repute, took passage to Southampton in the English mail-steamer *Trent*. A sloop-of-war of the Northern States intercepted the *Trent*, the Confederate envoys were seized, and carried on board the man-of-war, and from under the protection of the English flag, taken to New York, and confined in one of the forts in Boston Harbour. Of course, the English Government demanded the release of the prisoners, and, backing up the demand, organized an expedition of some few thousand troops, including the Guards, to proceed

to Canada, and on December 7 I received orders to proceed immediately to Liverpool and take medical charge of troops for Canada. Arriving in Liverpool, and reporting myself to the officer commanding, I found the city stirring with the arrival of the troops. On the 14th I met a large party of officers, including relatives, to see us off, and we had a merry and pleasant dinner at the Adelphi Hotel.

On the next morning, the 15th, a portion of the troops going out, to the number of over 1,000 men, were assembled on the ground in front of St. George's Hall, when we learned that the Prince Consort had died the previous night. By this very sad loss, there can be no doubt, the cause of peace between nations lost a good friend. A Prince who had from his youth a high sense of duty, and no man ever devoted himself more faithfully to the difficult duties of a high and new position, and kept more strictly to his resolve. I need not say we marched in silence to the landing-stage, and embarked on board the premier ship of the Cunard Line, a paddle-wheeled steamer, the *Persia*, commanded by the senior Captain of the Cunard Line—Captain Judkins—as fine an old salt as could be seen. We sailed at 7 p.m., and on the 21st we felt the first cold. On the 23rd ice began to accumulate on the bows of the ship, and we sighted Newfoundland at noon. We were off Cape Race at 4 p.m., when we heard that the Commissioners would not be given up, and I remember General Russell (afterwards Sir David Russell), who, with his staff, were on board, saying to me: 'Young man, you will have to fight yet.' Of course, we did not know then that President Lincoln had said from the first that the act of the Captain of the American man-of-war could not be sustained. 'We shall have to

give these men up, and apologize for what we have done.' And this was the course the American Government had to take. The distance for news was much longer in those days between East and West, for there was no cable. We conveyed the sad news of the Prince Consort's death to Canada and America.

On the 24th the weather was thick and hazy, with a high rolling sea, navigation difficult, and the Captain very anxious, so much so that, had it not been we had a commander of the Royal Navy on board representing the Admiralty, I think Captain Judkins would have made for Halifax instead of the St. Lawrence River. As it was Christmas Eve, we had some glee-singing by the men. On the 25th we were off the Island of Anticosti. Snow and ice covered the ropes and decks and front of the ship. Land was seen off Gaspi in the evening. On the 26th we took a pilot on board, and paddled through floating ice, and arrived at Bic, on the River St. Lawrence, at noon, and at once commenced to land men.

On the 27th I was up at 3 a.m. A thick and stormy morning, and snowing hard. By the General's order I left the ship at 8 a.m. in command of thirty men in a ship's boat, and in a dense snow-storm. The ice had formed for some distance out by the side of the river, so one had to land on ice, and make for the land. It was risky work, for one officer fell in through the ice, and before he was rescued the water froze upon him, and as it was a mile to the village, he was soon like a huge icicle, and had to be thawed, and then put to bed between warm blankets before he was restored.

The landing of the troops from the ship occupied the whole day, and when all but one hundred men had been got off safely, and the General having landed, night

coming on, Captain Judkins, afraid of being frozen in, weighed anchor, and steamed off to Halifax, taking all our baggage with him. We were the only ship that made for the River St. Lawrence; all the other transports of the expedition went to Halifax to land their troops. The commander of the Royal Navy who was with us got his post-rank of Captain for his services in landing us at Bic.

I left Bic in company with another officer and some men in springless sleighs in the afternoon. The sleighs only held two men. The incidents on the road were both exciting and amusing. The cold was intense, but the atmosphere was dry. The road being uneven, we were frequently thrown out into a snow-drift. We travelled until it was quite dark, and then sought shelter for the night in a house belonging to some French Canadians, who treated us kindly. We were off again early in the morning, and arrived at Reviere du Loupe in the evening, where the railway commenced. We left by special train on the 29th at 8 a.m., arriving at Montreal at 3 p.m., and were glad to get into comfortable quarters. The misfortune was the ship had gone off with all our baggage, so I was left with nothing but the clothing I had on, thus necessitating purchasing sufficient to serve until our baggage arrived, which was some time after.

On reporting to the principal medical officer, my first duty was to organize a general hospital in Montreal for the sick of the troops on their march up the country. For this purpose a large empty four-storied store was selected, and within a week, with the aid of the Royal Engineers, the hospital was in a fit state to receive patients, and very soon a number of men were admitted—pneumonia being prevalent. I remember

that, shortly after this, the Quartermaster-General, Colonel McKenzie, came to ask me a favour. Would I put up 100 men passing through Montreal for the night, as he had no room for them elsewhere? I replied, Certainly, on one condition—they kept quiet, as I had some bad cases in the wards. They came, and I had them put in an empty ward at the top of the house, and all went well. In difficult times it is advisable that the medical and military authorities should act together for the welfare of the service.

All difficulty with the United States having passed away, the extra medical staff had to be sent home, and on March 24th I left Montreal in the afternoon with Staff-Surgeon Home (now Sir A. Dickson Home) for a tour through Canada and the Northern American States. Lieutenant-Colonel Wolseley (now Lord Wolseley) saw us off at the station. He had been sent out as extra staff with the Expedition. We passed through Toronto, Hamilton, Niagara Falls, and on to Buffalo, staying a short time at each place. An American rather amused us by one of his stories in the train. We were approaching Hamilton, and had to cross a canal by a bridge. He said: 'I guess we are coming to the bridge which, a few years ago, gave way, and the train dropped into the canal. I had a friend who lost two daughters in the accident; but it was not so bad after all, for he got a thousand dollars for the pair.' From Buffalo we passed through the State of Pennsylvania, staying a few hours at Elmyra, where we saw the first painful effects of the war. A train drew up at the station, out of which several long wooden boxes were put out on the platform—bodies of poor fellows who had been killed in action, and were being sent home to their relations to be buried. This had soon to

be given up as the war progressed. From Elmyra we passed on to Harrisburg and to Baltimore, arriving at 7 p.m., having left Buffalo at 6.45 the previous evening. We left Baltimore March 29th for Washington, and as we passed the railway-stations on the line saw many preparations for the war—sentries at all the stations scrutinizing the passengers, and the greatest care had to be taken in all our comments on the war and the North and the South.

On arrival at Washington, we went to Willard's Hotel, which was filled with officers of the Northern Army — no less than 1,500 dinners were supplied each day. Troops constantly arriving in Washington from the North, and passing the hotel, as General McClellan was then organizing his forces to make an attack on Richmond, which had been made the capital of the Southern States. Soon after our arrival Dr. Home and I had an interview with members of the Sanitary Commission, which had been formed to deal with the medical part of the great Northern Army. In an address I gave at Malvern in the Rifle Drill Hall to the volunteers in August, 1881, I said the United States Army, previous to the war, consisted only of some 20,000 men, with a Medical Department in proportion thereto. Within a very short time after the war broke out the Northern States alone had some half a million of men in the field, and the greatest difficulty was experienced in providing anything like adequate medical asistance for so large a force suddenly called together. The leading men of the States did all they could through volunteer associations to render help by distributing pamphlets through the army on medical treatment, and how to perform surgical operations. Under such circumstances the members of the Sanitary Commission were

only too glad to receive us in Washington and confer upon medical and surgical requirements for an army in the field.

During our stay in Washington we visited the military hospitals, saw the sick and wounded, and conferred with the medical officers and attendants. We went across the River Potomac to Alexandria, and saw a portion of General McClellan's army embark on their way to attack Richmond. We also visited the capital, and heard Sumner make his celebrated speech in the Senate House on the abolition of slavery in the district of Columbia. When Washington was first decided upon as the capital of the United States a small district of a few square miles surrounding it was called the district of Columbia. The first constitutional blow for the abolition of slavery was to bring in a Bill to abolish slavery in Columbia, and I can now just see the tall form of Senator Sumner stating in his remarkable speech, 'Slavery in the national capital.' It was an impressive scene, and to think the only way to abolish slavery in the United States was by slaying thousands upon thousands of men! From the Senate House we went to the House of Representatives, where they were discussing a Tax Bill to meet the expenses of the war. In passing the White House I got a glimpse of the tall form of President Lincoln standing at the window.

On April 1st we left Washington by the 7.40 morning train, and reached Baltimore at 9.30; visited the military hospitals at Adam's House and the National Hotel, left Baltimore in the afternoon, passing through Philadelphia, and arriving in New York at 10.30 at night, putting up at the Clarendon Hotel. After two days' stay in New York, visiting Statton Island and ascending the tower of Trinity Church to see the view of the city,

we left on April 3 at 8 o'clock at night, and arrived at Boston at 6 a.m. of the 4th, staying at the Reviere House. We visited the Navy Yard, and also Bunker's Hill and the Harvard University, and in the evening left Boston for Portland, where we embarked in the *Nova Scotian* of the Allan Line for passage to Liverpool. We had a very foggy passage over, the fog-horn constantly going—not at all a pleasant sound at sea. On the 16th land was seen, and we entered Loch Foyle to land a mail at 2 p.m., and left at 4 p.m. for Liverpool, where we arrived on the 17th. I left in the afternoon for Newcastle, via Carlisle, to see my relations, and thence on to London, where I reported myself, got leave, and returned to Newcastle.

CHAPTER IX

Windsor—Duty with 1st Life Guards—Wedding of Prince and Princess of Wales—Promotion in 1866—Ordered to West Indies—On Commission to inquire into epidemic of yellow fever in Demerara—Report presented to Parliament—Excursion up Demerara River—Barbadoes—Visit to St. Lucia—La Guyra—Caraccas—Trinidad—Grenada—St. Vincent—Leave for home.

On June 27 I received a telegram to proceed to Windsor and take medical charge of the 1st Life Guards during the illness of the surgeon. On July 2, I marched with the regiment to Aldershot. The Colonel, the Hon. Dudley de Ros,* had just arrived from Osborne, after attending the wedding of the Princess Alice the previous day, and we marched through Windsor Park by Queen Ann's drive on a fine sunny July morning, with the 1st Life Guard Band playing 'Good-bye.' After a month's stay in the North Camp, and taking part in the summer manœuvres, we returned to Windsor on August 2—a very hot day—passing by Ascot Heath. A big Corporal-Major of the Life Guards,weighing with all accoutrements on the horse twenty-seven stone, said to a countryman on the roadside, 'How are your poor feet ?'—a saying common at the time—when the countryman very aptly replied : 'How is your poor back ?'

On return to Windsor I stayed during duty with the

* The late Lord de Ros.

regiment until the end of the following January. I then went to London, but returned to Windsor for duty with the 1st Life Guards in March—at the time of the wedding of the Prince and Princess of Wales. Returning to London, I did duty there, and was kindly invited by the Brigade of Guards to the ball given at the Kensington Exhibition building to the Prince and Princess of Wales.

Remaining in London on duty for some time, I afterwards did duty in Dover, Dublin, and the Curragh, until October, 1866, when I was promoted, and shortly after was ordered to proceed to the West Indies. An epidemic of yellow fever had occurred in Demerara, and out of a small white force both officers and men had suffered severely. Differences of opinion between the military and civil authorities had arisen on the management of the epidemic, leading to discussions in the Court of Policy (the local Colonial Parliament), and this had filtrated into the House of Commons at home, and the Colonial Secretary, Lord Carnarvon, thought a mixed Commission should assemble in the Colony to investigate all the circumstances connected with the epidemic. On November 24, I embarked at Liverpool for Barbadoes in the steamship *American*, arriving on December 11. On January 21, 1867, I embarked on board H.M.S. *Simoom*, Captain Lethbridge, and reached Georgetown, Demerara, on the 25th, and having got quarters, commenced to formulate information from the various returns in the garrison to be ready for the Commission. The Commission was composed as follows : Colonel A. W. Murray, C.B. (Chairman) ; Lieutenant-Colonel C. G. Arbuthnot, Royal Artillery (afterwards Sir C. G. Arbuthnot) ; Deputy Inspector-General R. K. Prendergast ; Staff-Surgeon G. A. Hutton ; and two

civilians—E. G. Barr, member of the Court of Policy, and Mayor of Georgetown; and Dr. E. A. Manget, Surgeon-General of the Colony of British Guiana.

The leading points for inquiry and report sent from home regarding the outbreak of yellow fever in Demerara in 1866 were of the minutest detail. We were required to describe the physical geography and the medical topography of the colony, the sanitary condition of Georgetown, drainage, water-supply, condition of the Demerara River, the condition of the sailors in port and the system adopted to prevent disease amongst the sailors, the condition of the barracks as regards structure and ventilation, and all particulars as to their sanitary condition, water-supply, rationing, and duties of the troops, state of health of the civil population of the town. To report fully upon the recent epidemic, means to check the spread of the disease, and all other measures bearing upon the outbreak of yellow fever in 1866, and all means likely to diminish the liability to a recurrence of the disease. The report when finished and printed made up rather a bulky volume, and the two civil Commissioners, in reporting to the Governor the work of the Commission, said: 'We would venture to bring to the notice of His Excellency the very laborious and tedious nature of the inquiry, and the importance to the Colony that it should be of a most minute and searching character. The military Commissioners spared no pains in searching the garrison records, and to Dr. Hutton, the senior medical officer, one of the Commissioners, the Colony is indebted for the numerous and minute military returns, the preparation of which was a work of great labour occupying much time. The period between March 12 and 27 was occupied by daily inspections in company with the sanitary superintendent of the different

sections of the city, and the thorough knowledge obtained by the Commissioners of everything relating to the city and its affairs was of the greatest possible advantage. During the month of April the Commission met at 11 o'clock on three days in each week, but these meetings do not represent the work done, as the days in which no meetings took place were occupied in special inspections, revising and correcting the printed evidence, and preparing returns. In May the sittings were almost daily. On several occasions evening sittings were held for revision of the report.

'We would express in the strongest terms our sense of the services rendered to the colony by the military commissioners.'

The Commission lasted until May 24, when Colonels Murray and Arbuthnot and Dr. Prendergast took their departure for Barbadoes, and I was left as Senior Medical Officer to watch over the medical interests of the garrison.

The report, on being sent home, was ordered to be printed by the House of Commons on August 12, together with the evidence on which the report was founded. The *Times*, in a leader of September 9, 1867, spoke favourably of the report, saying its contents suggested distinct conclusions which, if followed in the future, would in all probability prevent a mortality such as had taken place during the epidemic of 1866.

In May, 1868, I went for an excursion by rowing-boat up the Demerara River, starting at 6.30 in the morning, and arriving at the Chinese settlement on the Camouni River in the evening, where we stayed overnight. These Chinese were the remains of an attempt made to introduce Chinese labourers into the colony for the sugar industry, but it was found not to answer, and was

given up. The sugar industry in British Guiana is carried on with indentured labourers from India. At this time there were some 50,000 East Indian coolies, now there are some 130,000—nearly half the population. We left the Chinese settlement the followng morning at 6 a.m., and arrived at the Mibari Creek at 11 a.m., where we spent two days amidst the most splendid and luxuriant tropical vegetation. We left on May 19, and as heavy rain came on we had the greatest difficulty in keeping the boat afloat on the creek, as the rain came down in such force that it soon nearly filled the boat, so we had to be constantly bailing it out. We had some miles to go before reaching the Demerara River, and as we had been so much delayed we could not reach Georgetown the same night, and were compelled to sleep in hammocks by the side of the river—a risky thing to do in a malarious country. The result of this adventure was a severe attack of remittent fever, which laid me low for several days, and then left me very weak. In the days when Guiana belonged to the Dutch it was said the Dutch planter got a new suit of clothes once a year in October, for in that month he thought he was safe for another year from being carried off by fever.

'In July you may die;
In August you must;
In September remember;
In October all over.'

In June, 1868, I left Demerara for Barbadoes, and I arrived on June 25, and was posted to take medical charge of General Ainslie and head-quarter staff, the Adjutant-General being Colonel Harman (afterwards Sir George B. Harman, Military Secretary to the Duke of Cambridge). I remember Colonel Harman's appointment as Deputy Adjutant-General in the West Indies,

not being a Staff-College man, gave rise to much comment at the time ; but the Duke of Cambridge showed his discrimination and tact in the appointment, knowing the Colonel's ability and fitness for the office. No man could have done the duty better, and his courteous and gentlemanly bearing won the approval of all ranks in the command. We became firm friends, which lasted through his life. Only a short time before his untimely death in March, 1892, I had a kind letter asking me to come and see him when next in London. The recent memoirs of the Duke of Cambridge by the Rev. Edgar Sheppard mentions the esteem he was held in, and, as the Duke expresses, 'one for whom I entertained the deepest affection and attachment.'

Shortly after this the *Jason* man-of-war of seventeen guns, commanded by Captain Charles Murray Aynsley, came to Barbadoes. As I was still very unwell, suffering from the effects of the Demerara fever, Captain Aynsley kindly offered to take me a tour among the West Indian Islands where he was going on duty. Having got leave from the General, we sailed, first visiting St. Lucia, and cruising along the island we saw a large whale—a fine sight, dashing the water with its fins. From St. Lucia we went to La Guayra, the port for Venezuela, and in company of Captain Aynsley we went by road in a mule-carriage to Caracas, the capital of the country—a large city, fine climate, some 3,000 feet above sea-level. We had an interview with the President and other officials, went to the opera, the Cathedral, and spent a pleasant and instructive two or three days, when we returned to the ship at La Guayra. We then visited Trinidad, Grenada, and St. Vincent, staying a few days at each island. The weather was fine, and it may be truly said : 'The islands set in silver sea.'

Leaving St. Vincent, we steamed back to Barbadoes, after a month's absence. As Captain Murray Aynsley (afterwards Admiral Aynsley) belonged to an old Northumberland family, and my knowing the country of his boyhood, we had many pleasant chats on our sea trip over old days in the Northern county. Many years after, meeting the Admiral in Leamington, where I was residing, I asked him how he liked the town, adding: 'Don't you think it very clean?' 'Yes,' he said; 'when I walk up your Parade I fancy the pretty housemaids are looking and saying: "Why are you dirtying our clean Parade by your dirty boots?"'

On returning to Barbadoes my ordinary staff duties were resumed, and leaving the island in 1869 in a small mail-steamer, and passing by the islands of Martinique, Dominica, Guadalupe, Antigua, and St. Kitts, arrived at St. Thomas. We joined the large mail-steamer, the *Seine*—one of the old paddle-wheel steamers of the Royal Mail Packet Company—making the usual passage in fine weather to Southampton.

CHAPTER X

Colchester—Dover—Army manœuvres on Salisbury Plain in 1872—Report on field hospitals—Military duties until 1874—Retired from the army after twenty years' full-pay service.

AFTER a period of leave among my relations I acted as principal medical officer at Colchester for the Eastern District in the absence of the Inspector-General of Hospitals, and afterwards passed on to Aldershot, Dover, and Shorncliffe, doing ordinary medical duties.

Whilst at Dover an important question arose on the sanitary state of the garrison and the town authorities. As I was acting as Sanitary Officer of the garrison, the proceedings were of great interest to me as varying the monotony of ordinary military medical duty. The matter having been represented to the Secretary of War (Mr. Cardwell) that the state of the town drainage was such as to endanger the health of the troops quartered at Dover, an inquiry was directed to be held by the Local Government Board, and the late Mr. J. Thornhill Harrison, C.E. and Local Government Board Inspector, was directed to conduct the inquiry. Having left Dover for Shorncliffe, I was sent for to give evidence on the part of the War Department. At the termination of the inquiry the inspector recommended the Dover Local Board to take such steps as would remedy the nuisance complained of by the War Department, and this request

he hoped would be sufficient for the purpose, and thus prevent any further proceedings.

In the month of August, 1872, the Secretary of War (Mr. Cardwell), in conjunction with that fine old soldier, the Duke of Cambridge, projected army manœuvres on a large scale on Salisbury Plain and surrounding country. Instructions were issued to all arms and departments of the service to report fully on the operations, and to make suggestions likely to prove useful on future occasions of a similar nature. In a letter from the Army Medical Department I was directed to take medical charge of the First Field Hospital, Fourth Division of the Northern Army, and to furnish observations founded on experience during the manœuvres, for the information of the Director-General of the Army Medical Department.

The constitution of the Field Hospital was as follows :

Two store-waggons, with four horses in each.

One water-cart.

Five ambulances, with two horses in each.

One pack-mule.

There were two hospital marquees, two ridge-pole tents, six bell-tents, with other detailed stores.

The Hospital Staff consisted of—myself in charge, and two assistant-surgeons, a sergeant-wardmaster, corporal assistant-wardmaster, eight hospital orderlies, a sergeant steward, sergeant chief cook, and two assistant cooks.

The Division of the army assembled at Aldershot, and we marched on August 26, and were on the march and taking part in military operations almost every day until September 14. Following the advice given me by Sir George Grey at the Cape, and which I have already mentioned in the early part of these reminiscences, I

took a note of everything as it occurred, and even in the middle of the night, if a suggestion I thought useful occurred to me, I at once put it down, so that at the end of the manœuvres I had all my notes and suggestions ready to put into readable form. My full report, with suggestions, was published in the 'Army Medical Reports' for the year 1871, vol. xiii., pp. 256-267, presented to both Houses of Parliament by command of Her Majesty.

In concluding my suggestions I remarked: 'I am thoroughly convinced that a medical officer to have charge of a Field Hospital should have energy, zeal, and good physical health. He should, if possible, be a good horseman. He must be prepared to meet many difficulties and contingencies that must ever be incident to active service, and even to autumn manœuvres, and he must be prepared to meet them with becoming tact and judgment.'

Recently, in consequence of some remarks made on the Field Hospital service by General Sir J. French after the manœuvres of 1906, I addressed a letter to the Director-General, Army Medical Department, Sir A. Keogh, directing his attention to my report of 1872, and he kindly replied through his secretary: 'Your paper in the "Army Medical Report" of 1871 (vol. xiii.) is known to him, and he agrees with you that many of the hints contained therein are still of use to young medical officers.'

Continuing to perform ordinary military medical duties until the summer of 1874, and being in indifferent health, I retired, on the recommendation of a Medical Board, after twenty years' active service.

In the summer of 1875 I paid a visit to Deeside in Scotland, on the invitation of Professor Macrobin of

Aberdeen, whose son had been my Assistant Surgeon in the Rifle Brigade. It was healthful, wandering over the Scotch hills and through the deep heather, and the old Professor and Mrs. Macrobin were most kind hosts. We attended the Highland gathering at Aboyne, when the various Scotch games were hotly contested, especially the tug-of-war. The King and Queen, as Prince and Princess of Wales, were present during the whole of the contests. They were staying at Aboyne Castle with Lord Huntly. I returned home by Braemar, staying two or three days in that delightful spot, and then drove through the spital of Glenshee to Blairgowrie, where I took train to Edinburgh and on to Leamington.

CHAPTER XI

Ambulance work—Whitehaven—Wigan—Development of ambulance instruction—Middlesbrough—Local corps—Visit to Middlesbrough — Inaugural addresses at Blackpool, Oldham, Preston, Isle of Man, etc.—Public meeting at Wigan, and distribution of certificates.

In July, 1880, I received a letter from Captain H. Perrott, Chief Secretary of the St. John Ambulance Association (now Colonel Sir Herbert Perrott, Bart.), asking me to assist in developing ambulance instruction, and stating that my old and valued friend, Sir Thomas Longmore, had recommended me to the notice of the association. My reply was that in the winter I should be able to spare time for it. In the following December I received a telegram asking me to go to Whitehaven in Cumberland. Leaving home early in the morning, I arrived at Whitehaven about five o'clock in the evening, and at seven o'clock met a large class of men, evidently deeply interested in ambulance work. Whitehaven is a centre for large mining operations, and from the interest manifested I saw clearly there was a wide field for St. John Ambulance work all over the mining districts of Great Britain. I felt, also, from my experience of mining accidents in the early part of my professional career (1848 to 1852), that a good, common sense, practical ambulance service for mines would be in the future of invaluable service to the country. Captain Perrott,

on receiving my first report on the Whitehaven meeting, said: 'You seem to have a very correct idea of the nature of our work and its objects, and we are much indebted to you for the evident care and attention you have bestowed upon the examinations, and the pains you took to impress upon the students the importance of the keeping up their knowledge.'

The year 1881 was memorable in the annals of ambulance development, especially in the great mining centres. In the Midlands and in the great coal-fields of Lancashire in and around Wigan, in the iron industries of Middlesbrough and Cleveland, all witnessed an extraordinary advancement of work, both in the instruction given to the men and the supply of ambulance material, in the form of stretchers, to the various mines and works. Even at this early time of the movement I found it essential, if the work had to be maintained in a healthy, practical, and useful way, to have some organization whereby the knowledge might be kept up and interest sustained. For this purpose I advised the formation of local corps, formed of the men who had taken certificates, and I drew up some simple rules for guidance, which were approved by the Central Executive Committee.* It was by means of these local Ambulance Corps, which had been so well managed and had done a great deal of real and useful work, that later on the St. John Ambulance Brigade was formed, these local corps forming the basis and groundwork of the brigade.

The Middlesbrough Centre of the St. John Ambulance Association owed its establishment to the liberality of Sir Thomas (now Lord) and the late Lady Brassey, who, being the guests of the town at its jubilee in October, 1881, threw open to the inspection of the

* See Appendix, p. 135.

public their famous yacht, the *Sunbeam*, and the money taken, amounting to £82 10s., was handed to the Mayor to be devoted to the establishment of an Ambulance Centre in the district. A public meeting was held in November, 1881, at which the late Colonel Francis Duncan, R.A., gave an address showing the course of instruction to be given and the work to be done. Classes soon were formed, and I was sent to examine and promote the work, giving short addresses to each class on the necessity of keeping up the instruction, and by having monthly drills of about an hour. I found the medical men of the district enthusiastic in the work, and the working-men of all kinds equally so. The mine-owners and Mr. Toyn, the Chairman of the Miners' Union, heartily supported the movement, and from the latter I received much encouragement. He was present on several occasions with me, and I was able to point out the practical nature of the work, advising stretchers and ambulance material at all mines. I was able also to hold some demonstrations of aid in accidents likely to occur in the district. The first annual meeting of the centre in 1882 was largely attended. Lady Zetland presented the certificates, and Lord Zetland and Colonel Duncan made suitable addresses. I must not omit the name of Mr. Waynman Dixon, the honorary secretary of the centre, who from the first was the very life and soul of the movement, and who spared no pains in time or money to make it successful on sound, useful lines.

The great county of Lancashire, and especially the Wigan district, occupied at this period much of my time and attention. I opened the centres and gave the inaugural addresses at Blackpool, Oldham, Preston, and other important towns, and paid frequent visits to Wigan and the surrounding collieries and villages,

giving addresses on the work, and receiving much encouragement both from the colliery owners and men. The late Mr. G. L. Campbell, the Honorary Secretary of the Wigan Centre, was constantly with me on these occasions, and, as he was secretary to the National Association for dealing with mining distress, was most useful. The success of the movement was clearly shown in the great meeting held in January 2, 1884, at the distribution of certificates for the Wigan Centre. The largest hall in Wigan was crowded.* Lord Crawford occupied the chair, and presented the certificates to 465 men and 63 ladies. The men passed by the chairman in single file, headed by that fine, brave old mine-explorer, Mr. B. Pickard. I gave an address, entering somewhat minutely into accidents in mines, railways, and accidents generally in industrial centres.

* See Appendix, p. 136.

CHAPTER XII

The Durham and Northumberland coal-fields—Tyne district—Armstrong's Elswick works—Accidents in coal-mines—Meeting at Bishop Auckland—Bishop Lightfoot—Dangers of coal-mining—An explosion—Sir George Elliott on coal-miners.

THE Durham and Northumberland coal-fields occupied my early thoughts in the work, and I paid frequent visits to these counties, and also to the River Tyne district, in order to promote ambulance instruction. The great works of Armstrong, Whitworth and Co., at Elswick on the Tyne, employing over 20,000 men, occupied much of my attention. Some of the partners were old friends of mine. Sir Andrew Noble and I had been stationed together in South Africa before he joined the Elswick firm, and Mr. William Cruddas, whose father was one of the original projectors of the works in 1847, and to whom I was well known, gave me the warmest support. Much good work was done every year in organizing classes—indeed, the annual ambulance gathering always evoked much enthusiasm.

In the month of March, 1886, the final report of Her Majesty's Commissioners appointed to inquire into accidents in mines was presented to both Houses of Parliament by command of Her Majesty. The work of the Commission had lasted seven years. In February, 1887, in conjunction with Mr. Waynman Dixon, I organized

a public meeting at Bishop Auckland to make known the ambulance recommendations of the Commission. The Bishop of Durham (Lightfoot) presided, and the meeting was well attended by mine-owners, mining engineers, and managers of collieries. The Bishop said he felt he was assisting in a work of great beneficence and usefulness. In a county like Durham such instruction was most needed, for casualties in colliery districts must necessarily be frequent. Following the Bishop, I said that the Commissioners, in their exhaustive report, made the following recommendations: that measures should be adopted for dealing more systematically and more expeditiously with accidents in mines. Collieries and mines should provide ambulances and stretchers for conveying sufferers from injuries to their homes, and that it was most desirable that facilities should be afforded for the instruction of the men in first aid to the injured. I described the course of instruction, and said the St. John Ambulance Association were prepared to carry out, with the aid and support of all interested in the mining and colliery industries, the ambulance arrangements suggested by the Commission, not only in Durham, but all over the country.

Before going further in stating the means adopted for carrying out on practical lines the Commissioners' recommendations, it may be well for me to relate some of the dangers involved in the colliery and mining industries, and the characteristics of the men employed. Take a colliery explosion—let me say I have been present very soon after one of these catastrophies, and had to attend the injured. The *Mining Journal* of February 26, 1887, gives a graphic account of such a disaster. 'An explosion! What a scene of horror! What a thrill accompanies the sound of that dread

word! Nature, when she does exert herself, pales all other forces in comparison with the power of her vast destructive phenomena; and a colliery explosion—nothing can be more tragic, nothing more appalling. The sudden rising of the temperature in the mine; the fierce flash of flame, rivalling the lightning in its vividness and brilliancy; the awful roar, as of the continued force of repeated rolls of thunder, then the rush through the roadways of the roaring whirlwind of flaming air, tearing away in its impetuous course whatever it may chance to meet—walls, doors, sheets, waggons, horses, and men alike—until it reaches the expansive archway at the bottom of the shaft. Then, bursting up the shaft like some quickened volcanic fire, it belches forth a tangled mass of iron cages, ropes, and rods, hurling into the still air of night stones, bricks, coals, and débris, and even shaking the foundations of the buildings and the machinery at the mouth of the pit. It would seem at such a time as though Nature had determined at one large stroke to sweep for ever from her hidden depths those puny adventurers who had dared to probe the secrets of her internal mysteries.'

In the year 1884 I went, when in Newcastle, to an exhibition of pictures. Three pictures of pit-life attracted my attention, true to Nature in its minutest details. In the first picture there is the interior of the colliery cottage. The house is as neatly furnished as most of the miners' dwellings are. The wife has risen to prepare her husband's food for the pit, and the tall, broad-shouldered miner, having realized the truth of the poet's words—

> 'Get up; the caller calls;
> And in the dead of night,
> To win the bairns their bite and sup,
> I rise, a weary wight,'

is bending over the bed to kiss, with a parting, loving look, his fair-haired child. The good wife looks on with a tender glance. In the second picture there is a startled, anxious crowd at the pit-mouth. An explosion has occurred down below, and several brave fellows—just as Northern men and women have often seen them—are with set teeth and steadfast and determined aspect, descending the mine to save their fellows, or die in the effort. The third picture still represents the startled crowd, but there is joy present, for the miner shown in the first painting has been rescued, and, feeble with the fumes of the mine, but evidently rejoiced at his preservation, is being escorted home by his thankful wife and child. These paintings carry the mind back to many sad scenes that have been witnessed in the coal-field districts.

As an instance of what a miner has—very happily only occasionally—to undergo, let me relate an incident that occurred in 1903, in the Sacriston Pit, county of Durham—an inrush of water into the workings. A man was rescued alive from the pit after being in the mine for ninety-two hours. He said as soon as he had found that the water was coming in he prepared himself for any emergency. He took the tub he had been filling, and which was about three feet high, and gathered the loose coals about him in a heap together near the timber which is provided for each man to be used when required for propping up the roof. He took several planks and laid them from the top of the tub on to a heap of coals which he had placed a few feet away. He then mounted on to the planks and made himself as comfortable as possible under the circumstances, knowing that a rescue-party would soon be at work. The structure he had made raised him three or four feet from

the ground. He was at the time of the inrush working on higher ground than the other men, and the water, although it came into his working, did not rise as high as the top of the tub at any time. He had a little food, which he consumed on the first day, and his lamp gave him light throughout the day, but afterwards he was without light and food. Fortunately, he had with him a bottle of fresh water, and, using this sparingly, he managed to make it last him, and when rescued he had still a little left. He states that he kept up a repeated tapping against the sides of the tub. After his lamp went out he lost all idea of time.

As to the characteristics of the mining population, I remember a very able address delivered in the early years of the Institute of Mining Engineers at Newcastle-on-Tyne by Sir George Elliott, one of the most notable mining engineers of his time, who had raised himself by force of character and ability from the smallest beginnings of working in a pit to a baronetcy and a prominent position as Member of Parliament. Sir George said : ' Born in the midst of this great population of miners, and associating and labouring with them from my earliest days, I know their wants, their trials, their temptations, and their sufferings, for the best of reasons—I have tasted of them myself. I am fully cognizant of their sterling qualities, by which they are distinguished, and that their industry, self-reliance, courage, and skill are beyond praise. I would entrust to them duties the most difficult and the most arduous, confident that what men could do they would do ; and in no other section of society should I meet more thorough, conscientious, and resolute work.'

CHAPTER XIII

Bishop Lightfoot—Lord Durham's speech—Visit to Auckland—Bishop Westcott—Coal strike of 1892—The Bishop's advice—Conference at Auckland — Visit to Auckland — The Bishop's last sermon in Durham Cathedral—Death a week after.

I HAVE already alluded to Bishop Lightfoot presiding over the ambulance meeting at Bishop Auckland. Of all the leaders of men I have met with in the North none have impressed me more with the duty of life than Bishop Lightfoot and his successor to the See, Bishop Westcott. To know and confer with them was an inspiration for good. In an address I gave some years ago I said of Bishop Lightfoot: 'In the winter of 1889 there passed away from us one of England's greatest divines, Bishop Lightfoot of Durham, who, after being tutor of Trinity, Cambridge, was drawn away from the study in 1879 to be Bishop of the great See of Durham. For ten years he ruled the Northern Church, it may be truly said, on the lines of St. Aidan. Bishop Lightfoot as a theologian had a European fame. To this attainment he added scholarship of the highest order and large acquaintance with Eastern languages. He had not identified himself with any particular school or party in the Church, and thus he was able to promote the good of all alike. To sum up what his

influence became in the great diocese of Durham, I cannot do better than quote the words of Lord Durham when unveiling the monument to his memory in the Cathedral of Durham in 1892.* Lord Durham, who performed the ceremony as Lord-Lieutenant of the county, said : " To know such a man was an inestimable privilege. In every town, in every parish, in this county you will find visible and tangible evidence of his untiring zeal and of the impetus his genius gave to all those who served under him. But what you will not see, and what no hand can probe, is the impress he made upon the hearts of all with whom he came into contact, and the softening influence of his genial presence upon all sorts and conditions of men. Incalculable good was done by having such a man amongst us, and his example might well teach us to display moderation and forbearance in our dealings with our fellow-men, and to avoid intolerance of opinion or action by remembering how successfully he conciliated all by his generous breadth of mind, and his freedom from petty and personal considerations. Doubtless the chief factor in the paramount influence exercised amongst us was his true and genial sympathy with our aspirations and our failures, with our pursuits, and with our recreations, and, above all, his boundless sympathy with the shortcomings of feeble human nature." '

Under his hospitable roof at Auckland Castle he had a class of young University men living with him, and preparing, under his personal guidance, for the work of the Church, thus exercising his influence and great learning in the same way as St. Columba and St. Aidan, sending them out as Christian missionaries into the great industrial centres of the North. Never shall I

* See Appendix, p. 145.

forget, when on a visit to Auckland Castle, the impressive words of the Bishop at the early morning service in the beautiful private chapel, which he had restored, or the fine singing of the hymn, 'Onward, Christian Soldiers,' by the choir, which was formed of the young students.

In order to fully comprehend the vast spiritual work which this eminent divine accomplished in the ten years of his episcopate you must go, as I have done, through the busy towns and thickly-populated mining villages of the great county of Durham, and see for yourselves the impress which this true follower of St. Columba and St. Aidan has left in that part of our country.

His two resident chaplains at the time of my visit were the Rev. G. R. Eden and the Rev. J. R. Harmer, both now Bishops—Eden of Wakefield and Harmer of Rochester.

On the death of Bishop Lightfoot it was some time before the See was filled up. It had been the Queen's wish from the first that Canon Westcott should succeed his dear friend and colleague, Bishop Lightfoot, but it was not until March that the offer was determined, and, as his son says in his 'Life' of the Bishop, it was, indeed, a sore trial to him. In his letter to Lord Salisbury he says: 'I do not feel justified in declining the heavy charge which Her Majesty proposes to commit to me.' The one note of apprehension was the new Bishop's age (sixty-six), and Dean Vaughan sent a most touching message from his sick-bed: 'If that voice, that look, that elevation of thought, were spared for three years to that Northern population, they would find in them a charm of persuasion and a force which, though I know he would not like me to say it, they had not found even

in Bishop Lightfoot. May God grant that in extreme old age he may preserve them all !'

When the Bishop was appointed to the See of Durham a paper remarked : ' We shall not be surprised to hear of his acting as arbitrator in some great mining quarrel between masters and men, and whatever he does he will do so well as to ensure respect for his decision,' and there is no doubt his episcopate will continue memorable on account of his successful mediation in the great struggle in the coal-fields of Durham in 1892. In April, 1891, differences arose between the mining Federation and the Owners' Association, and in March, 1892, the work at the pits ceased, and was not resumed until June 3. The effect was to paralyze all the leading industries of the North, and distress and poverty soon ensued. The Bishop did all in his power to conciliate parties, without undue interference, silently working for good. He says in one letter : ' I met by accident a leading statesman to-day, and he thought that I could not do anything as yet.' Then he says, ' It is a time of the deepest anxiety to me.' Towards the end of May his opportunity came, and in a letter to the Owners' Association and to the Federation Board, the Bishop said : ' I shall be glad to welcome the representatives of the two Boards at Auckland to discuss details.' On May 30 the Bishop was in London when he received a telegram :

' The Federation Board and the Owners' Wage Committee are prepared to meet your lordshipat Auckland, at 12.30 to-morrow.'

The Bishop took the night train, and arrived, after resting a short time at Durham, at Auckland the next morning. The representatives assembled at the castle at midday, and, after luncheon with the Bishop, the

conference commenced. The Bishop said that when he was appointed to the See he was asked whether he would, according to his power, set forward love and peace among all men. It was in this spirit that he had offered his services to-day. They all wanted to arrive at a just and honourable settlement, and he appealed to each side to subordinate their own immediate interests for the common good. After five hours' deliberation—as anxious hours as ever were experienced in the coal-trade of the North, an agreement was effected, and the strike was at an end. An anxious crowd of several thousands were outside the castle awaiting the result. A mighty cheer goes up, hats and caps are thrown into the air, and the strike is over. The conference took place on June 1, and work at the pits was resumed on June 3.

Immediately after the conference was over the Bishop took the train for Peterborough, to take part in a service in the cathedral and preach the sermon.

In the last year of Bishop Westcott's episcopate I placed my son, through the influence of my nephew, Mr. J. G. Wilson, of Durham, the Bishop's legal secretary, under the care of the Bishop as one of the 'Sons of the House' at Auckland, and shortly after received an invitation to the Castle. The Bishop had been in London, and I joined the train at York and travelled by the same train with him to Auckland. It was a great pleasure to me to renew my attendance in the castle chapel at morning and evening service. The domestic life in the castle was quiet, peaceful, happy, and inspiring. It renewed the feelings in me that I felt so deeply on my visit in Bishop Lightfoot's time. Shortly after my visit the Bishop, after giving an address to the miners in the cathedral at Durham, and returning

to Auckland feeling unwell, gradually became weaker, and in a few days passed peacefully away. It was a life, doubtless, grand in its consistency, full in its achievement, and beautiful in its earthly close. My son, who was at home at the time, attended the funeral in the chapel at Auckland Castle as one of the 'Sons of the House,' on the afternoon of August 2, 1898.

CHAPTER XIV

On jury at Health Exhibition, 1894—Letters from Sir James Paget and Prince of Wales—Sir William MacCormac—Address at Exhibition—Ambulance crusade in Northern counties in 1887 and 1888—Mr. Joseph Chamberlain's opinion on ambulance instruction—First ambulance review at Beamish Park—Boys' Brigade.

In June, 1884, I received a letter from Sir James Paget,* the eminent surgeon, vice-chairman of the Executive Council of the International Health Exhibition in London, inviting me to act on the jury of the ambulance exhibits. The letter stated that the selection of jurors had been made after considering the names of gentlemen as specially qualified to act on the various juries. The late Sir William MacCormac, the able surgeon, who went out to South Africa during the Boer War, and died shortly after his return home, was chairman of the jury. The duty involved several visits to London, and at its conclusion in October the President of the Exhibition, H.R.H. the Prince of Wales (now King Edward),† expressed his appreciation in a letter of the manner in which the duties had been carried out, and fully recognized the public spirit which had induced gentlemen all busily engaged in other duties to undertake the honorary office of juror, and added his thanks for the assistance rendered to this important exhibition.

* See Appendix, p. 148. † *Ibid.*

On July 21 there was an ambulance meeting in the conference-room of the exhibition, when I read a short paper on the careful carriage of the sick and injured.* Sir James Paget occupied the chair, and there was a numerous attendance, including Baron Mundy of Vienna ; Dr. Billings, Director-General of the United States Army ; the Director-General, Army Medical Department ; Sir Edmund Lechmere, Bart., M.P., etc. At the end of my paper I said that I thought it would afford much pleasure to H.R.H. the Prince of Wales to know that this exhibition had been the means of assisting in promoting work calculated to relieve pain and suffering, and I asked every one to examine for themselves the ambulance exhibits, and to exert their influence to foster and extend good ambulance work.

In 1887, in accordance with instructions received from the Central Executive Committee of the St. John Ambulance Association detailing me to organize an ambulance crusade in the Northern counties, I proceeded to the North on September 22, and, after consultation with the leading mine-owners and managers in the counties of Durham and Northumberland, attended a large number of public meetings and gave addresses. The crusade lasted from September 23 to November 2. During this time twenty-four public addresses were given, besides innumerable interviews and conferences with every class connected with collieries and works. The meetings for the most part were at night, often involving long drives, and obstacles in arrangements had to be overcome—not difficulties, for I laid it down as a rule that the word ' difficult ' had not to enter into the ambulance vocabulary. The

* See Appendix, p. 150.

crusade had been so successful in the increased number of classes and the large quantity of ambulance material and stretchers supplied to the various places in the counties of Durham and Northumberland that in the following year (1888) the committee requested me to conduct a second crusade in the Northern counties. There was the more need for this as the new Mines Regulation Act, founded on the recommendations made by the Royal Commission on Accidents in Mines, had come into operation in the beginning of the year. I left home on September 16 for Lancaster, to attend the quinquennial festival of the Royal Albert Asylum. My object for this was that, as the medical superintendent (Dr. Shuttleworth) had taken great interest in ambulance work in connexion with the institution, and as a large gathering of influential persons was expected, I might have some influence in making more widely known our ambulance work. I passed on from Lancaster to the North, and attended and gave addresses, up to October 29, at nineteen public meetings in the counties of Durham and Northumberland and along the banks of the Tyne, which abound in great factories and shipbuilding yards. Speaking as often as I did, it was necessary to somewhat vary my texts, and opportunities sometimes arose that I was glad to make use of. One point which seemed of much interest in the county of Durham, as well as to the Order of St. John, was an eloquent sermon preached by the Bishop of Durham (Lightfoot) at the opening of the Church Congress the previous year at Wolverhampton. The learned Bishop, in alluding to the true spiritual capital of the world, said : ' Not at Memphis or Thebes, not Nineveh or Babylon, or Susa, or Persopolis ; not Athens, or Alexandria, or Rome, but Jerusalem, was the spiritual

capital of the world, the centre of the hopes and interests of mankind. Here should be the rallying-point of the nations of the earth.' Quoting these eloquent words, I gave a brief history of the old work of the Order of St. John, its origin in Jerusalem centuries ago, its decay and revival in this country in recent years ; and then said it was not to the recent wars—the Crimean, American, Franco-German, etc.—not to Paris, Berlin, Vienna, or to London we had to look for the origin of this humane and Christian work, but farther east — even to the Holy City of Jerusalem. In my address I urged strongly the universality of the instruction ; the more people embracing it the better for the injured. This point, which seemed to me, after great experience, so important, was years after my crusade (1902) pointedly alluded to in an excellent speech by Mr. Joseph Chamberlain, M.P., in presenting medals to St. John Ambulance men at Highbury, Birmingham. Mr. Chamberlain said : ' I do not think that I need dwell upon the importance of such an association as that to which you belong, but its value depends upon the ubiquity of its members. They must be everywhere at all times. It is necessary, therefore, that you should be a very numerous body, so that if any accident befalls any member of the community he may not be far out of the reach of your assistance, and if that end should be achieved, then I am quite certain by your instrumentality many valuable lives will be saved, and the dangers which result from the accidents which, after every precaution is taken, are still inevitable in every community, will be reduced to a minimum.'

It was during the crusade, in conjunction with local gentlemen of influence in the county of Durham, I was able to organize an outdoor ambulance demonstration

on a large scale,* the first of the kind in the country. The *Illustrated London News* of October 20, 1888, had an excellent illustration of the ambulance work in operation, and said: 'As an outcome of so many classes being formed and certificates granted, the largest review and demonstration of ambulance work ever witnessed in this country took place on Saturday, September 29, in Beamish Park (eight miles from Durham), the seat of Mr. T. Duncombe Eden, who very kindly defrayed the whole expenses of the demonstration. Unfortunately, the weather was very wet. The ambulance men, however, nothing daunted, turned up in large numbers. No less than 310 men from twenty-six collieries, from one to six miles distant, assembled at the park gates, and marched past Mr. Duncombe Eden and the visitors at the Hall in first-rate order. The demonstration lasted from half-past two to five o'clock, and another half-hour was taken up by addresses; Mr. Graham, the county coroner, speaking most warmly of the utility of the work. Considering the men had marched from one to six miles in drenching rain, and had the same ground to go over again to reach their homes, it only shows what workingmen, engaged in a laborious occupation as coal-mining, will do in a truly useful cause.'

A movement which attracted my attention at this time was the Boys' Brigade. Started in a small way in Glasgow in 1883, it was making good progress in Scotland and extending into England, and I gave several addresses to boys in the Durham district and villages, and encouraged them in the good work.

* See Appendix, p. 155.

CHAPTER XV

Prince and Princess of Wales at Middlesbrough in 1889—Ambulance demonstration—Speech of Prince of Wales—First annual report of Middlesbrough centre—Remarkable accident at docks.

In January, 1889, the Prince and Princess of Wales visited Middlesbrough to open the new Town Hall and municipal buildings. It was determined some time beforehand, as His Royal Highness was President of the St. John Ambulance Association, to give on the occasion of the visit a practical demonstration of the work. Since 1881, when the centre was established, no less than 110 classes had been formed, and attended by over 3,000 members. Mr. Waynman Dixon, the indefatigable honorary secretary of the centre, asked me to assist him in organizing the demonstration, and both he and his co-secretary, Mr. Herbert Marshall, did all they could to make it a success.

The official illustrated volume of the visit issued by the Town Council stated: 'One of the most imposing sights in connexion with the royal visit was the demonstration of ambulance men. Some 850 of the certificated representatives of the noble movement for rendering first-aid to the injured were gathered together in the quadrangle from the whole of the ironworks of Middlesbrough and twenty-one different mines in the

Cleveland and Northern district. As the Prince and Princess ascended the daïs, they were received by the ambulance men with a royal salute. Addressing the Prince and Princess, the Mayor said: "Your Royal Highnesses, permit me to present my brother, Mr. Waynman Dixon.' His Royal Highness cordially shook hands with Mr. Waynman Dixon. His worship then presented Surgeon-Major Hutton and Mr. F. Herbert Marshall, each of whom received a very cordial greeting. The Prince expressed a wish to walk round and closely inspect the assembly and their appliances, and, descending from the daïs, His Royal Highness walked round the gathering and manifested the closest interest in all that was shown him in relation to the treatment of patients. Meanwhile, the Princess remained on the daïs, and made a number of inquiries about the ambulance movement in Cleveland. The Mayor informed the Princess on the subject, and Her Royal Highness expressed her keen appreciation of the value of such an organization in an industrial district like Cleveland.

'When the Prince returned to the foot of the daïs, he remarked to the Mayor: "If anybody wanted an example of what you can do, it has been shown now." "I hope your Royal Highness is quite satisfied?" said his Worship; to which the Prince replied: "Oh, perfectly."

'The Prince desired that the men might be drawn nearer the daïs, and the request was at once complied with at the command of Mr. Waynman Dixon.

'H.R.H. the Prince of Wales, standing at the foot of the daïs steps, and addressing the ambulance members, said: "My friends, it gives me very great pleasure to see you to-day; my having but a few months ago assumed the position of President of the St. John

Ambulance Society, it is especially gratifying to me that for the first time I see the Middlesbrough and Cleveland centre. I am well aware that the establishment of the branch society here is mainly due to the late lamented Lady Brassey, who took the first initiative, and also the late Colonel Duncan; and I know that not only the Ambulance Society throughout the country deplore his loss, but all those who knew him, and knew what an excellent man he was. I am perfectly convinced that nothing is of greater importance than this branch in a district like this, where you have an enormous quantity of hard-working miners, and an enormous quantity of labourers throughout the district and in this great town; and therefore it is a matter of absolute necessity and most essential that you should have the opportunity of learning how to mitigate the sufferings and relieve the wants of your fellow-sufferers. I am glad to learn from your secretary, Mr. Waynman Dixon, that you number 110 classes, with 3,000 members, two-thirds of whom have obtained certificates. I rejoice to see so large a number here to-day, and when it is remembered that the Cleveland district has a mining and labouring population of over 100,000, it only shows how many more are required to join the association in order to mitigate the wants of those who may suffer from accidents or any other cause. It has afforded me very great pleasure to be here to-day, and I am very glad to see what I have seen—namely, that in so short a space of time you have given so perfect an illustration of the instruction you have received at the classes you have attended, and which shows that the members are thoroughly deserving of the certificates they have obtained. I cannot conclude without saying how much is due to the ability and energy of Mr. Dixon, your

secretary, and the brother of your Mayor*; and I may also mention the name of Mr. Marshall, and of Surgeon-Major Hutton, who examines you, and of whom I have heard previously. It is a great pleasure to me to see you, and I hope you will continue to do your work well, and increase in numbers."

'Three enthusiastic cheers for the Prince and Princess closed the inspection.'

In August, 1905, there was a large gathering of ambulance certificate holders at Marske-by-the-Sea, in the grounds of the Marquis of Zetland, the President of the Middlesbrough and Cleveland Centre. His Lordship, in addressing the gathering at the close of the drill, said†: 'He well remembered their Majesties the King and Queen coming to Middlesbrough in 1889, then as the Prince and Princess of Wales, for the purpose of opening the Middlesbrough Town Hall. They took that opportunity of inspecting the St. John Ambulance Corps, and His Royal Highness concluded an eloquent speech by hoping they would continue their work well and increase in numbers. At that time the classes numbered 110, with some 3,000 members. He was sure it would afford His Majesty the utmost satisfaction to know, as it did himself and others, that last year they had no less than 300 classes, with a membership of 9,000 in the Middlesbrough and Cleveland district alone. He had watched with the greatest interest and satisfaction their drill that afternoon, and he admired the efficiency and rapidity with which it had been carried out.'

The first Annual Report of the Middlesbrough Centre, issued in 1883, said: 'As to practical demon-

* The late Sir Raylton Dixon.

† See Appendix, p. 157.

stration of the useful work done for the benefit of sufferers through accidents at our large works, mines, etc., we have many records of lives saved—some in cases of bleeding from severed arteries, others from effects of gas at the furnaces; and in many cases fractured limbs have been temporarily set, and the patients carefully removed to our hospitals, the staffs of which institutions have borne testimony to the benefits conferred, and the careful way in which patients are now brought in.' It would be impossible to give anything like the number of accidents of all kinds occurring daily and nightly in this wide mining and industrial centre, and where first aid has been usefully employed. I would, however relate one remarkable case which possesses unusual interest. There was a ship on its passage in the North Sea, laden with a mixed cargo, part of which was lucifer matches. During a storm the cargo got displaced, and the matches took fire. The sailors were in danger not only of the stormy sea, but that other terrible danger, fire at sea.* They behaved, however, as British sailors invariably do in times of danger, and they steered their ship gallantly into the harbour of Middlesbrough. It was necessary to rearrange the cargo before sailing again, and eight men were sent down into the hold to do so and all were overpowered by the fumes of the matches. After the greatest difficulty these men were got out on deck insensible. It was early in the morning, and fully an hour before medical assistance could arrive. Fortunately there was a good ambulance corps at the docks—four members were quickly on the spot, and resorted to first aid and artificial respiration, with the result that all these eight men recovered. In a letter I had from Mr. Waynman Dixon, dated

* See Appendix, p. 160.

Middlesbrough, June 30, 1884, he said: 'The dock corps have done noble service to-day. Eight men who had gone down into the hold of a ship, one after the other fell down overpowered with gas, the result of a fire among cases of lucifer matches in the hold. They were with difficulty hauled out, and hoisted on deck quite insensible, but four ambulance men brought them round to consciousness and breathing by artificial respiration before the doctors arrived an hour after the accident occurred.'

CHAPTER XVI

Cottage hospitals—North Ormesby—Sister Elizabeth—Hawick—Coldstream—Lady Eden's Hospital at Bishop Auckland—Lord Rosebery's address—Royal Agricultural Show—Lightning accident at Darlington—Northern Hospital, Liverpool—Royal Infirmary, Newcastle-on-Tyne—House of Lords Committee—Opening by King and Queen.

For some years past cottage hospitals in suitable places have occupied my attention. It may not be generally known that the first cottage hospital in England was started at Middlesbrough, and begun in the following way. In the summer of 1858 a terrible boiler explosion took place in one of the works of the town. Seventeen men were terribly injured. There was no hospital nearer than Newcastle-on-Tyne, some forty-five miles distant. Some of the sufferers were sent there, and two died on the road. The matter moved the sympathies of a gentleman in the town, who heard that a lady in the neighbourhood, Miss Jaques, known so well afterwards as 'Sister Mary,' who had been trained at the same place where Florence Nightingale had received her training, was seeking for some kind of hospital work. This gentleman invited the lady to Middlesbrough. Some cottages were taken, and converted into the first cottage hospital in this country. Sister Mary commenced her work of mercy in August, 1858. The

story of its origin is touchingly told by the first chaplain to the hospital,* the Rev. Adam Clarke Smith, who was first Vicar of St. John's Church, Middlesbrough. The town at this time had only 15,000 inhabitants, which have now increased to close on 100,000. To meet the requirements of the large population, mostly composed of workmen employed in the iron works and ship-building yards, the hospital has been enlarged on several occasions, and the Report ending in 1904 stated there were eighty-five patients in the hospital.† One of my brightest recollections on my frequent visits to Middlesbrough was when in company with Mr. Waynman Dixon, the Chairman of the Hospital Committee, after church on Sunday morning, visiting the hospital, and, in company of Sister Elizabeth, inspecting the Sunday dinner. The hospital was noted for an immense beef-steak pie, given to those patients who could bear such a diet, served up in splendid style, and which made us both wish we could have dined like the patients at the hospital rather than at home. In the last Annual Report of the hospital, 1905, the committee state . 'To our inexpressible grief we have to record the irreparable loss to the institution of Sister Elizabeth of the cottage hospital, who passed peacefully away on November 12. In her we have lost one to whose wonderful personal influence during a service of thirty-five years has been mainly due its remarkable growth, from very small beginnings, to the large North Ormesby Hospital of to-day, which is so much beloved and cherished by all the working-men of these parts. Her noble presence and cheerful bearing inspired with courage, even in times of the greatest difficulties, the general staff and all her fellow-workers in the institution. Her sunny smile and

* See Appendix, p. 162. † *Ibid.*, p. 168.

words of sympathy brought hope to the suffering patients, and relieved the heart-sickness which, to so many, is the hardest part of their adversity, with the result that her name became a household word in all the homes of the poor. Truly, in her life were exemplified the Christian graces of faith, hope, and charity, and especially the greatest of these—charity.'

In December, 1881, I had occasion to visit Hawick, N.B., on ambulance work, and at a dinner-party in the evening at Wilton Lodge a lady, Miss S. J. Ballard, mentioned that they had no hospital in Hawick, which was an increasing manufacturing town, and when any serious accident occurred the unfortunate patient who required hospital treatment had either to be sent to Carlisle or Edinburgh, each distant about fifty miles. I replied to Miss Ballard: 'You must hold your ambulance committee together, and never rest until you have established a cottage hospital in Hawick.' In a letter of Christmas Eve, 1881, Miss Ballard says: 'You will, I know, be glad to hear that our little committee determined to remain together, and ask other ladies to join, for the purpose of raising funds to open a cottage hospital in Hawick. The names of about fourteen were put down, belonging to influential county and manufacturing families, and Mrs. Lockhart kindly consented to take the secretaryship from me. She is enthusiastic about the hospital, and occupies a very influential position. We hope to have our larger committee meeting next month. The seed is now sown, and I trust the plant may be reared to the glory of God and the good of man.' I am pleased to say the good work has progressed, and the matron states in a letter, dated December 30, 1906: 'This is now a hospital of twenty-five beds. It was commenced over twenty

years ago*—a small hospital of eight beds. Since then it has been increased twice—a children's ward and an operating-room added. These alterations have been done by voluntary subscriptions, which perhaps in itself shows the interest our hospital sustains among the people.'

Some few years after this Lady Home was desirous of having a cottage hospital for Coldstream, and I had several communications about the project. Lord Home gave the ground, and a neat building was erected, and it has been doing good work. The last time I visited it they had beds for thirteen patients. I have the eighteenth Annual Report to November 30, 1906, which states they had sixty-seven patients in the hospital during the year. The dispensary work of the nursing staff consisted of 130 visits paid in Coldstream and district.†

Visiting frequently the county of Durham, I received much kindness from Sir William and Lady Eden at Windlestone. Lady Eden was most anxious to have an accident hospital at Bishop Auckland, the centre of a great coal-mining district, and during my visits to the various mining villages I was able to make known to mine owners, managers, and also the workmen Lady Eden's cherished wish. The project was warmly taken up, and it may be truly said that it was to the zeal and untiring efforts of Lady Eden that the scheme was carried to a successful issue. The hospital took the form of a memorial of the Diamond Jubilee of the good Queen Victoria. The foundation stone was laid by Lord Grey, and the formal opening in September, 1899, was made the occasion of a great meeting, presided over by Sir William Eden, when Lady Eden presented Lord Rosebery with a beautiful key with which to open

* See Appendix, p. 166. † *Ibid.*, p. 168.

the door of the hospital. She said 'they gave his lordship the key as a proof of their appreciation of his having come to open their hospital, and of the high esteem in which he was held in that district. They felt the honour which his lordship had done them, and she could assure him that his visit would be a red-letter day in the history of that district.' Lord Rosebery then delivered a powerful and eloquent address,* in the course of which he said, after describing the mining industry: 'There are risks as well. Mother Earth, like the malignant fairies that we used to read about in our nursery books, will not give up her treasures without a desperate struggle to retain them; and, therefore, in this mining occupation you have a constant liability to accident, sometimes preventable, and often not preventable. It is to deal with and to meet that fearful liability that this hospital has been established, and if any of you should have in time—as I hope may not be the case—to occupy the hospital as patients or as invalids, I hope that, in the intervals of sickness or at the moment of convalescence, you will give a grateful thought to the two noble ladies whose names are indelibly associated with this hospital—the Queen, in whose honour it was raised, and Lady Eden, who had the privilege of carrying it out.'

The hospital has been the means of alleviating much suffering and pain during the seven years of its existence. I have before me the seventh Annual Report to July, 1906, which states that during the year there were 96 in-patients and 144 out-patients treated in the hospital.† During the year a new ward to contain seven beds has been constructed, in addition to increased accommodation for nurses.

* See Appendix, p. 170.

† *Ibid.*, p. 169.

In 1892 the Royal Agricultural Society held its annual show at Warwick, and I took the superintendence and medical charge of the St. John Ambulance station. The building assigned to us was a shabby canvas one, with a partition dividing it into two parts, and not in a good position on the ground. The next year, 1893, the show was at Chester, with the Duke of Westminster as President, and I approached his Grace with regard to an improvement in the station, and received a favourable reply. Each successive year, at Cambridge, Darlington, Leicester, and Manchester, I was able, through the assistance and co-operation of the secretary of the Society, Sir Ernest Clarke, to get improvements until the station was a neat wooden pavilion of four separate rooms—surgery, men's room, ladies' room, and kitchen for the ambulance staff, who lived and slept on the ground for the week. After six years' continuous service, and having established the station on a sound basis, I handed it over to the St. John Ambulance Brigade. Before doing so, however, I succeeded in obtaining a yearly grant of £50 from the Council of the Royal Agricultural Society for the maintenance and support of the station.

During my six years of office a large number of cases were treated at the station, which might be termed a small field-hospital—at Darlington 101, Leicester 70, and Manchester 100 cases. At Darlington a most sensational lightning accident occurred on the day, June 26, 1895, when the Duke and Duchess of York, who were the guests of Lord and Lady Londonderry at Wynyard, were present at the show. They had only left the show-ground about half an hour when the catastrophe took place.* Five men taking

* See Appendix, p. 174.

shelter under an ash-tree were struck down. They were quickly conveyed to the ambulance station, where I was present to receive them. We set to work at once with first aid, artificial respiration, etc., with the result that three of the cases recovered, and two died. I had a letter from the secretary, Sir Ernest Clarke, dated July 3, ' expressing the appreciation of the society of the services rendered by yourself and your staff in connexion with the unfortunate fatality on the Wednesday of the meeting, and I take the opportunity of writing to convey to you the sincere thanks of the council for your own personal exertions in the matter, which have doubtless resulted in saving the lives of three of the five persons injured.' At Manchester there were some bad accidents. One man had his leg so crushed by a machine falling upon it that we had to remove him to the Royal Salford Hospital, where the leg was amputated below the knee. When the horses were being shown in the great ring before the President for the year, H.R.H. the Duke of York, and an immense crowd of spectators, a horse jumped the barrier into the crowd and injured five people, who were at once removed to the station and treated. Afterwards the president visited the station, and was pleased to express approval of all the arrangements.

Two other large hospitals have engaged my attention of late years. In the year 1881 I went over the Northern Hospital at Liverpool in company of the senior surgeon, Mr. Chauncey Puzey. This hospital was founded in 1834, and situated near the docks. It had in course of years got into a very bad state of repair, so much so that nothing short of reconstruction could remedy all its serious defects. Mr. Puzey asked me if I could point out in the press what was required. I replied I

would do what I could, but what was necessary was an opportunity of bringing the subject forcibly before the Liverpool public. The opportunity occurred in the sad illness and death of the young Duke of Clarence, which took place at Sandringham. The city of Liverpool had collected some £2,000 for a present to be given on his marriage, and the question arose what had to be done with it. In a letter to the Liverpool papers I suggested giving the money to form a nucleus of a fund for the rebuilding of the Northern Hospital, feeling that nothing would please the good Queen and the Royal Family more than by allocating the money to such a purpose as the relief of the sick and injured.* My letter was succeeded by others, and sufficient interest was excited for the general public to become acquainted with the sore needs of the hospital. A special committee was appointed to inquire and report on the state of the hospital, and expressed their unanimous opinion that a new hospital should be built, arranged on modern principles. Fortunately, some time after this the David Lewis Trustees voted a large sum of money, about £100,000, towards the building of a new hospital, and it was wisely decided to build on the old site, which is so near the docks, and where the injured may speedily be moved from the seat of injury to the wards of a comfortable hospital. The foundation stone of the new building was laid by the Lady Mayoress of Liverpool, the Countess of Derby, in October, 1896. The new hospital was partly occupied towards the end of 1900, and it was completely opened in the beginning of 1902 by the Princess Louise, Duchess of Argyle. The seventy-second Annual Report for 1905 gives 2,398 in-patients admitted, and 14,045 out-patients treated.

* See Appendix, pp. 177, 179, 180.

The other large hospital I have mentioned was the Royal Infirmary at Newcastle-on-Tyne, which after long usage—founded in 1751—had got into the same defective state as the Northern Hospital at Liverpool. The Mayor, Sir Riley Lord, in 1896, had started a Queen's Diamond Jubilee fund, asking for £100,000 to rebuild the infirmary on the old site, and plans were submitted and approved by the committee. Some little time after this an old friend of my boyhood, who had made a large fortune as a merchant in Newcastle, Mr. John Hall, referred to in an earlier chapter (p. 31), offered to give £100,000 towards building a new infirmary if the building on the old site was given up, and a new one erected on the outskirts of the city. The piece of land offered by the Corporation could not be occupied without a special Act of Parliament, and I was invited to give evidence before a House of Lords Committee in defence of the old site, and what was termed 'the battle of the sites' took place. I had known the infirmary for close on sixty years—first as clinical clerk and dresser to one of the leading surgeons—and had always taken great interest in its welfare, visiting it when occasion offered, and for the last twenty years, on frequent visits to Armstrong's and other great works on the Tyne, realizing the value of a hospital near to where the bulk of the accidents occurred. Besides, the proximity of the Central Railway station enabled the injured to be easily transported to the hospital. My opinion was upheld by several leading men of the North, amongst whom were Sir Andrew Noble, Bart., and others of the Armstrong works. Dr. C. J. Gibb, who had been house-surgeon, and taken a leading part in many of its improvements during a long course of years, favoured the old site, as being so readily accessible to those who

require the services of the hospital. And in a letter to me, dated July, 1898, Dr. Gibb says : ' I still hold the same views, and it is consolatory to know that one so interested and well able to judge as yourself supports them.' It will thus be seen opinions were much divided on the question—some were for the old site, and some for removal ; but in the end the Lords Committee, presided over by Lord Egerton of Tatton, decided in favour of removal. The Committee sat in June, 1898. The foundation stone of the new building was laid by the Prince of Wales, accompanied by the Princess, in June, 1900. There was some delay in proceeding with the building, and it was not until 1906 that it was completed. The formal opening by King Edward and the Queen took place on July 11, 1906. In answer to an address, the King, who spoke with robust emphasis, said : ' It gives the Queen and myself great pleasure to be here to-day to open this fine building, which bears the name of Queen Victoria, my beloved mother. We well remember our previous visit to this ancient city to lay the foundation stone of the Royal Victoria Infirmary, and it is a sincere gratification to us to see the completion of this noble institution, which will be an abiding memorial of those munificent donors who have contributed so largely to its erection. It is a satisfaction to us also to know that the workers have given so generously towards the endowment of the infirmary, from which they will secure benefits which are of the greatest value in a city where there are many industries involving risks to life and health. It will ever be our desire to do all that in us lies to assist institutions of which the infirmary is so fine an example, and to support every movement for the relief of the large class of persons suffering from disease who have not the means

of securing proper medical attention. We trust that the springs of charity will always flow abundantly in the furtherance of the beneficent work of alleviating distress and allaying suffering, and it is our earnest hope that this splendidly equipped building, where the services of skilled doctors and efficient nurses will be at all times available, will for many years to come be the means of restoring to health those whose career of usefulness has been interrupted by accident or illness. The good work done by Dr. Thomas Oliver, physician to the infirmary, in connexion with dangerous occupations, is widely known and appreciated. The Queen and I willingly agree to the proposal that two wards be named "Edward VII. Ward" and "Queen Alexandra Ward" respectively. I thank you sincerely on behalf of the Queen and myself for your good wishes for our welfare, and I pray that the Divine blessing may attend your efforts in the fight against suffering and disease.'

The address stated that the amount expended in the new infirmary, £300,000, had been provided in the following manner: The Queen's Commemoration Fund, founded by Sir Riley when Lord Mayor in 1896, £109,000, of which amount £20,000 was contributed by the working-men of the district; the late Mr. John Hall, £100,000; and Lord and Lady Armstrong, £100,000.

Mr. John Hall did not live to see the result of his munificent bequest to the new infirmary, for after attending a meeting in Newcastle in June, 1899, he contracted a chill, and died after a few days' illness. Quiet and unassuming, he was noted not only for his business capacity, but still more so for his ungrudging and almost boundless philanthropy. Careful, however, in his giving, being anxious to assist and not to pauperize, no tale of real need or sorrow could be poured

into his ear that was not attended to. He was naturally a man of great feeling, and full of tenderness, especially for the suffering and afflicted.

Some weeks before his death I met him when on a visit to Newcastle, and in his own quaint, homely way he said : ' George, I want you to come and lunch with me. Come to-morrow at two o'clock.' Having said ' Yes,' I met him again the next morning, when he said : ' Come at a quarter-past two.' He lived in a plainly-furnished house in a good part of the city. After we had sat down to lunch another gentleman, a partner in business, being present, he said : ' George, we must have a glass of champagne to drink old times.' His partner said to me afterwards : ' Mr. Hall is not very well, and I wish him much to take a holiday from business : he is fond occasionally of a change of scene and country.' I replied : ' There is to be an exhibition in Graham's Town, South Africa, a few weeks hence, and if you could induce him to go out, and take me with him, I think it would do him good, and interest him as well. I was four years in South Africa, and know the Graham's Town district well, and I think I could cheer him up and make the visit pleasant.' However, he died before anything could be done.

CHAPTER XVII

Ambulance work for railways—North-Eastern first railway centre—Meeting at York—Sir George Gibb—Wollaton Review — Lord Wolseley — Address — The Robin Hoods present under Colonel Seely—Annual inspection of Mr. George Fowler's corps at Basford Hall.

To revert to St. John Ambulance work, I had in the earliest days of my ambulance duty endeavoured in every way to enlist the support of the railway companies and their men in first-aid instruction. In the early part of 1882 I gave an address at Wigan to the employés of the London and North-Western and the Lancashire and Yorkshire Railway Companies,* and also the Tramways Company, entering fully on the necessity of the instruction being widely disseminated over the whole railway system of the country. The North-Eastern Railway employees had always shown much interest in the work, and in 1890 the Central Committee of the St. John Ambulance Association asked me to undertake a Railway Ambulance Mission, leaving the details to be arranged by myself. With the assistance of Mr. Waynman Dixon of Middlesbrough, and Mr. J. H. Turner, the honorary secretary of the York ambulance classes, we were able to organize a public meeting at York in August, 1890. This was held in the Corn Exchange—a large building, which was crowded. Lord Wenlock, a director of the

* See Appendix, p. 181.

North-Eastern Railway, took the chair, and on the platform were the vice-chairman and other directors and the leading officials of the railway company, together with prominent citizens of the city of York. After this I visited most of the principal stations, and also many of the smaller stations, all over the North-Eastern system, giving addresses in ambulance work. By these means a very large number of classes were formed, and in a short time no less than 2,600 certificates had been granted to the servants of the North-Eastern Company alone. By means of these meetings and addresses I was able to remove many prejudices, and to clear up difficulties inseparable for carrying on voluntary work. The railway companies at this time obtained the instruction for their men from the various local centres throughout the country, and also by means of detached classes. In 1893 the general manager of the North-Eastern Company, Mr. Henry Tennant, retired, after long years of service, from his position, becoming a director, and was succeeded by Mr. George S. Gibb (now Sir George S. Gibb), who consulted me about the future of ambulance instruction for the railway. I recommended that the company should form a centre of their own ; that, whilst acknowledging in every way our St. John Ambulance rules for instruction and examination, adopting our handbook, and accepting our certificate, the whole management locally should be under himself as general manager, and the work carried on like any other of the railway departments.* In carrying on these negotiations I was ably helped by Mr. Philip Burt, secretary to Sir George Gibb. Ever since the centre was started it has pursued its useful work with success. Annual Reports have been issued,

* See Appendix, p. 189.

signed by the general manager, which testify to the useful work done in dealing with accidents on the line. The example shown by Sir George Gibb and the North-Eastern Railway Company in forming a centre of their own has been followed by most of the leading railway companies in the country.

Undoubtedly the public owes the highest service to the railway world, and those who belong to it. The fact that we travel with only one chance in eight millions of fatal accidents, and one chance in half a million of bodily injury, speaks volumes as to the efficiency of the man power behind the mechanical power. It is no exaggeration to say that railway-men serve the highest interests of civilization, because the railway is the material embodiment of the modern spirit, and without it modern society would be impossible. It is a matter of doubt whether the red badge of courage earned in the field of battle can compare with the cool and uninspired efforts that are made day by day for human safety by railway-men all over the country in the ordinary course of their work. Ambulance instruction must ever be of great benefit to all grades of railway employés. King Edward VII. truly said, as Prince of Wales, in 1873, at the annual dinner of the Railway Benevolent Institution : 'Not a day goes by but most of you travel once, probably twice. In stepping into a railway carriage, do you not think of the risks you may run ? An accident may happen to any-one, though every possible security and guarantee may be given that no accident shall occur. Well, if we as passengers run risks, how much more do the officers and servants of the companies, and that not every day, but every hour and minute of their lives.' The story of a great battle in which thousands fall instantly arrests

attention, but the constant sacrifice of life in the countless accidents by flood and field does not make the same impression on the community. There is something picturesque in the 'confused noise of the warrior and the garments rolled in blood' which is wanting in the daily tragedy of existence. Yet it was well said by a gallant and brave General (Lord Methuen) who fought through the whole South African War and was severely wounded, in a speech on his return home at Bristol: 'He hoped his comrades and he would not be spoiled by the festivities in their honour. They had done their duty as others, and their dangers were no greater than those who went to sea or into the mine.'

Ambulance work had spread so much in the Midland counties that it was thought advisable to hold a review and demonstration in some prominent position of the Midland counties, and through the kindness of Lord and Lady Middleton, Wollaton Park, near Nottingham, was selected. In consultation with Mr. S. C. Wardell of Tibshelf, who consented to act as honorary secretary—and a very able and hard-working one he proved—the first thing to do was to get a guarantee fund for expenses, and fortunately the leading noblemen and gentlemen of the counties of Derby, Leicester, and Nottingham subscribed liberally to the fund—the Dukes of Devonshire, Portland, Newcastle, Rutland, Earl Manners, Viscount Galway, Colonel Seely,* Mr. John Edward Ellis, M.P., etc. We also intended to charge a small entrance to the park, and if anything remained over after paying expenses, it should go to the hospitals of the counties. By the aid of an old brother rifleman, Sir Henry Wilmot, Bart., V.C., Lord Wolseley, who was Adjutant-General of the Army,

* Now Sir Charles Seely, Bart.

kindly consented to act as inspector. In the meantime notices were sent out to the various ambulance corps, and drills were regularly held. A committee was also formed to make all necessary rules and arrangements. I met the committee some days before the review, inspected the ground, and entered into all details, arranging that I should visit the ground the day before the review for a final inspection. However, I could not do this as I was requested to give evidence before a House of Commons Committee on the extension of the borough boundaries of Leamington Spa. I completed my evidence at 3.30 in the afternoon, left the committee-room, and caught the dining-train at St. Pancras for Nottingham, to stay with Mr. George Fowler at Basford Hall, who was taking a large contingent of ambulance men for the review, and who had taken great pains to have them well drilled. The weather the next day, July 5, 1890, turned out fine, and General Viscount Wolseley arrived in the park about three o'clock. He rode in an open carriage drawn by four greys, ridden by postilions, and was accompanied by Sir Henry Wilmot, V.C.—whose guest he was at Chaddesden House, Derby—Lady Wilmot, and Colonel Kingsley, commanding 45th Regimental District At this time it was estimated there were some 20,000 persons present. There were 1,600 ambulance men on parade, representing fifty different places in the counties of Derby, Leicester and Nottingham, and several ladies, holding the nursing certificate of the association, in charge of the temporary field hospital on the ground. Colonel Seely also brought the Robin Hood Rifles, numbering 750 men. The ambulance men extended in three long lines parallel with the saluting base. The Robin Hood Rifles were formed in line behind the

ambulance men. Lord Wolseley passed down the lines, and complimented the ambulance men on their smart appearance. Afterwards he walked through the lines of the Robin Hoods, and then returned to the saluting point, and witnessed the movements of the ambulance men. At a given signal a sham colliery explosion took place, and in a moment the grass was strewn with wounded men. Wonderful alacrity was displayed to render first aid. Lord Wolseley and his friends had the satisfaction of seeing how useful ambulance men would be on such an occasion. After the wounded had received attention they were carried past his lordship—some on stretchers, some on wheeled litters, others by the hand, and some in horse-ambulance vans to a temporary hospital on the ground, fitted up with twelve beds, and attended to by the lady-nurses. Lord Wolseley then proceeded to the hospital, and after seeing the injured in their comfortable beds he paid a high compliment to the nurses. Eventually Lord Wolseley returned to the saluting point, and to the tune of 'The British Grenadiers,' played by no less than eight bands, the whole of the ambulance men marched past in companies. The Robin Hoods afterwards marched past in column and quarter-column, headed by the Pioneers and their band. Subsequently the ambulance men were formed into three sides of a square opposite the saluting flag and were addressed by the inspecting officer.* The whole of the men were afterwards served with refreshments. Colonel and Mrs. Seely entertained the distinguished visitors, the officers of the Robin Hoods, and a number of invited guests in a marquee in the park. Sir Henry Wilmot, writing after the review, said: 'It was certainly one of the most

* See Appendix, p. 193.

interesting and admirably managed reviews I ever took part in, and went off without the slightest hitch from beginning to end, reflecting the greatest credit upon all concerned in it. The order, regularity, and discipline with which everything was carried out in that very large assembly was little short of marvellous—done really as if the 1,600 men engaged were drilled soldiers. Lord Wolseley said many times how much surprised and delighted he was, and how amply he was repaid by all he saw for his trouble in coming.'

And what was most satisfactory after the great exertions of the honorary secretary, Mr. S. C. Wardell, he was able to hand over, after paying all expenses, a sum of £112, distributed as follows: Notts Hospital, £23; Notts Children's Hospital, £5; Derby Hospital, £23; Derby Children's Hospital, £5; Leicester Hospital, £28; Chesterfield Hospital, £10; Burton-on-Trent Hospital, £18.

In the previous year (1889) I assisted Mr. G. Fowler to organize a smaller review in Basford Park, which was well attended, and the men went through their drill most creditably. This gathering served as a prelude to the larger review in Wollaton Park. The annual inspections of Mr. Fowler's ambulance corps were among the most practical I have seen in connexion with ambulance work, and I was able to induce distinguished officers to conduct them, amongst whom were Lord Loch, General Sir Edward Newdigate Newdegate, Sir Edmund Lechmere, Bart., and others. Mr. and Mrs. Fowler always entertained a large company on these occasions, both taking the keenest interest in the work—Mrs. Fowler looking after, with great diligence, the nursing part. Mr. Fowler also had some able assistants in the corps in Mr. J. T. Walters, and Mr. George

Carrington Fowler. Lord Loch said, 'he had seen the work carried out in South Africa—where he had the honour of being Governor, and from which he had recently come—among the men of the mines round Johannesburg and other places, which had been of the greatest benefit to themselves and their comrades. He congratulated Mr. Fowler on the efficiency of his corps.'

General Sir E. Newdigate Newdegate remarked, 'all he had to say of the work on parade was in praise of the perfect steadiness and the quietness of the way in which everything was done.' He spoke in 'high terms of the usefulness and value of ambulance work in connexion with collieries, and of the courageous character of those who, without the excitement of the battle-field, fought against forces enough to daunt any class.'

CHAPTER XVIII

Windsor: Review by the Queen in 1893—Opinions of Sir Henry Ponsonby and others—Addresses at Sanitary Institute, British Medical Association, etc.—Newcastle-on-Tyne: meeting of Sanitary Institute—The Duke of Cambridge—Army hospital orderlies—Mercantile Marine and Royal Navy.

In 1891, in a conversation I had with Mr. Waynman Dixon of Middlesbrough, it was thought that as the ambulance movement had so largely developed all over the country, and especially as the Prince and Princess of Wales, and other members of the Royal Family, had shown so much interest in its work, that Her Majesty the Queen might be approached to give her gracious consent to see an ambulance gathering. Mr. Dixon took considerable trouble by correspondence on the matter, but the head-quarters at St. John's Gate were not disposed to adequately support it at that time, so the idea had to be given up. Some time after, the subject was again discussed between Mr. S. C. Wardell and myself. My idea was that the best and only plan was to endeavour to obtain the Queen's consent to take a select number of ambulance men — all miners — to Windsor for her inspection; the Queen's heartfelt sympathy with the sufferers in mine explosions being so well known. Who can forget her memorable words in conveying her sympathy to the sufferers in the

terrible catastrophe at the Hartley Colliery, Northumberland, in January, 1862 : ' My heart bleeds for you ' ?

Both Mr. Wardell and myself thought the best plan would be, with Colonel Seely's consent, to take the ambulance men belonging to his Derbyshire and Nottingham Collieries, all of whom had been well drilled in first aid, as the force to be inspected. The Queen having expressed a wish to see for herself a practical demonstration of first aid and ambulance work, it was arranged it should take place after Her Majesty returned from her continental trip, and before her summer visit to Balmoral. The late Sir Henry Wilmot, Bart., V.C., and Lord Edward Clinton, both Rifle Brigade men, assisted us in this matter. As in the Wollaton Park review, Mr. S. C. Wardell, as Brigade-Major, set to work heartily to make arrangements. Mr. George Fowler also saw that his men were well drilled and competent. A few days before the review I visited Windsor with Mr. Wardell, and was received most cordially by Lord Arthur Wellesley (now Duke of Wellington), commanding the Grenadier Guards, who rendered us every facility in inspecting the ground in the park, and arranging details. Lord Arthur reminded me we had been quartered together, adding he would do anything to assist me.

The review was fixed for Saturday afternoon, May 6. The week previous the corps was inspected by Sir Henry Wilmot, V.C., at Sherwood Lodge, Colonel Seely's country residence, near Nottingham, when they rehearsed the drill to be performed before the Queen. May 6 proved a fine day—regular ' Queen's weather.' The corps were taken by two special trains on the Midland Railway direct to Windsor. Colonel Seely and I, who had already arrived, met the men at the

Windsor railway-station. A servant of the Royal Household was sent to the station to receive the men, and he was accompanied by a sergeant of the Grenadier Guards stationed at Windsor. The men, having formed up in marching order, proceeded on their way to the Castle. The band played a spirited tune in excellent style, and a very favourable impression was created by the smart appearance of the men. The residents turned out in large numbers to see them march to the riding-school of the Castle, where Sir John Cowell, the Master of the Queen's Household, received the party, who were entertained to a substantial dinner by order of the Queen. About four o'clock the corps formed up, and marched down to the review-ground beside Queen Anne's Ride, where many thousands of spectators had assembled in the enclosures and open spaces. The scene reminded me of July, 1862, when, with the 1st Life Guards, we marched up Queen Anne's Ride for Aldershot on a fine summer morning, as mentioned in a former page.

Just on the stroke of five the strains of the National Anthem from the Grenadier Guards' band announced the arrival of the royal party, and the royal standard was hoisted amid a scene of great animation. An elaborate illuminated programme had been drawn up for presentation to the Queen, which she carried in her hand, and frequently referred to during the operations. At the conclusion of the men's drill the Queen visited the field-hospital tent, where Mrs. S. C. Wardell, the lady-superintendent, and nurses, and also Colonel Seely and Mrs. C. H. Seely, were presented to the Queen. There were sixteen beds placed ready to receive patients, and the men were placed in them in the way they would be in actual hospital work.

The Queen then returned to the saluting point to watch the march past. The men marched with soldier-like bearing to the familiar old tune of 'Ninety-Five.' Thus was brought to a conclusion one of the most unique reviews ever held in Windsor Park.* Her Majesty said to me at the end of the review: 'Exceedingly well done.'

The *Court Journal* of May 7 contained the following:

'The Queen yesterday afternoon inspected in the corridor of the Castle the detachment of Indian native cavalry just arrived in England, which has been selected to form a guard of honour for Her Majesty on the occasion of the opening of the Imperial Institute.

'The Queen afterwards inspected in Windsor Great Park the St. John Ambulance Brigade of the colliers and other workmen employed in the mines and works of Colonel Seely, M.P.

'Her Majesty left the Castle shortly before five o'clock, accompanied by their Royal Highnesses Princess Christian of Schleswig-Holstein, Prince and Princess Henry of Battenberg, and Her Highness Princess Victoria of Schleswig-Holstein, escorted by a captain's escort of the 1st (King's) Dragoon Guards.

'The ladies and gentlemen of the household followed in other carriages.

'The Queen, on arrival at the ground chosen for the inspection, was received with a royal salute, the bands of the Ambulance Brigade playing "God save the Queen."

'The Brigade, which was commanded by Surgeon-Major Hutton, late Rifle Brigade (the Prince Consort's Own), was composed of Colonel Seely's Tibshelf and Birchwood Colliery Corps from Derbyshire, under the

* See Appendix, p. 200.

command of Mr. S. C. Wardell, and the Babbington Colliery Corps from Nottingham under the command of Mr. G. Fowler.

'The following drills and aids for injured persons were then executed by members of the Brigade: Bandage drill; attending to the wounded; restoration of the apparently drowned and suffocated in mines; patients removed to hospital by No. 1 stretcher drill; and army bearer drill by Tibshelf No. 1 bearer company.

'The Queen then inspected the hospital tent, where Mrs. Seely had the honour of being presented to Her Majesty, as well as Colonel Seely and Mr. Seely.

'Mrs. Wardell, lady-superintendent of the hospital, had also the honour of being presented to the Queen.

'The nurses all holding St. John Ambulance medallions, had the honour of being presented to Her Majesty by the lady-superintendent.

'The brigade then marched past, at the conclusion of which the Queen sent for Surgeon-Major Hutton, who was presented to Her Majesty, as well as Mr. Wardell and Mr. Fowler.

'A guard of honour of the 1st Battalion Grenadier Guards, with the colours and band of the regiment, was mounted on the ground.

'Refreshments were served in the riding-school for the Ambulance Brigade.'

Afterwards Sir Henry Ponsonby wrote: 'I was well pleased with the ambulance parade, and I think all those who saw it were of the same opinion. It was useful as well as ornamental, and I think all who had anything to do with it may be proud of their men.' Lord Arthur Wellesley said: 'I was indeed very much struck by the rapidity and precision with which your men worked, and I intend as soon as the high pressure of the drill

season is over to get a proportion per company of my men put through a course of the same drill. It is distinctly useful knowledge for soldiers.' Captain Walter Campbell wrote : ' Nothing could have gone off better than your inspection. It was a most interesting sight.' Sir John Cowell, Master of the Queen's Household, said : ' I should wish to add I was astonished at the smart manner in which the men moved ; but this is one of the results of dealing with intelligent men, who can turn their minds and hands to anything.'

During the late years of my ambulance work I have frequently represented the St. John Ambulance Association at the Annual Congresses of the Sanitary Institute—the British Medical Association, and the Royal Institute of Public Health—reading papers, and taking part in the discussions in the various sections. In 1895 the Sanitary Institute held its annual meeting at Newcastle-on-Tyne, and was of the most interesting character. H.R.H. the Duke of Cambridge, as President of the Institute, attended and opened the congress. He came on from Lord Londonderry's at Wynyard, accompanied by his equerry, General Bateson, whom I knew very well when I was quartered at Windsor in medical charge of the 1st Life Guards in 1862 and 1863. The Duke arrived at Newcastle about eleven o'clock in the morning, attended the opening of the congress at noon, and made a short speech. At 1.30 he was entertained at luncheon, and made another speech. At three o'clock he attended the opening of the exhibition of sanitary appliances, and gave an excellent address ; then, having dined with the Mayor at the Mansion House, he attended the big evening meeting, when the president of the congress, Earl Percy (now Duke of Northumberland), gave his opening address, the Duke

following in a vigorous speech on matters deeply affecting the health and well-being of the army. Four speeches in one day was a great feat for the kind-hearted royal Duke at the age of seventy-six. At the opening meeting of the section on engineering and architecture Earl Percy presided, when an address was delivered by the president of the section, Sir Andrew Noble, Bart., who confined his remarks to a general survey of sanitary engineering, saying that he was not an expert, and therefore he would not speak on special subjects. He entered at length into the local water-supply, commencing with early times—centuries ago—when the first attempt to supply water was confined to those public fountains which, with their gossiping groups of water-drawers, formed so striking a feature to medieval life. Following up the water-supply of the city to recent times, he said the water company had storage capacity of 3,055,000,000 gallons, and even this was not sufficient for the population, and an additional reservoir was in process of construction, which would bring the storage capacity to over 5,000,000,000 gallons. Lord Percy, in moving a vote of thanks to Sir Andrew Noble, humorously remarked that Sir Andrew seemed to have sketched a state of things in which they would have no rivers at all—'all the water being in the reservoirs of the water company. As he was not a fisherman that would not affect him so seriously as it perhaps would some others. Perhaps the fishermen would profit by the warning.' In supporting the vote of thanks, I said, 'I had probably known Sir Andrew Noble for a longer time than anyone in that room or in the city, for we served side by side in South Africa, when Sir Andrew was a captain in the Royal Artillery, more years ago than the president of the section would probably

like to have mentioned. I supported the resolution with pleasure also, because I was a native of the 'canny toon,' and remembered well its sanitary state in 1853, when I had medical charge of the district near Lord Armstrong's works during the cholera outbreak at that time, and made a report for the Commissioners who came to inquire into the condition of the town.'

Altogether the Newcastle Congress was most successful, and the discussions on sanitary subjects in all the sections were well maintained, and of an interesting and instructive character.

In the following years I attended the Annual Congresses of the Sanitary Institute at Leeds, Southampton, Birmingham, and Bradford; the Annual Congresses of the Royal Institute of Public Health at Blackpool; but, owing to an engagement elsewhere, could not attend the Aberdeen Congress, though sent a paper, wherein I pointed out the beneficial influence ambulance instruction must always have, especially among skilled artisans and the industrial classes generally. I also entered into the good results of an ambulance service for the War Department.

I attended the Annual Congress of the British Medical Association at Ipswich, when I read a paper on the transport of sick and injured in civil life in large towns,* and at Manchester in 1902, when I read a paper on voluntary aid to the sick and wounded in war, with special reference to army hospital orderlies.† This paper was followed up by a short memorandum on the formation of an effective reserve of army hospital orderlies, and this was forwarded with my paper to the chairman of the British Central Red Cross Committee.‡ The committee replied that the matter had

* See Appendix, p. 206. † *Ibid.*, p. 220. ‡ *Ibid.*, p. 217.

been referred to the War Office. On March 7, 1903, I received a reply from the War Office, stating that the Commander-in-Chief desired to convey his thanks for the paper and the suggestions it contains, and that the subject would be taken up when the expansion of the service to meet the needs of war was considered.

In 1904 I attended the Annual Congress of the British Medical Association at Oxford, and in a paper alluded to first-aid work in the mercantile marine, and the efforts that had been made to form an auxiliary sick-berth reserve for the royal navy. Inspector-General H. C. Woods, for many years Surgeon to the Royal Yacht, had been appointed to investigate the subject, and draw up rules for guidance, and during this time I often looked in at the Admiralty to see Dr. Woods on the subject. After considerable thought and inquiry Dr. Woods was able to draw up regulations, approved by the Admiralty, stating 'the Reserve is formed for the purpose of supplementing the royal naval sick-berth staff in hospitals and afloat in time of national emergency and maritime war by trained ambulance men. Such volunteers may be taken from the St. John Ambulance Brigade, and the St. Andrew's Ambulance Corps, and if these bodies are unable within reasonable time to provide the number of men required, they then may be taken from the certificated holders of the St. John Ambulance Association and the St. Andrew's Ambulance Association, and also from any other source. In this case, unless the certificates of proficiency in first aid are thoroughly satisfactory, efficiency will be tested by examination.' With reference to the instruction in first aid to the mercantile marine, although the shipowners, as a rule, are in favour of supporting the movement, yet, from the uncertainty of the service,

the short time in port, and a variety of circumstances inseparable from a sea life, it is much more difficult to deal with seamen in giving the instruction than with landsmen. The Steamship Owners' Association at Newcastle-on-Tyne states: 'The question of ship's officers undergoing a course of ambulance training was discussed at a meeting in April, 1900, and it was agreed to recommend the members of the Association to adopt such measures as would induce their officers to obtain the knowledge which would qualify them to deal with the simpler cases of accidents which are apt to arise at sea, and to generally acquire a knowledge of first aid.'

CHAPTER XIX

Sir Edmund Lechmere—Visits to the Rydd—Cottage homes for aged poor—John Hutton's scheme—William Cruddas and Armstrong works—Squire Wharton of Skelton Castle—Sir William Crossman, of Holy Island—Ford Village—Louisa Lady Waterford—The old Cape staff—Sir James Jackson—Sir Richard Southey—Sir E. Selby Smyth.

ONE of the truest knights of the Order of St. John with whom I had to act on many occasions was the late Sir Edmund Lechmere, Bart. Once a year he favoured me with an invitation to the Rydd—his Worcestershire home—for two or three days, together with other genial visitors—the Rev. Teignmouth Shore, the Rev. W. K. R. Bedford; and, as the *Guardian* said after his untimely death, 'it was impossible to come under his roof without recognizing the character of a Christian gentleman after George Herbert's own heart. From the morning hour of solemn devotion, conducted by the master of the house himself in the lovely little sanctuary, to the cheerful symposium of the smoking-room at eve; while there was nothing ascetic, forced or formal in the converse and intercourse of the host, his family, and visitors; for one could but admire the tact with which he drew out every guest upon the precise topic which he or she was best able to handle in the way of information, and marvel at the store of quiet humour and deep reading which he could produce

by way of illustration of the subject under discussion; yet the keynote of the whole was instinctively felt to be the spirit of Jacob's vow at Bethel.' My last visit to the Rydd was paid only a short time before his sudden death. Rising to address a public meeting at Evesham, he suddenly swooned and fell, and passed away. I remember so well his genial and cheerful talk in his cosy smoke-room at the Rydd after dinner, the last evening I spent with him and a merry party of visitors.

In delivering a lecture at Birkenhead in 1893 on the Order of St. John of Jerusalem in ancient and modern times, I alluded to the good work of the late Sir Edmund and Lady Lechmere for the Order in Jerusalem, at St. John's Gate, and in Worcestershire, and said, 'I cannot but think that a great and beneficent work might be carried out, with the aid of the Order, in the way of assisting the aged poor in their declining years, when worn out and utterly unable to work, by the foundation of small, inexpensive cottage residences under proper control, where they could end their days away from the distant workhouse, thus providing a decent home near to the church for the widows and aged outdoor poor. Such a plan would bless and make easy their old age and declining days. This is a subject of special interest at the present time when we hear so much of old-age pensions and Poor-Law administration. Mr. John Hutton, who represented the Richmond Division of Yorkshire, many years in Parliament and who is now Chairman of the North Riding County Council, has taken much interest in this question, and introduced a Bill into Parliament to authorize the provision of cottage homes for the aged poor.* In a letter to me

* See Appendix, p. 222.

in April, 1897, he says: 'I need hardly say how well your name and work are known to me, and I am very pleased to think my ideas on cottage homes have your support.' Another gentleman assisted me largely in developing ambulance instruction in the North—my old friend, Mr. William Cruddas, who for seven years was member for Newcastle. His father was one of the original partners in the great works of Armstrong and Company at Elswick, and his son, following in his footsteps, became a director, taking great interest in first-aid instruction, and year after year, with other prominent gentlemen, attending the annual examinations. From my early knowledge of the North I was able to tell the men I remembered the first brick that was laid for the works in 1847. It would take a separate volume to write their history, showing how they had added one industry to another, commencing with the hydraulic crane, until they now employed over 20,000 men. I remember the late Lord Armstrong saying at an annual meeting 'they could build a ship, man a ship, supply the guns, and render her fit for service at sea—everything except the powder, which they did not manufacture.'

Then there was the late Squire Wharton, of Skelton Castle, Yorkshire, who was a warm supporter of my labours in the Cleveland district. A typical English country gentleman, a squire of the old school, who rode to hounds up to the age of eighty-six. Local affairs and charitable organizations found in him a ready and kindly helper. He succeeded to the estate in 1843, and, what was almost unique, for 114 years there had been but two owners—the late squire and his uncle. I was to have dined and stayed the night at the castle on his ninetieth birthday, but engagements prevented me.

He died within a few days of his ninety-first birthday.

The late Sir William Crossman, of Cheswick and Holy Island—which property he inherited on his father's death in 1883—as an old friend gave me every assistance in north Northumberland. We first met in Canada in the winter of 1861 and 1862 on the Trent Expedition, and the friendship then formed lasted through life. His career as an officer of the Royal Engineers was somewhat remarkable, for his duties were special almost the whole of his service. Entering the service in 1848, he was selected to act as assistant-secretary to the Juries of the Great Exhibition of 1851. Afterwards he was sent to Western Australia on special service to erect public works of various kinds, and on his return voyage home in 1856 travelled in an ill-found ship, taking 120 days on the passage. He then was employed on the defence works of the country until December, 1861, when he went to Canada in the Trent Expedition, and was appointed secretary to the Royal Commission on the defence of Canada. After some special duty in China and Japan he was sent out to Griqualand West, South Africa, to inquire into the resources and finances, and to report on these and other matters connected with this part of the Colony. On his return home I saw him frequently in London, and discussed South African affairs. In 1882 he was sent out to the West Indies on important duties; in July, 1883, he succeeded to his father's estate in Northumberland; in 1885 was elected member for Portsmouth, and in 1886 retired from the army as Major-General, taking up his residence on his estate, and making himself useful in county business. I visited him several times at Cheswick, staying a few days, and with him visiting Holy Island, the

Northumberland cradle of English Christianity, where St. Aidan first planted the Northumberland seed, choosing this island as the eastern counterpart of that western island of Iona. (I remember well going by sea from the Tyne to Holy Island about the year 1850, staying overnight at the vicarage, and returning the following day by railway.) Then we visited the beautiful village of Ford and the Flodden battlefield, and other parts of that historical locality, all reminding me of my early days at school, near the Cheviot Hills. The village of Ford was made beautiful by Louisa—Lady Waterford —who, although one of the ornaments of society, was as humble and modest, both in mind and demeanour, as she was remarkable in all outward excellence. Well do I remember when a boy at school, not far from Ford, the marriage of this remarkable lady to the third Marquis of Waterford in 1841. My visit also reminded me of the fifth Marquis, brother to the noted Admiral Lord Charles Beresford, who as Earl of Tyrone joined the 1st Life Guards at Windsor in 1862, when I was quartered with the regiment as medical officer, and with whom I was on friendly terms. Driving over with him from Windsor to Hampton Court one day a heavy rainstorm came on, and in returning in the evening the Thames had overflowed its banks, and was over the road about Runnymead. The water reached half up the wheels of the conveyance, and the position looked decidedly awkward. Stopping, his lordship said to his servant : ' John, what shall we do ?' when the reply came : ' Go on, my lord.' Fortunately John knew the road, and that we were safe.

Reverting to the earlier period of these reminiscences, let me relate a few remembrances of our old Cape staff with whom I lived on the most friendly terms for three

years, from 1855 to 1858. Our chief, General Sir James Jackson,* was a typical specimen of the soldier of the old school—a bit of a martinet, but a well-disposed and kindly man. He had fought in nine different actions in the Peninsular War and at the Battle of Waterloo, and was afterwards at the occupation of Paris. He had commanded the 6th Dragoon Guards (Carabineers). Horses always interested him, and during the Indian Mutiny we sent on from the Cape a large number, the General always asking me to judge the horses with him. On one morning the purchase amounted to £700, two Dutch farmers from the Free State having brought them to Graham's Town. They would not take paper; nothing but sovereigns would satisfy them.

About this time the General had a very serious illness, and I had to perform a severe operation. He would not let me have any consultation, so I had to take the whole responsibility; but he was the most obedient and best of patients—perfectly calm and composed under the knife, and he pulled through well after some six weeks on the sick list. He used to get very sensitive about the papers mentioning his illness, and often said: 'Doctor, do you tell them?' 'No, sir, you give me no chance, for you keep me a close prisoner to the Government-House compound.' He was very amusing at times. I remember at his dinner-table spilling a glass of good port accidentally over the polished mahogany table, when the General picked up the decanter, and, placing it in front of me, said: 'Fill up your glass, doctor and drink it this time.' The General was apt to have severe bleedings from the nose, which I was never anxious to stop too soon, as I thought it a relief for a too full habit of body; indeed, I remember saying

* See Appendix, p. 224.

to Colonel Selby Smyth, 'that when the General died it would, in all probability, be from apoplexy,' and this was realized some years afterwards. Staying with his nephew, General Jackson Carey, commanding the Northern District at Manchester, he was dressing for dinner, when he had a fit, and died a few hours after.

Richard Southey (afterwards Sir Richard Southey), secretary to the Lieutenant-Governor, Sir James Jackson, was an able and remarkable man whom I used to see almost every day. No one was better acquainted with the Dutch and the natives all over the country than Southey. He came to the colony with his parents, a boy of twelve years of age, as one of the emigrants of 1820—in the days of small sailing ships, occupying three months on the voyage. There were four sons, typical colonists of the best class, and settling on farming operations in the Eastern Province, where they acquired that love of sport, so useful in a country like South Africa. Sir Richard, after engaging in trading operations, became a volunteer, performing military duties for defence against the natives, and taking an active part in the Kaffir Wars of 1834 and 1835, and 1846 and 1847, when he formed a close friendship with General Sir Harry Smith, the Governor of the Colony. Sir Richard, after serving as secretary to the Lieutenant-Governor at Graham's Town, became Colonial Secretary, and was the first Governor of Griqualand West for on his retirement an Administrator was appointed. Sir Richard is described by Froude as one of the most remarkable men in South Africa. I have rarely met a man I have more admired. When he was over seventy years of age he drove me one day seventy miles in a cart with as wild a team as I have ever sat behind, and he went to a party in the evening. He died in July, 1901, at

Wynberg, at the age of ninety-three, full of years and honours, having quite outlived the contemporaries of his long, useful, and honourable career.

Colonel E. Selby Smyth, Adjutant-General, a tall, handsome, agreeable companion, who had entered the army in 1841, and seen much service in the Kaffir War of 1851-1853, commanded the forces in Mauritius, in 1870 and 1872, and the militia in Canada in 1874 to 1880. Lady Smyth was one of the beautiful daughters of General Sir Guy and Lady Campbell, well-known historical figures in the early part of the nineteenth century. Then we had Sir Alan Holdich, Sir Godfrey Clerk, and the late General Jackson Carey and Colonel Sir Harcourt Robinson, Bart., whom I met at the Union Club in London some time ago, and still hale and hearty.

During my service on the General's staff special cases now and then came under my care. I remember having to ride some fifty miles to see a Cape Mounted Policeman with a bad broken leg. His horse had thrown him in the bush and gone off. As he was alone it was some time before he was found by his comrades, and as none of them knew what to do—it was before first-aid instruction was known—and as two days had elapsed before I saw him, the leg had greatly swelled. The guide who came for me was deaf, and I lost him for a time in the bush, and had to cross the Fish River at an unknown drift during the night. After attending to the poor fellow I had him brought into Graham's Town in an ox-waggon, and through the bush, where there was no road, and over the river. He was a strong young man, and made a good recovery.

Snakes were troublesome sometimes. I was walking with Colonel Selby Smyth when a large cobra got up

under my right foot in the grass. Fortunately the Colonel disabled him with a stick, so as to render him harmless, and then we killed him. I remember an amusing story about a Colonel and his servant. Riding through the bush a large snake was seen. The Colonel remarked : ' There is a snake. What shall we do ?' ' Leave him alone, sir,' the servant replied ; and they rode on. I ought not to omit to mention the various South African rivers I had often to cross—the Fish, Keiskama, Buffalo, Sundays, and as there were no bridges at this time crossing was sometimes precarious.

CHAPTER XX

Colonels-commandant of Rifle Brigade—Duty in Rifle Brigade—Sir Julius Glyn—Paper at meeting of British Medical Association at Leicester in 1905—Magisterial duties—The Anglican Church—Midland Counties Home for Incurables—The Rev. Dr. Bruce—Mr. James Clephan—Dr. Dennis Embleton—Mrs. Alexander of Cheveney.

DEATH has in recent years been busy among the Colonels-commandant of the Rifle Brigade (the Prince Consort's Own)—Generals Elrington, Sir John Ross, Sir E. Newdigate Newdegate, Sir Julius Glyn, and Lord Alexander Russell, all of whom had served their country well, and had distinguished war service, have passed away at a ripe old age. Sir Edward Newdigate Newdegate I saw a good deal of in later years. He resided at Arbury in Warwickshire, and took much interest in county affairs—was an active magistrate. He inspected an ambulance corps near Nottingham on one occasion at my request.

There was no more pleasant social gathering than the annual dinner connected with the Rifle Brigade Club, and which I attended for over thirty years, presided over in the first part of this period by H.R.H. the Prince of Wales (King Edward), and in the latter part by H.R.H. the Duke of Connaught, as Colonels-in-chief of the Rifle Brigade. My old chief

was General Sir Julius Glyn, who as Colonel commanded the 2nd Battalion, one of the best commanding officers I ever served under; at times somewhat brusque in manner, yet always strictly just, and our duties together always went on harmoniously. He used always to say: 'Hutton, you must know better than I do your medical work, and I trust to you to keep things right.' I remember, when the Battalion was ordered for service in the Ashantee War of 1873, that I selected all the men for service myself—not leaving any part of this important duty to my assistant—when a letter came from the War Office that men with many entries in their medical history sheets had not to be taken. It just happened that a large number of our older men had seen much active service, and therefore had a good many entries. Colonel Glyn asked me what I was going to do. My reply was, I had already, with care, selected all the men, and they would go. We had been inspected by the General commanding the district a short time before, and declared fit for any service. We heard no more about it. The men went and did well. Another circumstance occurred when we were stationed at Dover, which showed how necessary it is for colonel and surgeon to act together. There was a rumour of cholera on the Continent, and I received a letter from the War Office containing a string of precautions against cholera, and to put myself in communication with my commanding officer on the subject. In consultation with Colonel Glyn, I said there was nothing more harmful than establishing a scare about such a disease as cholera, which from much experience, I knew well. Colonel Glyn cordially agreeing with me, said it reminded him of a circumstance occurring in India, where cholera threatened a station he was in. Some coffins arrived,

which the men had to unload, and put into store; if anything was calculated to create a scare and panic he thought that was. It will be remembered when very sensational reports were sent home, and published in the papers, about the sick and the hospitals in the Boer War, when Lord Roberts was pushing on to occupy Pretoria and hoist the English flag, that his lordship telegraphed home, in answer to these reports: 'Send out men of common sense.'

At the meeting of the British Medical Association held at Leicester in 1905, two papers were read on the causation, prevention, and treatment of dysentery on active service. In the discussion which followed I said, 'I had listened to the two papers read with much interest. With reference to the preventive means for dysentery on active service, the rules laid down by the authors of the papers were sound enough, but I would warn, especially young medical officers, they must not expect too much in war times. The first duty of the army and the generals commanding was to beat the enemy, and measures recommended by the army doctors, that might be carried out with precision in quiet times and peaceful manœuvres, might be quite inadmissible when an army had to press forward and give battle. I was desirous of mentioning this, as medical officers were apt to be blamed for circumstances quite beyond their control on critical occasions in war times. I had no doubt, with proper tact and common sense, the medical element and the combatant would work together harmoniously. I had generally in my own case found it so, and thought the army medical officer of the present day was well capable of holding his own.'

Another interesting and useful paper was also read

at this meeting, 'Voluntary Civil Waggon Ambulance Service for Cities,' by Lieutenant-Colonel Barnes, General Secretary St. Andrew's Ambulance Association, who advocated that such a service should be provided and maintained by voluntary effort on the part of the community. In the discussion which followed, I said 'I have listened with very much interest to the paper on the ambulance service for Glasgow on the voluntary system under the St. Andrew's Ambulance Association. At the first meeting at Ipswich in 1900, of the Navy, Army, and Ambulance Section of the British Medical Association, I read a paper on invalid transport of the sick and injured in cities and large towns,* and since that time the question has considerably advanced. It would appear from all the discussions that had taken place, as far as the voluntary system and the public system under the municipalities were concerned, it must be left for each town and city to adopt such system as would best suit their needs and requirements. In Liverpool the public system—under the municipal authority, instituted by Captain Nott-Bower, the late chief constable of the city, and now the chief of the Metropolitan Police—had answered well, and from the paper read the voluntary system had also answered equally well in Scotland.'

Another duty which has taken a good deal of my time and thought of late years is that of magistrate. In the Jubilee year of 1887 I was made a Justice of the Peace for Leamington. I was from home at the time, and was somewhat surprised when I heard about it. From the time I was appointed up to the date of my illness, March 17, 1906, I attended as regularly as my other duties permitted, feeling it was the highest duty

* See Appendix, p. 206.

any citizen could be called upon to discharge, and frequently reminding myself of what our beautiful Litany says about magistrates.

Although a member all my life of the Church of England, the Anglican Church, yet I have never been unmindful of the great good done by the nonconforming bodies—the Wesleyans and Congregationalists; having seen their good work, especially in the Colonies, and I have never hesitated to speak well of them on favourable opportunities. Bishop Lightfoot said, in an address to the lay-workers of the diocese, in Durham Cathedral in 1883: 'I can have no sympathy with the sectarian spirit which spends its energies on denouncing other denominations. I bid you live on terms of perfect charity and kindliness with those who are not of this fold. I bid you recognize to the full the work for Christ which they are doing. But do not, on the other hand, speak or act as if it were a matter of indifference to what body you belong. Therefore, cling to your Church, work for your Church, love your Church, set your Church before yourself, but set Christ before your Church.'

An institution in which for several years I took much interest was the Midland Counties Home for Incurables. I was on the committee for many years, and all through its early difficulties, when the Home was in a house in the town, frequently did the work of the medical officer when he was away, and lectured to the nurses on nursing duties, etc. When it was proposed to acquire the present building and grounds the late Surgeon-General Rankin and myself were deputed by the committee to report fully on the adaptability of the building for the purposes of the Home, and we drew up a report and plan of the necessary alterations to make it so. The work has prospered under, in the first instance, a

business-like chairman—the late Sir William Majoribanks, Bart., of Lees, Coldstream, N.B., at this time resident in Leamington, and his successor in the chair, the late General Radcliffe, who was a thorough enthusiast for the institution ; indeed, it has been truly said that the whole of his sleeping and waking hours were devoted to its interests. It has recently had the honour, by the gracious favour of King Edward, of having the prefix ' Royal ' added to its title, and is now the Royal Midland Counties Home for Incurables, comprising the counties of Bedford, Berks, Buckingham, Derby, Gloucester, Huntingdon, Leicester, Northampton, Nottingham, Oxford, Rutland, Stafford, Salop, Warwick, and Worcester. The committee state in the Report for 1906 that Her Royal Highness Princess Christian and Her Highness Princess Louise of Schleswig-Holstein have consented to accept the office of patrons. There were in the Home on January 1, 1907, 98 in-patients—62 female, and 36 male ; and there were also 31 out-pensioners receiving £20 each per annum—26 females, and 5 males. As the committee state the high distinction conferred affords a striking testimony to the good work done, and to the fact that from small beginnings it has in the comparatively short space of twenty-five years obtained a place in the front rank of the charities of the country.

My frequent visits to the North of recent years remind me of a visit I paid to Durham about 1848, with the late Rev. Dr. Bruce, the distinguished author of the ' History of the Roman Wall,' and a number of Northern Antiquarians. It was on May 29 when, after the beautiful afternoon service, with a special anthem for us, in the noble cathedral, the choir ascended the central tower, and sang the *Te Deum* in memory of the success

of the English arms at the battle of Neville's Cross, an action that was fought on October 17, 1346. This custom was continued until the year 1811, when it was discontinued, but was resumed on May 29, 1828, and is still carried out, and has a most impressive effect. I remember so well, on entering the cathedral and walking up the nave, Dr. Bruce, with glowing enthusiasm, saying: 'Finer than Milan, gentlemen, finer than Milan!'

I must not pass over mentioning in connexion with archæology, my oldest and best friend Mr. James Clephan, a man belonging to a family remarkable alike for its mental and moral endowments. I remember first meeting him at my father's home in Newcastle in 1837, when I was a small boy, and even at that early age was struck by the genial and cheerful disposition of which he was invariably the happy possessor, and up to his death in February, 1888, in his eighty-fourth year, he had been my best friend and adviser on many occasions. Belonging to the county of Durham, he had in his early literary days migrated to Edinburgh, and was employed in the establishment of Mr. Archibald Constable, and had the privilege to assist in putting into type the earliest novels of Sir Walter Scott. He returned to his native county in 1837 as editor of one of the most noted papers of the North, the *Gateshead Observer*, and soon he completely stamped his character upon the paper; indeed, so much so, that as in the case of Mr. Alexander Russell and the *Scotsman*, his own name and that of the *Observer* had become convertible terms, and the one was as well known as the other. Mr. Clephan's life was devoted to literature, and he only laid down his pen a very short time before his death. I cannot forbear quoting his last letter to the librarian of the

Literary and Philosophical Society at Newcastle, written a few days before his death: 'The almanac reminds me, dear Mr. Lyall, how commonly the meridian of January has by your kindness brought me the Edinburgh and the Quarterly. I can no longer read with comfort or convenience. Books are irksome, and no more need be sent. My name must with the passing month quit the records of the Society, and let me not omit the expression of my thanks for the many, many acts of gentle attention for which I have been indebted in years that are gone to its librarian.'

Our correspondence, always welcome, lasted through life, and in one of his last letters, in June, 1887, he says: 'I am wondrously well on this my eighty-third year, though more and more feeble as the light of the sun remains with me, and praying that in His good time He may remove me to the rest which remains for us when our earthly work is done.' Then, on his last Christmas, 1887, the never-failing Christmas card came as follows

CHRISTMAS, 1887.

PEACE—GOOD-WILL.

'To where in yonder Orient star
A hundred spirits whisper—Peace.'

IN MEMORIAM

JAMES CLEPHAN.

As a poet, archæologist, and politician Mr. Clephan will be long remembered in Northumbria.

Another of my oldest 'north countrie' friends deserves mention, Dr. Dennis Embleton, who was an ardent antiquarian, an accomplished naturalist, a true friend of his

patients and the poor. My chats with the old doctor were among my pleasantest memories In my early medical career he had been one of my teachers and friends. He became a Fellow of the Royal College of Physicians in 1859, and for some years represented the Durham University Medical College on the General Medical Council. He was born in 1810, and died in November, 1900, so that he was one of the oldest medical practitioners in the kingdom. I dined with him only a few months before his death, and a merry talk we had, for he had all his faculties to the last, and loved to relate north country stories and anecdotes. One of these amused us much: There was an old mercantile sea-captain in Newcastle, who had commanded one of the whaling vessels sent out from the Tyne to Greenland. In his retirement the captain gave a lecture in Newcastle, and amused the audience by stating he had travelled all over the world, and *other parts as well.*

Dr. Embleton's memory will be kept green by all who hold in reverence the good and the true.

A lady who gave much help to ambulance work in the county of Durham, and who also showed much kindness on my northern visits, was Mrs. Alexander. She has recently passed away at the age of eighty. She came every year to Beamish Park with Mr. T. Duncombe Eden. Mrs. Alexander had a pretty residence at Cheveney, Hunton, Kent, and her life was filled with many-sided activities, in which the well-being of other folk was always the leading motive. In later days, a life as an invalid of much weariness and pain, but still a life dominated by the constant thought of how best to help other people, to minister to their needs, and make them happy. I received her annual Christmas card

the day before her death, directed in her own handwriting:

MOTTO, 1907.

'He is not far from each one of us. Draw nigh to God, and He will draw nigh to you.'

Among the letters of sympathy received by the family was one from the Prince and Princess of Wales, who, like good Queen Victoria, had long known Mrs. Alexander.

CHAPTER XXI

West Ayton—Agricultural Show—Visits to Edinburgh—Highland Agricultural Show—Surgeon-Major Black—Royal Review of Scottish Volunteers by the King—Impressive sight—Telegrams from the King to General Sir C. Tucker, and to the Lord Provost—Home Nursing Address—Illness.

For several years before my illness, I stayed for some weeks with my family in the pleasant village of West Ayton, near Scarborough. The village is situated just at the entrance of the beautiful Forge Valley, through which flows the river Derwent. The annual agricultural show was an interesting day for the village, and the gathering was well supported by the member for the division, Mr. Ernest Beckett (now Lord Grimthorpe), Lord Downe, the Rev. Gurney Little, etc., and by the farmers within a radius of twenty-five miles. The shows were good, especially in horses, some of which would have done credit to the Royal. These local shows are of great benefit to the well-being of the country, and have good effects far beyond the mere exhibits, for they bring together the landlord, the tenant, and the labourer in a spirit of good comradeship, and by this means serve to promote kind feeling among all classes on the land.

Two pleasant and instructive visits to Edinburgh—to my old friend, Surgeon-Major W. T. Black—during the last few years proved interesting. I have known

Dr. Black for over fifty years—a regular medical veteran, who entered the Army Medical Department over sixty years ago. We were in South Africa together. He was through the Kaffir Wars of 1846 and 1852, and it was pleasant to chat over a country where the climate admits of outside life all day and all night, and a country where you learnt all kinds of useful work. One good result of this outdoor life was the improvement of all the physical powers. My first visit was for the Highland Agricultural Show held in Edinburgh—a good show in every respect, and honoured by the presence of the Prince of Wales (now King Edward). The ambulance arrangements on the ground were made by the St. Andrew's Ambulance Association, and were well carried out. My next visit was in 1905, to the Royal Review of the Scottish Volunteers, which will rank among the great military spectacles of the century. The impressive sight of 40,000 volunteers from all parts of Scotland passing before the Sovereign was one never to be forgotten. Dr. Black and I had excellent seats on the grand stand, which was capable of holding 5,000 persons. It was computed that there were 250,000 persons present, a marvellous sight of human beings, covering Arthur's Seat and the surrounding crags and rocks. Not a single hitch occurred, either with the movement of troops to Edinburgh, their accommodation and commissariat arrangements, or with the review itself. The King was greatly delighted; he authorized the Duke of Connaught to state at the luncheon given by the corporation in honour of the occasion that he would have travelled double the distance to see the very fine sight of that day, and that he was thoroughly proud of the Scottish Volunteers. The following telegram was received at night by General Sir Charles Tucker, Com-

manding the forces in Scotland, from the Equerry-in-Waiting to His Majesty :

'The King commands me to convey to you and to all ranks under your command His Majesty's great satisfaction with the fine appearance of the Scottish Volunteer Force reviewed by him to-day.

'The organization by which so large a number of troops was conveyed from so many different quarters reflects the greatest credit on all concerned, and His Majesty fully recognizes the patriotic spirit which has inspired the units of the force to come long distances, in many cases at great personal inconvenience, in order to be present at the review.

'His Majesty was greatly pleased with the physique and appearance of the troops, and commands you to convey to all ranks his approval of their steadiness on parade and in marching past.

'His Majesty highly appreciates the fine spirit which has resulted in the assembly of the magnificent force reviewed by him to-day, and heartily congratulates you on the success of the review to which your untiring energy has so largely contributed.'

The Lord Provost of Edinburgh read at the banquet at night the following telegram which he had received from His Majesty :

'I am commanded by the King to convey to your Lordship the expression of His Majesty's entire approval of the admirable arrangements—in which you have had so large a share—made in connexion with the Review of the Scottish Volunteer Force held by the King. His Majesty wishes you to convey to the citizens of Edinburgh his appreciation of the loyalty and warmth of the reception accorded to him during his visit, which will always be a memorable one on account of the large

number of Scottish Volunteers assembled for inspection. His Majesty hopes that the extraordinarily fine appearance of the Scottish Volunteers it was his pleasure to review to-day will act as an incentive to others to join a force whose patriotism is so greatly to be commended.'

Having left Dr. Black's residence in George Square about nine o'clock, we got back about four o'clock in the afternoon. It was not an easy matter to thread our way through the crowded streets, but the crowd was very orderly, and all went off with very few mishaps, and they were well attended to by the St. Andrew's Ambulance Association.

On March 7, 1906, I gave an address on Home Nursing to a class of women at Coventry, and said: 'We had a good system of professional nurses, all properly trained, at the various hospitals, in the country, but a professional nurse was an expensive item in a household in cases of sickness or injury. We had also in many parts of the country district nurses, but then their visits could only, for the most part, be at irregular times, and of short duration, where the districts were largely populated, and nurses limited in numbers. I have always said, and say to you now, that a large number of poor, gentle people, the bulk of the middle-class, and *all* the poor, will never be properly nursed until we teach the mothers, sisters, and daughters to nurse their sick relatives at home.'

On the 17th of the month I was seized with serious illness, which after more than twelve months has left me an invalid.

APPENDIX

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From a letter on Kaffirland, written by Surgeon-Major Hutton in January, 1855, and published in a north of England paper.

The roads are described in wet weather as impassable, and ready to engulph a mule or ox-waggon, while the forts are collections of mud huts surrounded by mud fences. The country is, in fact, much in the same condition as our own in days gone by, when chiefs and kings were legion, and got to 'fighting for the crown.'

The Kaffirs are tall, strong, muscular men. They are lazy as far as manual labour is concerned. The women are of medium size, and possess the same type of features as the men.

Sir George Grey, the new Governor, has arrived in the Colony. He has succeeded well in the government of New Zealand, but the two colonies are very differently circumstanced. In the islands of New Zealand you have a limited territory, enclosed by the sea; but here, were the Kaffirs subdued like the New Zealanders, there are hosts of other savages behind sure to come in upon you. From what I can gather, Sir George intends to adopt, as the groundwork of his policy, the

moral cultivation of the Kaffirs—to establish large missionary stations and schools where white and coloured men may mix; to encourage industrial pursuits, by employing the Kaffirs on the roads and other public works; to institute courts of justice, where their complaints may be heard and their wrongs redressed. It would certainly be a grand thing if he could preserve peace and establish order and good government. Kaffir wars are expensive, and would be justly complained of at home at the present time.

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ST. JOHN AMBULANCE ASSOCIATION.

President: H.R.H. The Prince of Wales.

Rules for the Formation of Ambulance Corps.

1. The corps to consist of not less than twelve members.

2. No member can belong to the ambulance corps unless he possess a certificate of the St. John Ambulance Association.

3. The corps shall select two officers—a superintendent and inspector of material, both of whom shall possess the certificate. The superintendent shall have general control of the corps and act as secretary. The duties of inspector are to take charge of the ambulance material, and keep it in good working order.

4. There shall be an honorary surgeon to the corps.

5. The following books shall be kept by the superintendent:

(*a*) Occurrence and minute book.

(*b*) Muster roll and cash book.

6. A list of members and their respective addresses must be kept in such public and conspicuous positions as may be determined upon.

7. The corps shall meet for practice and instruction on the ..... in each month, or at such times as may be appointed. The practice will consist in the triangular bandage, carriage by bearers, stretcher exercises, restoration of the drowned, and any practice likely to be useful in the accidents peculiar to the industries of the district, or the occupation of the men—such as railway employés, police, colliery men, mercantile marine, etc.

8. The honorary surgeon of the corps shall attend the practice once in three months.

GEORGE A. HUTTON,
Surgeon-Major
(Honorary Organizing Commissioner, Ambulance Department).

N.B.—Separate corps may be formed of railway men, police, fire brigade, coal and iron miners, etc. In villages, small towns, etc., a mixed corps of men of various occupations can be formed.

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DISTRIBUTION OF CERTIFICATES TO THE WIGAN CENTRE, *January* 2, 1884.

LORD CRAWFORD IN THE CHAIR.

SPEECH BY SURGEON-MAJOR HUTTON.

SURGEON-MAJOR HUTTON, said he was sure the resolution that had been placed in his hands would meet with the heartiest support from every one in that room. It

was that a cordial vote of thanks be accorded to the honorary surgeons, chairmen, and honorary secretaries of classes for their valuable services in connexion with that centre since its formation. With regard to the medical gentlemen who had sacrificed their valuable time, and who had devoted their best energies to ambulance work, he was sure that every one would fully appreciate their services. Without the aid of the medical men the movement could not last for a day, and it was invariably, he might say, owing to their loyalty and devotion all over the country that the St. John Ambulance Association had been such a marked and signal success. The number of certificates which had been granted that evening suggested, in their case as in all others of a similar nature, what had that instruction to do? What was it all worth when they had got it? And how were they to be better men and women for all the trouble they had taken in acquiring information on ambulance work? He confessed that, as representing the parent association that night, if he were not capable of answering those questions in a perfectly satisfactory manner, he had no right to occupy their time for five minutes. Some two years ago he was examining a class on the south pier at the mouth of the River Tyne, which was composed of a number of gentlemen who had formed themselves into a corps for the purpose of saving life from shipwreck. Only four days before he made the examination that gallant corps was instrumental in saving four lives from the wreck of a schooner. Within seven minutes from the time that the schooner had shown signals of distress the first man was safely landed upon the pier by the rocket apparatus, and within twenty minutes all the four men were saved. Now, precisely what

that corps was doing to save life from shipwreck at sea, the members of the St. John Ambulance Association — were doing to save life upon land; and more than that, they were endeavouring by all possible means to alleviate a large amount of human suffering and pain caused by accidents occurring hourly and daily in this great mining and manufacturing country. To give them an example of their work, he would refer to an instance which came under his own observation in that borough. Some time ago he examined an ambulance class at that noble institution, the Wigan Infirmary, and after doing so he was taken by the resident surgeon to see a boy who had had a very severe accident to his arm upon the railway. He was very much interested in this case, inasmuch as the boy had been a member of the ambulance class that was then going on amongst railway employés on the London and North-Western Railway. On going through the examination at the infirmary a message arrived that a man was on his way there who had sustained a serious accident upon the railway. He waited until he reached the infirmary, and found that the man's leg was nearly cut off below the knee, hanging only by a piece of skin and flesh, but some man on the railway, knowing what to do, had applied pressure above the knee, and, stopping the bleeding, undoubtedly for the time being saved that man's life. They had also carried the sufferer to the infirmary according to the rules of the association, under the guidance of a gentleman whom he saw in the body of the hall that evening, the worthy station-master, Mr. Taberner. This was a typical case of their work—in the first place the saving of life, and in the second place the alleviation of suffering and pain, and he would counsel every

one who had received certificates that night to have those two cardinal points engraved in letters of gold upon their hearts and memories. Another case that had come under his notice lately was one in connexion with the Liverpool centre of the St. John Ambulance Association; and he was very pleased to say that they had Colonel Paris, from Liverpool, with them that evening. In the case in question a lady was passing from her carriage to a shop in Bold Street, when she was knocked down by some passers-by. Her coachman and footman lifted her into the carriage, and she was driven off to a neighbouring street with her leg doubled up, and in consequence a simple fracture was converted into a very bad compound fracture. If any of the people had known what to do when the lady was placed in the carriage, it was perfectly certain that the simple fracture would have remained a simple one. For the benefit of those in that assembly who had not embraced this instruction he should just like to give them some account of their ambulance work. It had been said lately by a great statesman, the Duke of Argyll, that he did not think much of popular lectures as a means of education; they were not systematic, or followed by examinations. Now the course of lectures given by the Ambulance Association numbered five; they were practical, followed by examinations, and the granting of certificates. They were not in the common sense-popular lectures, but a systematic course of instruction supplemented by a practical examination, and he appealed to every one in that room whom he (the speaker) had examined to bear him out in what he said in that respect. He was quite sure that, in a district like Wigan, where there were so many accidents, they would not have long

to wait for a practical application of the work they had been engaged in, and, in passing, he should like to refer to accidents in collieries which so largely affected that neighbourhood. In the first instance he should like to allude to that disaster which occurred a short time ago at Accrington, where sixty men were killed and some thirty or forty injured. He read in the newspapers the day following the accident, that 'they were all more or less hurt. Two of them had fractures of the skull, others had broken and cut legs, but the majority were suffering from burns. Some of the workmen were able to proceed home unaided, but most of them were conveyed in cabs.' Now, he asked, did they think that was the proper way to convey a man who had a broken leg? It showed the necessity of having ambulance stretchers and ambulance material in every colliery in the kingdom. He was reading some time ago the preliminary report of the Royal Commission on Accidents in Coal-mines, and he must speak with very great reserve and accuracy, as he was in the presence of one of those distinguished Royal Commissioners, Lord Crawford. He found in that report that from the year 1850 to 1880 there were 31,993 miners' lives lost in the collieries of the country, and he must say that when he saw that statement he was somewhat appalled; but in analyzing the returns there was one gleam of satisfaction, and that was that, whereas the number of men killed at the present day was the same as thirty years ago, yet in proportion to the number of men employed, the death-rate had been reduced by one-half. From 1850 to 1860 there were 10,018 men killed, or 1 out of every 245 employed; from 1860 to 1870, 10,636, or 1 out of every 300; from 1870 to 1880, 11,349, or 1 out of

every 425. Now he was extremely anxious to have these returns corroborated, and, although they placed implicit confidence in all the returns of the Royal Commission, yet it was just as well to have them corroborated from another source; and he found that the hon. member for Morpeth, Mr. Burt, a distinguished man in the mining world, said at a recent miners' conference in Manchester that in 1851 there was 1 man killed out of every 219 employed, and in 1881 1 life was lost out of every 519 employed, so that Mr. Burt's figures were even more favourable than those of the Royal Commissioners. Coming to the amount of coal raised in the United Kingdom, what did they find? That up to the year 1860, when the Mines Inspection Act was passed, every 100,000 tons of coal raised cost a miner's life. After that, up to 1872, when the Mines' Regulation Act was passed, the quantity of coal raised was 150,000 tons for every life lost. From that time up to the present there had been raised all over Great Britain 200,000 tons of coal on an average for every life lost. Some collieries were particularly fortunate. At Redding, near Falkirk, where 300 miners were employed, during the last sixteen years one life only had been lost, and they had raised 1,500,000 tons of coal in that time. Then at another colliery—Tibshelf—the manager said last year that in the previous year they had not lost a single life. From the report of the year just closed, it appeared that during 1883 the number of colliery explosions was twenty-one, twelve of which were fatal and caused 113 deaths. Comparing this with the previous thirty-two years, from 1850 to 1882, the explosions averaged thirty-seven, and the deaths 128 each year. The year 1879 was the one in which the fewest explosions occurred,

but the deaths reached 154. The great improvement that had taken place in the mining industry with regard to suffering and loss of life during the past thirty years might be put down to several causes: firstly, to the wise legislation of that period; secondly, to the increased care taken by every one connected with collieries; thirdly, to the spread of scientific inquiry that was still going on through the labours of the Royal Commission; and, fourthly, he would say, to the greater care on the part of the miners themselves. He must say, from what he had seen in the ambulance classes, that the miners took a deep interest in the welfare of their fellow-workmen. In naming the causes which he thought had led to the improvement in mining, he must also associate with that improvement the names of the late Mr. N. Wood, the present Sir George Elliott, and the chairman of that meeting, Lord Crawford and Balcarres. If such an improvement had, therefore, been effected in the last thirty years in connexion with mining, he looked forward for greater improvements in the future, and perhaps when many of those present had gone over to that bourne from which no traveller returned, others would stand on that platform, and be able to say that in the thirty years from 1883 the progress made with regard to safety in mines had been greater than it was in the thirty years from 1853. Surgeon-Major Hutton next referred to the Fleuss apparatus, which enabled men to go down a pit to explore the workings after an explosion. Considerable information, he said, was brought to his notice on this subject by the excellent secretary of the Wigan centre of the St. John Ambulance Association, a gentleman well known in all mining districts, Mr. G. L. Campbell. He had also had

letters from Mr. Jackson, a mine owner, who said he quite agreed that the members of ambulance classes connected with collieries were the very men who ought to be trained to the use of the Fleuss apparatus. Mr. Longdon wrote in a similar strain, and said that if they wanted skilled hands to use the apparatus, the best way to provide them was through classes of the St. John Ambulance Association. It had been said there were no less than 100,000 accidents, large and small, in the course of a year in the mining districts of the country. Surgeon-Major Hutton dealt at length with the instruction the association gave to classes as to the best way of dealing with accidents, and after enumerating several cases in point, proceeded to refer to accidents in the iron industry. He said he found from the statistics of the President of the Miners' Association in Yorkshire and Northumberland that in the year 1880 there were 18 fatal accidents and 276 other accidents; 1881, 24 fatal accidents, other accidents 268; 1882 (six months), 8 fatal accidents, other accidents 171. On the railways of the country no less than 1,149 lives were lost and 8,676 people injured in 1882, which was four times as many lives lost and soldiers injured as in the campaigns in South Africa and Afghanistan There was, therefore, great need for ambulance instruction amongst railway servants, and he was glad to say that that useful class of men were very ready to join classes in connexion with the association. During the past year classes had been established in London in connexion with the Sailors' Home, and also in connexion with the Mercantile Marine Association in Liverpool, for the purpose of instructing ship captains and others in first-aid work. The necessity for this instruction had likewise been shown in another class of accidents—

he referred to the lamentable tramcar fatalities at Huddersfield and Wigan. From the returns of the Metropolitan area they found that there were some thousands injured every year in the streets, and they might depend upon it that, although great care might be taken, by the increase of our large towns, the increase of traffic, and the introduction of tramcars, they would not have less accidents, but many more each year. The statistics of the association showed that no less than 9,069 certificates had been granted during the past year, 4,608 to men and 3,322 to women, as well as 881 medallions, and he would ask if better proof could be afforded of the benevolent, humane, Christian, and practical work in which they were engaged. The association had spread almost all over the world, including Germany, British India, Canada, Russia, and the West Indies, and it had, he was pleased to say, had the gracious recognition of the Queen, who sent £25 as a donation to their funds. He looked upon the work as a missionary enterprise, as a national life brigade upon the land, and he appealed to every one to assist them and continue it, not only in mining districts, but in every nook and corner of the kingdom. This first-aid work, interwoven into their daily life, would add brightness, kindness, and active benevolence to that life. It would tend to sweeten life, to make it more endurable, more hopeful, more Christian, in all the great centres of industry. He wished it to be carried out as a voluntary institution. Some feared that if it was not kept up as a voluntary institution they might be inflicted with Government legislation. He was anxious to keep from all legislation, and wished to see it voluntary and free on the part of the people. They would then be embracing

all that was noble in the traditions handed down to them by the old Knights of St. John, whose order first instituted the benevolent and Christian movement amongst them. They would be truly following in the footsteps of the Divine Master, who, when on earth, went about doing good and healing all manner of disease. He asked for nothing more than what the movement was worth. He asked for every one to know what to do in the first instance with an injured man, and how to carefully move him, and he had confidence he was not asking the men of Wigan and Lancashire in vain for support in the work of the St. John Ambulance Association.

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THE BISHOP LIGHTFOOT MEMORIAL.

Unveiling Ceremony in Durham Cathedral by Lord Durham, October 21, 1892.

Lord Durham said : It is with a feeling of my unfitness for the task, and with great diffidence, in the presence of so many who have known Bishop Lightfoot so long and so intimately, that I rise to say a few words before unveiling this memorial of the affectionate regard and esteem in which he was held by all classes and all denominations in this diocese ; but I feel that the solemn duty which I have to perform to-day is in some degree a connecting-link with the last occasion upon which many of us saw him—I mean the presentation of the pastoral staff, which was borne in the procession to-day, for I have had the honour of presenting to him, on behalf of the subscribers, a symbol of his earthly power as the Bishop of our diocese and the spiritual head of

the community. Now, I have the sad satisfaction of being honoured with the duty of unveiling a memorial of our departed friend and lost leader. Although at that presentation the hand of Death was visibly upon him, his voice did not falter, and his tone and manner were as happy and cheerful as those of the strongest and healthiest amongst us. Death had no terrors for him, for he doubtless felt that when he had done his task on earth, he could bravely face the mysteries of eternity as a faithful follower of Christ. His was no soul tempest-tossed upon a sea of doubts, but serenely sure, he doubtless thought, in the well-known words of the great poet whom we have so lately lost :

> 'I hope to see my Pilot face to face
> When I have crossed the bar.'

To know such a man was an inestimable privilege, and the most sceptical would readily admit he was an honour to his religion, and his religion an honour to the man. It is unnecessary for me to enter into details of his ministry or his work. In every town, in every parish in this county, you will find visible and tangible evidence of his untiring zeal and of the impetus his genius gave to all those who served under him. But what you will not see, and what no hand can probe, is the impress he made upon the hearts of all with whom he came into contact, and the softening influence of his genial presence upon all sorts and conditions of men. It is seldom that a man who has spent the best years of his life in literary pursuits and in academic seclusion, is fitted to grapple successfully with the many details and practical problems of life in an industrial community like ours. By his translation from a Professor's chair to a Bishop's throne the world may have lost a brilliant theologian, but Durham gained a great churchman, and to his wonderful

capabilities as administrator was added the rare gift of consummate tact, though, perhaps, I am not happy in the choice of words which are sometimes only a euphemism for insincerity and dissimulation, for there was such an innate nobility of thought and such generous impulse of feeling in Bishop Lightfoot's character that no one would ever dream of doubting the spontaneity or the earnestness of any of his utterances or actions, and his heart was so overflowing with the milk of human kindness that one felt instinctively that he had but to be natural, as he always was, to carry conviction and persuasion with him. Incalculable good could be, and was, done by having such a man amongst us, and his example might well teach us to display moderation and forbearance in our dealings with our fellow-men, and to avoid intolerance of opinion or action by remembering how successfully he conciliated all by his generous breadth of mind, and by his freedom from petty and personal consideration. I am happy to think that upon a memorable occasion this year our present Bishop most worthily and most opportunely acted, as his lifelong friend would have wished, by devoting himself to an attempt to end an unfortunate and distressing crisis in this country, and by affording a practical illustration of 'Peace on earth and goodwill amongst men.' But great as was Bishop Lightfoot's eloquence, untiring as was his energy, and brilliant as his services were, I venture to think that the chief factor in the paramount influence amongst us was his true and genial sympathy—sympathy with our joys and our sorrows, sympathy with our aspirations and with our failures, with our pursuits and with our recreations, and, above all, boundless sympathy with shortcomings of feeble human nature. Here was no proud Pharisee

who thanked God that he was not as other men are, but a true-hearted Christian gentleman, conscious of the trials and of the temptations of the world, striving with his own pure life and humble, modest ways to raise mankind to a higher and better level by his example of Christian charity and loving sympathy. The noblest religion and the truest teachings of the Gospels may rightly be considered his, for

> 'He prayeth best, who loveth best
> All things both great and small;
> For the dear God who loveth us,
> He made and loveth all.'

Nothing now remains but for me to perform this solemn duty of unveiling his statue, and to express the fervid hope that for hundreds of years our stately old cathedral may shelter our memorial of this most zealous and devoted servant of the Church, and that for many generations we and those who follow after us may look lovingly and reverently upon the monument of the good Bishop who wore out his blameless life amongst us in his noble and successful endeavours to promote the happiness and the welfare of our diocese.

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INTERNATIONAL HEALTH EXHIBITION.

Sir James Paget to Surgeon-Major Hutton.

SOUTH KENSINGTON, S.W.,
June, 1884.

SIR,—As vice-chairman of the Executive Council appointed by His Royal Highness the Prince of Wales to regulate the arrangements for the juries of the International Health Exhibition, I have been requested to

express on behalf of my colleagues and myself the hope that you will consent to act as one of the jury, No. 16.

I may add that the selection of jurors has been made after considering the names of gentlemen suggested by the exhibitors as specially qualified to act on the various juries, and that the office is honorary.

It is the intention of His Royal Highness that the jurors should be appointed by himself, and I have therefore to say that if, as is the hope of the Commission, you are able to undertake the duties of juror, you will receive an invitation from His Royal Highness to serve.

The accompanying papers will, I think, give you full information as to the work of the juries, and also of the scope of the particular jury upon which you are invited to act.

I should esteem it a favour if you would kindly let me know your decision at as early a date as may be convenient to yourself.

I have, etc.,
(Signed) JAMES PAGET,
Vice-Chairman.

TO GEO. A. HUTTON, ESQ.

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The Prince of Wales to Jurors of Health Exhibition.

SOUTH KENSINGTON, S.W.,
October, 1884.

SIR,—As President of the International Health Exhibition, I desire to express my appreciation of the manner in which the jurors have discharged their arduous duties.

I have learnt with satisfaction that the various gentlemen who so readily accepted the office of juror on the

intimation of my wish that they should do so have devoted much valuable time to the work, and have been unremitting in their attendance at the numerous meetings which was rendered necessary by the extent of the Exhibition and the consequent number of the articles submitted to the judgment of the jurors.

I desire, therefore, to assure you that I fully recognize the public spirit which has induced gentlemen, all busily engaged in other duties, to undertake the honorary office of juror ; and to express to you my thanks for the assistance which you and your colleagues have rendered to this important exhibition.

I have, etc.,

(Signed) ALBERT EDWARD.

To GEO. A. HUTTON, Esq.

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INTERNATIONAL HEALTH EXHIBITION, LONDON, JULY 21, 1884.

AMBULANCE WORK AND MINING ACCIDENTS.

ADDRESS BY SURGEON-MAJOR HUTTON.

AT the International Health Exhibition recently a conference was held on ambulance work in the conference-room. Sir James Paget, Bart., F.R.S., occupied the chair, and there was a numerous attendance, including Sir Edmund Lechmere, Bart., M.P. ; Sir Edward Perrott, Bart. ; Sir Victor Houlton ; Baron Mundy, from Vienna ; Dr. Billings, Director-General of the United States Army ; the Director of the Army Medical Department, Dr. Farquharson, M.P. ; Surgeon-General

Mackinnon, C.B.; Captain Perrott; Surgeon-Major Hutton, etc. Surgeon-Major Hutton, in speaking of the subject of the careful carriage of the sick and injured, referred at some length to accidents in the mining districts. He said: In the limited time allowed in these meetings for discussion I can only select one subject for comment among many relating to the subject of the sick and injured. This one, however, is very important, as it has close connexion with the national health and the national wealth. I would refer you to the numerous accidents that are continually occurring among our large mining population—our colliers and iron-workers. By way of example, I would first refer to an individual case. A man, a skilled artisan, has his leg broken in one of our large iron-works in the Midland counties. Let me read to you an account of the accident, as given to me in a letter from the doctor in attendance. 'The man was hurt in the beginning of February; his injury was a simple fracture of the leg, and, carrying him home, the fracture was complicated by a serious displacement of the foot, which has acted so seriously that a limb which would have been well in three months will take at least seven months before it is quite sound.' You see, then, the unfortunate result of want of system, care, and skill in the removal of an injured man—fully sixteen weeks more, in this case, of enforced idleness from lack of timely first aid and careful removal, in the manner recommended by the St. John Ambulance Association. Now, this man was in receipt of 30s. a week, and, of course, during the whole period of his sickness this has been lost. But that is not all: he has been receiving from the Employers' Liability Assurance 10s. a week, and another 5s. from the sick club, making a total loss of £2 5s. a week. The question arises, Can we sum up

this loss as dead loss ? for, of course, the sick bequests replace the wages as the family's expenditure ; but, then, the man's productive labour is lost to the amount of his own wages, and his employer's profits also ; unless having taken on another man who was out of work, then we must cancel the 30s. as being dead loss to the sufferer only, and not to the productive labour of the community. If so, you must subtract the money he receives from his wages, and say he loses 15s. a week and the club 15s. a week more. It seems to me an important calculation, and I should like, when opportunity affords me, to take the opinion of some expert on questions of social economy on this case. It must be evident, however, to every one here, that the loss to this man and his family is very great. The money he receives per week for the support of himself and family is reduced from 30s. to 15s. a week, and that means less food, less clothing, less of the actual necessaries of life, and, therefore, less health for his family. Now, this is one of many thousands of cases that take place every year among our great mining and industrial classes. Let me instance a private engineering and manufacturing firm, employing, perhaps, the highest skilled labour in the country. I find that in one year (1883) their accident compensation fund had paid £1,306 8s. 1d. for injuries received by workmen ; 214 claims had been admitted, and the sums awarded varied from 2s. 3d. to £200. This firm has during the last winter introduced proper ambulance material, and a large number of their men have been instructed in using it ; and in a letter I have recently received from the secretary of the accident fund he states : ' When preparing the report of the ambulance classes I called the attention of the committee to the remarkable diminution in the number of cases coming

forward for compensation.' Carry this inquiry still further, to a district—the great iron-mining district of Cleveland and North Yorkshire. From returns that have been furnished me by the secretary of the Miners' Association for the year ending December 31, 1883, the total number of accidents reported were 847 non-fatal and 29 fatal. This report states : ' If we make a very moderate calculation in relation to the accidents which have not been reported, we arrive at the startling fact that one person had been injured or killed during 1883 for every eight employed in and about the Cleveland mines.' Some of the non-fatal accidents have been of a very serious character, laying off work the sufferers for weeks and months, and I am sure a perusal of these returns conveys, with terrible distinctness, an idea of the dangerous nature of the miners' work. I cannot give a correct account of the time lost in all these cases, but, in another report of a small cottage hospital in this district—the Guisbrough Miners' Accident Hospital—75 injured men have been treated during the same year (1883). Many of these were serious fractures, and the combined time these cases were in hospital amounted to 750 days, or upwards of two years' employment. That did not mean all the loss, for many of these poor fellows after they left the hospital had not regained sufficient strength to resume work for some time, so serious had been the nature of their injuries. If we extend our inquiries to the coal- and iron-mining districts generally throughout the country, you will find that there are some 560,000 men and boys employed, and that one relief society alone in one year assisted 14,929 injured cases, and last year (1883), out of a total membership of 224,000 belonging to the various societies in our mining centres, no less than 44,579 cases of injuries were re-

lieved. Lord Crawford and Balcarres, a high authority on these matters, stated at an ambulance meeting at Wigan some time ago there could be no doubt that as many as 100,000 accidents, large and small, occurred throughout the mining districts of this country in one year. Surely, then, with facts like these before us—so much pain and suffering to alleviate—there is abundance of good work to be done by proper means of carriage for the injured. It must be obvious to every one, from the facts and figures I have quoted, that this subject is one largely affecting the national health and the national wealth, and especially the health and well-being of a class of men whose toil and whose labour contribute so much to the comfort and wealth of the nation. I believe it would afford much pleasure to H.R.H. the Prince of Wales to know that this exhibition had been the means of assisting in promoting work calculated to relieve pain and suffering among our mining population by assisting in the introduction of well-regulated means for the carriage of the injured everywhere among our collieries and ironworks. I would ask, then, every one here to examine for themselves the ambulance exhibits, and to exert their influence to foster and extend this good work. I would particularly urge upon the owners of royalties in mines that they should largely contribute, and unite with those who work the mines to provide proper ambulance material for the mining districts. I hope the day is not far distant when the work of the St. John Ambulance Association, the safe carriage of the sick and injured, will take the same place in the hearts of the people of this country as that other noble work which has done so much during the past sixty years to save life and relieve suffering on our stormy coasts—the work of the Royal

National Lifeboat Institution. I would ask you all to assist the St. John Ambulance Association in making more widely known this humane and Christian work, for in reality it is—if the public were made aware of it—a national life brigade upon the land.

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AMBULANCE REVIEW, BEAMISH PARK, CO. DURHAM, OCTOBER, 1888.

Ambulance Work for Coal-Miners.

The recent Act of Parliament for regulating the management of mines, which came into force at the beginning of this year, contains a very important clause, making provision for the better care of the unfortunate miners who get injured in many ways happening every day. It is now compulsory on mine-owners to have in every colliery a supply of bandages, splints, and tourniquets, ready for application to the injured, with a stretcher or ambulance on which the patient may be carried. The former mode of removing the injured was by an ordinary colliery cart, and no means were previously used to relieve suffering by steadying a broken limb with splints and bandages. By such rough treatment a simple injury was too often converted into one of a much more serious character, attended by a much longer period of suffering, and frequently by death.

The St. John Ambulance Association anticipated the coming into force of this Act by sending its able representative, Surgeon-Major Hutton, to organize classes throughout the mining counties. In the North of England the work was speedily taken up by Mr. Wayn-

man Dixon, of Middlesbrough ; Dr. Alfred Mantle, M.D., of Stanley, in Durham ; and other gentlemen ; and in a comparatively short time hundreds of miners, after attending a course of lectures and passing the necessary examination, received certificates of competency to render ' first aid ' to the injured.

As the outcome of so many classes being formed and certificates granted the largest review and demonstration of ambulance work ever witnessed in this country took place on Saturday, September 29, in Beamish Park (eight miles from Durham), the seat of Mr. T. Duncombe Eden. A more picturesque spot, or one better adapted for such a gathering, could scarcely be found than this park, which, by the kindness of Mr. Eden, was granted for the occasion. Three hundred miners, wearing the badges of the Association, walked four abreast, each class preceded by two men carrying the stretcher, the procession being headed by the South Derwent Colliery Band, with a detachment of ambulance members of the county constabulary. The whole of the exercises and drills were carried out under the direction of Surgeon-Major Hutton and Dr. Mantle. The first part was the use of the triangular bandage—Professor Esmarch's three-cornered bandage—which can be tied in no fewer than thirty-two different ways, and can be used for any injury to the human frame. Surgeon-Major Hutton advises the miners, wherever they go, to have their pocket-handkerchiefs made on this triangular pattern. The next portion of the programme consisted of the various modes of carrying the injured : first with, and then without stretchers. Then came an exposition of Captain Shaw's method of carrying persons out of burning buildings. The rescuer throws the person rescued over his shoulder or back in any position, but

always in such a way as to leave one arm free for the rescuer to use in hanging to a ladder or other object. The method of restoring persons suffocated in burning buildings or from foul air in mines was next shown. There are two methods of doing this—one known as the Sylvester and the other as the Marshall-Hall system. The Board of Trade, however, in a recent order, adopted the Sylvester system, which is the one now generally practised. The next exercise was that of the restoration of the apparently drowned by the Marshall-Hall system. Then a loud report was heard, which was supposed to have been a pit explosion, and men with the following injuries were immediately attended to: (1) broken thigh; (2) broken leg below knee; (3) injured head and ribs; (4) injured spine; (5) wounded thigh, artery, and broken thigh; (6) wounded arm, artery, and broken collar-bone; (7) wounded artery below knee. A second explosion followed shortly after to give the remainder of the classes an opportunity of showing their skill. This concluded the drill. The men who had taken part in the demonstration and the visitors drew near the lawn, and were addressed by several gentlemen, among them Mr. John Graham, the county coroner, who bore testimony to the benefits of ambulance instruction.

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AMBULANCE REVIEW AT MARSKE.

Lord Zetland on Ambulance Work.

On Saturday the Marchioness of Zetland distributed at the hall, Marske-by-the-Sea, medallions and certificates to the members of the Middlesbrough and Cleveland

centre of the St. John Ambulance Association who had made themselves efficient during the past year.

After the presentation of prizes by the Marchioness of Zetland, Surgeon-Major Hutton said he was extremely pleased to see such a large number of ambulance men and women present. It reminded him that it was over twenty years since he first came to Middlesbrough in connexion with that centre, and he was very glad to find the same enthusiasm which characterized the work when it was a small one existing now in a large and healthy way. There was nothing that bound hearts more together than being able to assist each other when sick or injured. Disease, sickness, and death were no respector of persons. They visited the palace of the monarch—as they had seen in their own Royal Family—the castle of the noble, the mansion of the rich, equally with the workman's and peasant's cottage, and, therefore, it was necessary to always have some assistance at hand in cases of sickness or injury in their homes. He concluded by proposing a vote of thanks to Lady Zetland for having so graciously presented the medallions and certificates, and this was carried by acclamation.

Speech by the Marquis of Zetland.

The Marquis of Zetland said he had been asked by Lady Zetland to express the very great pleasure she had derived from distributing the certificates and medallions that afternoon, and to offer her ladyship's hearty congratulations to those who had been fortunate enough to earn them. On his own behalf, as president of the Middlesbrough and Cleveland centre of the St. John Ambulance Association, he expressed the pleasure it gave him to

place that ground at their disposal, and to see such a good number of members, because he was one of those who realized the benefits which were conferred on the community at large by such an association as that. Living as they did in a wide district of commercial industry and enterprise, and peopled as it was by a population of hard working-men and miners, he thought it must be evident that it was absolutely essential to have amongst them an association such as the St. John Ambulance Association, because those engaged in their large works and mining operations were more liable to injury than those whose occupations took them in different directions. They all knew the very great benefits ambulance members conferred by mitigating the sufferings of those who met with accidents. If they could confer such benefits in times of peace they could confer very great benefits in times of war, and he was pleased to hear that afternoon that during the late Boer War upwards of 2,000 members of the St John Ambulance Association went to South Africa for the purpose of helping their fellow-men. He trusted the day was far distant before they were again embroiled in the horrors of war, but it was, nevertheless, the duty of every patriotic Englishman to make himself thoroughly well prepared for any emergency that could by any possibility take place, and he believed there was nothing more likely to avert war than to be thoroughly prepared for it. During the late war much suffering had been alleviated and many lives saved by the assistance rendered to the British Army by members of the St. John Ambulance Association. His lordship then referred to the encouraging progress of the ambulance movement in Middlesbrough and Cleveland. He well remembered their Majesties the King and

Queen coming to Middlesbrough in 1889, then as the Prince and Princess of Wales, for the purpose of opening the Middlesbrough Town Hall. They took that opportunity of inspecting the St. John Ambulance Corps, and His Royal Highness concluded an eloquent speech by hoping they would continue their work well and increase in numbers. At that time the classes numbered 110, with some 3,000 members. He was sure it would afford His Majesty the utmost satisfaction to know, as it did himself and others, that last year they had no less than 300 classes, with a membership of 9,000 in the Middlesbrough and Cleveland district alone. He congratulated them heartily on the success of their association. He had watched with the greatest interest and satisfaction their drill that afternoon, and he admired the efficiency and rapidity with which it had been carried out.

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STEAMER ON FIRE IN MIDDLESBROUGH DOCK.

FIVE LIVES SAVED BY THE AMBULANCE CORPS.

(*From 'Weekly Exchange,' Middlesbrough, Tuesday, February* 2, 1884.)

ON Tuesday afternoon a fire occurred among the cargo on board the SS. *Cardiganshire* (Captain Courtney), of London, which had just arrived from Hamburg and taken her berth in the Middlesbrough Dock. The floating steam fire-engine *Jane and Phœbe*, which the North Eastern Railway Company always keeps in readiness for such emergencies, was brought alongside, and poured a steady stream of water into the forehold,

where the fire had originated, with the result that it was soon subdued. The cargo included several packages of Norwegian matches, which were shipped in Hamburg for transhipment to Japan. Large volumes of sulphurous smoke were noticed to be ascending between decks, and on the hatchways being opened the flames were discovered. The matches had evidently ignited before the vessel reached the Tees, she having encountered very heavy weather during the voyage. They had smouldered for some time, for the captain and crew were aware of the fire forty-eight hours before the vessel reached the dock, and the lifting of the hatchways caused them to burst into flame. The *Cardiganshire* had her deck cargo swept away during Saturday night's gale, when she sustained considerable damage to her cabins and deck fittings—in fact, she had a narrow escape from foundering, her yard-arms having been under water. This had caused the cargo to shift, and probably the concussion, by stirring some of the match-boxes, had produced the fire. On Wednesday morning the hatches in No. 1 forehold were opened, and some of the crew and stevedore's men went down into the bottom of the hold for the purpose of re-stowing the cargo. As soon as they got down they were overcome by the sulphurous acid gas which had accumulated in the hold, and fell insensible to the bottom. Others followed to rescue them, and they also fell in a state of suffocation. Five of the stevedore's men and three of the sailors were thus placed *hors de combat*, and had to be hauled on deck with all available speed. It was only by the bravery of James Quintwell and J. T. Wright (who were able to stand the fumes) that the men were rescued at all, and when they were hoisted on deck they lay as if dead. The members of the St. John Ambulance

Corps stationed at the docks were speedily on the spot, and by the prompt measures taken to produce artificial respiration, they were able to restore all the men to breathing and consciousness by the time that the medical men arrived. Dr. Hedley's assistant (Mr. Massicks) and Dr. Bateman were upon the spot within three-quarters of an hour after the men were hauled upon deck, and if it had not been for the exertions of the ambulance corps at least five of the sufferers would have succumbed to the effects of asphyxiation. One man, named Brown, was conveyed to his home in Albert Street in a prostrate condition. Another man named Hill, who lives at North Ormesby, was being taken home, when he fell sick on the way, and was taken to the cottage hospital, where he remains. Both men are likely to recover, and the other men are all out of danger. The vessel, after having had her cargo (which consists of glass, bottles, mirrors, decanters, tumblers, matches, willow-wands, etc.), re-stowed, and, taking in further cargo here, will proceed to London, where her cargo will be completed, and she will then sail for Singapore, Hong Kong, and Hiogo.

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A SKETCH OF THE MIDDLESBROUGH COTTAGE HOSPITAL.

COMMENCED BY SISTER MARY, BEING THE FIRST ESTABLISHED IN ENGLAND.

BY REV. ADAM CLARKE SMITH, THE FIRST CHAPLAIN.

THE cottage hospital at Middlesbrough, which was the first of this character started in England, began in the following way: In the summer of 1858 there had been

a terrible boiler explosion at Messrs. Snowden and Hopkins's works. One of the stationary boilers that supplied steam for working the rolling-mills and steam-hammer burst with a tremendous report. One end was hurled into the River Tees (and only four or five years ago was dredged out of the river), the other portion was carried away some distance in an opposite direction, tearing through a wall in its passage. The accident occurred a little after five o'clock on a Monday, just before the 'night-shift' men came in. Sixteen or seventeen men were injured by the débris and by the escaping steam, several were blown into the river, two of whom were picked up by a passing boat. Had it taken place an hour later above 100 men would have been standing on that spot. There was no hospital or infirmary nearer than Newcastle, though Middlesbrough at that time contained about 15,000 people. Some of the sufferers were sent to Newcastle—two of whom died on the way—some were taken to their own homes or lodgings, two were laid in a stable belonging to the Ship Inn, in Stockton Street. This stable abutted on an open stell, which rose and fell with the tide, carrying along with it all the impurities of that end of Middlesbrough. It being now the middle of summer, the smell was almost unbearable. Those in the stable were nursed by two men, who knew little more of nursing than to sit quiet, smoking most of the day, and to give the medicine prescribed by Dr. Young. One man was taken to Dacre Street, where the bed took fire beneath him, and had to be dragged away from under him, and so little were the amenities of nursing understood that he was then laid upon a lot of straw, and only at the suggestion of a woman was a sheet laid thereon, the man having open wounds! Another man died through

simple fright and nervousness, having no marks upon him at all externally. Another was so burnt by the steam that the oil and lime-water put on him soaked into his bowels. The sad state of these sufferers, especially the forlorn ones in the stable, moved deeply the sympathies of a gentleman in the town, ever unobtrusively active in good deeds, and who has since rendered the cottage hospital most valuable service. He heard that there was a lady at Coatham who was seeking for some kind of hospital work, having lately returned from a six months' sojourn at Kaisersworth, where Florence Nightingale had also received her training. He sought her out, and laid the case before her, asking her if she did not consider this the very field for her energies that she was seeking. She came up at once with him, and having attended to the wants of the sufferers, spent the greater part of the day in visiting the low parts of the town, making herself so far acquainted with the need that there was for 'woman's work.' She then consulted with her friends, and the result was that she consented to come to Middlesbrough, with the idea of forming some simple kind of institution where accidents could at once be received, and the sick be attended to by those who were willing, for Christ's sake, to give voluntary help. A house was taken in Albert Road, and with two assistants Miss Jaques, commonly known afterwards as 'Sister Mary,' commenced in August, 1858, her work of mercy. Another house was taken in Albert Road, two cottages in Dundas Mews, in the rear of the houses in Albert Road, were converted into a 'cottage hospital.' To these, two more cottages were afterwards added. Thus the first cottage hospital in England consisted of two dwelling-

houses in Albert Road and four cottages in Dundas Mews. The cost of fitting up was £181. On March 7, 1859, the cottage hospital was opened. By the end of that year 'Sister Mary' and her two assistants had received 55 inmates and had attended to 490 out-door cases, besides many dozens of smaller dressings at the hospital of which no account was taken. The receipts for the first year were £462 13s. 2¾d., and the expenses £456 6s. 7¾d.

It was from the first a success. However, its crowded state and the hemming in by other buildings necessitated the removal of it to North Ormesby, where it now stands, bearing its old name, though more substantial as a building. The work was finally consolidated with other kindred works of mercy, and placed under the care of the "Sisters of the Holy Rood," by which title those workers are now known. The Last Day alone will reveal of what immense good that first cottage hospital has been the parent; for the workers have ever striven to look after the interest of the patients' souls as well as the afflictions of their bodies, and the first promoters can thankfully say that God hath greatly blessed them.

In 1874, events moved Sister Mary to London. There she formed a home for incurables, at Stoke Newington, receiving some of those she had formerly tended at Middlesbrough. She was busy at this work when the last summons came. A sharp attack of inflammation carried her off after a few days' illness, to the great regret of all whom she had there gathered around her in her labours of love, and those who had been associated with her first work in Middlesbrough.

A white marble cross in the beautiful cemetery of

Highgate, erected by a loving relative of her own, marks her earthly resting-place, with this inscription :

SISTER MARY RACHEL,
ENTERED INTO REST
The 16th of July, 1877.
R.I.P.

October, 1877,
S. JOHN'S VICARAGE,
MIDDLESBROUGH-ON-TEES.

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NORTH ORMSBY HOSPITAL, MIDDLESBROUGH (THE FIRST COTTAGE HOSPITAL).

HOUSE SURGEON'S REPORT FOR 1905.

In-Patients' Department.

ON December 31, 1904, there remained in hospital 85 patients.

During 1905 there were admitted into hospital 1,048, making a total of 1,133 patients treated in hospital during 1905.

Of those 850 were discharged cured, 92 were discharged improved, 49 were discharged incurable (or refused treatment), and 58 died ; leaving in hospital on December 31, 1905, 84.

The average number of days each patient remained in hospital was 26·75.

Out-Patients' Department.

During 1905 2,629 were seen in the out-patient room. The attendances numbered roughly about3 2,900—an average of over 100 per day (excluding Sundays).

J. F. FALCONER,
House Surgeon.

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COTTAGE HOSPITAL, HAWICK, N.B.

Matron's Report for 1906.

To the Managers.

Gentlemen,—I beg to submit the following report for the past year :

	1906.	1905.
Patients in hospital on January 1 ..	15	11
Admitted during 1906	149	127
Total under treatment	164	138
There were cured	97	92
,, improved	27	19
,, in *statu quo*	13	6
Died	10	6
In hospital on December 31	17	15
	164	138

The daily average of patients was 14, and the average number of days each patient was in hospital was 34, which, however, includes 2 special cases under treatment for 274 and 146 days respectively.

There were medical cases	83
,, surgical ,, ...	81
Operations	29
Accidents	17

The patients were from the following parishes : Hawick (Burgh), 142 ; Hawick (Landward), 7 ; Hobkirk, 1 ; Cavers, 3 ; Castleton, 5 ; Roberton, 2 ; Minto, 2 ; Southdean, 1 ; Lilliesleaf, 1.

In the dispensary 520 prescriptions were made up for 101 patients, an increase of 215 and 11 respectively.

LOUISE M. GRANT, *Matron.*

HIGH STREET,
COLDSTREAM,
December 10, 1906.

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COLDSTREAM COTTAGE HOSPITAL.

MEDICAL SECRETARY'S REPORT.

To the Managers of the Coldstream Cottage Hospital.

GENTLEMEN, — I have the honour to report a most excellent year's work at the cottage hospital.

There were 67 patients in the hospital during the year. Of these 15 were surgical cases and 52 medical cases, which include 3 scarlet fever and 1 diphtheria case treated in the isolation block.

The results of treatment were very encouraging, 30 cases being discharged cured, 22 left the hospital very much improved, but 8, unfortunately, died; while 7 remain under treatment in hospital.

The Tweed bed was occupied by 5 patients and the out-door pavilion by 3 patients from May to November, with most excellent results.

The dispensary work of the nursing staff consisted of 130 visits paid in Coldstream and district to 11 patients, and 5 attended at the hospital as out-patients.

On behalf of the honorary medical staff I beg to thank the matron and nurses for the very excellent work they

have done during the year and for their zeal and hearty co-operation with us.

The honorary medical staff wish to express their deep regret and sense of loss at the death of one of their number, Dr. Dinsmore, who was so long connected with the hospital and its work.

I have the honour to be, gentlemen,
Your obedient servant,
ANDREW WALLACE,
Honorary Medical Secretary.

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THE LADY EDEN COTTAGE HOSPITAL, BISHOP AUCKLAND.

REPORT.

DURING the twelve months ending on June 30, 1906, there were 96 in-patients and 144 out-patients treated at the hospital. The average stay of the patients was 26 days; the shortest being 1 day and the longest 120 days. Ten of the in-patients and 20 of the out-patients were non-subscribers. Nearly all of the in-patients and many of the out-patients were suffering from accidents of great severity. At times the number of available beds was insufficient for the calls upon the hospital, and, consequently, the governors, after consulting the subscribers, decided to enlarge the premises. This has been done during the last year, and a new ward to contain seven beds has been constructed, in addition to increased accommodation for the nurses. The governors hope that the new portion of the building will be publicly opened during the autumn.

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THE LADY EDEN COTTAGE HOSPITAL.

OPENING CEREMONY AT BISHOP AUCKLAND.

FELICITOUS ADDRESS BY LORD ROSEBERY.

EARL ROSEBERY, who was heartily received, said: Sir William Eden, and all friends assembled, I need hardly say with what gratitude I accept the key that Lady Eden has given me as a memorial of this occasion; but I am somewhat in a false position to-day. I came here to open a cottage hospital with a few beds, in the presence of a few people, and I did not expect the multitude that have come to do honour to Lady Eden, of whom I should like to say, if she were not present, in the good old-fashioned phrase, that she is as good as she is beautiful. Now, I suppose that I may take it for granted that almost all those here, or the main body of them, are engaged in coal-mining. They are connected with the extraction of that mysterious mineral on which so much of our prosperity depends. It is not, I suppose, too much to say that the coal industry is the first industry of the United Kingdom, because it is that on which almost all others depend. You raise in the United Kingdom some 200,000,000 tons of coal every year, and in that respect Durham is the premier county, as extracting 34,000,000 of tons herself. But it is not only our commerce that hinges on our coal. Coal is one of the most valuable of our munitions of war. Welsh coal, from the great power that it gives, and from its almost invisible smoke, is the most valuable munition of war that the United

Kingdom produces. And in these days, when, in spite of peace-congresses at the Hague and elsewhere, when we seem to breathe war in the very air, we cannot afford to neglect so important a warlike provision as coal. Well, these are the facts of the output; but coal maintains a great army of human beings. I think there are some 560,000 men and boys who work underground in extracting coal from the earth. That is a prodigious fact. Five hundred and sixty thousand men is a greater population than the population of Manchester or the population of Birmingham. It represents a vast army, given not for the destruction of human life, but for the maintenance of our prosperity. And my firm belief is this: that no army, no class of our nation, deserves so much the sympathy — aye, and the admiration — of those who are interested in the welfare of our Empire. I suppose to many it might seem a hard saying that your work — the business of your life — has to be carried on underground. But there are counter-balancing advantages. Wages are much higher proportionately than they are in other occupations. There are, from one reason or another, as I understand, an occasional holiday now and then. I do not mean those very prolonged holidays which we all regret whenever they arise; but I am given to understand that an occasional holiday can be obtained from pit-work. Well, but, of course, there are risks as well. Mother Earth, like the malignant fairies that we used to read of in our nursery-books, will not give up her treasures without a desperate struggle to retain them; and, therefore, in this mining occupation you have a constant liability to accident, sometimes preventable and often not preventable. It is to deal with and to

meet that fearful liability that this hospital has been established. It was established, as you remember, in honour of the Queen's Jubilee, not her first Jubilee, but her second Jubilee. I think it was a wise and a happy thought which dictated that form of commemoration. The Queen is a woman: she is the first woman of the Empire. She is now well stricken in years. Her long life has been seamed and scarred by many sorrows, all the more difficult to bear because they have had to be endured in the bright loneliness of a throne, but from that very fact she has learnt to sympathize with others. And there is no class of Her Majesty's subjects which has sustained any calamity or any great misfortune whose privilege it has not been to receive the sympathy and the consolation of the Queen. It was, therefore, noticeable that in her second Jubilee, as well as in her first, the commemorations chosen were not mere idle ornaments, but they were useful, philanthropic, and charitable institutions. Well, this institution in one sense is a charitable institution, but in another it is not a charitable institution. It is a work of brotherly love, and in that sense it is a charitable institution; but it is to be maintained by the miners themselves. That is, to my mind, the great salient fact connected with the institution. The miners of this district are determined that their hospital shall be their hospital in truth and in deed; and though it would have been easy for them to ask the wealthy inhabitants of this district to find the money to support the hospital, they have insisted upon doing it themselves. Now, I welcome that, gentlemen, because of a great general principle. The State in these days is constantly appealed to to do everything for us, from the cradle

to the grave. If you listen to some philosophers, there is nothing that the State ought not to do for us. Now, I have a great respect for the State. I have a great respect for Parliament, though in former days I have sometimes wished that its composition was different. But whatever its composition may be, I am sure that Parliament will be composed of capable and honest individuals. But I do not wish to overtax Parliament. Parliament has already, and Government has already, more to do than they can well undertake ; and I am not anxious to see unnecessary loads laid upon their shoulders. From the other point of view I am equally not anxious that they should be over-taxed. I am anxious to maintain the self-reliant, independent character of our people. When that fails—and I hope the day will never come when there will be even a surmise or a suspicion of its failing—your Empire, of which you hear and boast so much, will not be worth five minutes' purchase. What is the State ? The State is, after all, only the aggregate of the individuals who compose it. The State is only the nation, and the nation are the men and women who inhabit the country. If you weaken their character, if you impair their self-reliance, if you strike at their independence, your State—or by whatever name you may call it—will have vanished like an empty dream. And, therefore, I welcome, as having been called to this high function to-day, the fact that the miners of this district are going to show an honourable independence and an honourable self-reliance by rating themselves to maintain this hospital. I suppose it is too much to hope that that hospital will never be used. But I would fain hope that those I see before me may never have cause to occupy

it. I will say this : that there is one great truth which I believe my friend the secretary here, and every other physician would confirm, and it is that everybody, from the King to the beggar, is better treated in illness in a hospital than in his own home. And the reason is very simple—because the home is meant for health, and the hospital is meant for illness. But if any of you should have in time—as I hope may not be the case—to occupy this hospital as patients or as invalids, I hope that, in the intervals of sickness or at the moment of convalescence you will give a grateful thought to the two noble ladies whose names are indelibly associated with this hospital—the Queen, in whose honour it was raised, and Lady Eden, who had the privilege of carrying it out.

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ROYAL AGRICULTURAL SHOW, 1895.

THE DUKE OF YORK AT DARLINGTON.

SERIOUS OCCURRENCE AT THE SHOW.

THE arrival of the Duke and Duchess of York at Darlington, in order to visit the show of the Royal Agricultural Society, attracted a very large attendance to the show-yard yesterday. The heat was intense, and at noon any portion of the yard which would afford shelter was eagerly resorted to. The Duke and Duchess of York and the house-party at Wynyard left Thorpe Thewles Station of the North Eastern Railway at 10.35, and reached the borough at 11.7. There was a considerable concourse of people at Bank Top Station, where Lord Londonderry's carriages were waiting. The route

to the Hummersknott was by way of Parkgate, Hargreaves Terrace, Victoria Road, and Courscliffe Road, so that the Duke and Duchess passed along the most gaily decorated of the thoroughfares. The Royal visitors were frequently cheered by the people past whom they drove. A deep fringe of spectators waited near the reserved enclosure, under the discomfort of almost tropical heat, and several ladies had to be removed in a fainting condition. Meanwhile the President and Council had taken their positions on the steps of the pavilion, where there was protection from the sun's rays. The attendance in the enclosure included the Earl and Countess of Coventry, the Earl of Winchelsea, Lord Llangattock, the Earl and Countess of Hopetoun, Sir M. W. Ridley, M.P., Sir Jacob Wilson, Mr. A. B. F. Mitford, M.P., Mrs. Cecil Parker, and Lady Thorold. After a temporary stay, a departure was made for the Royal box on the grand stand to see the cattle parade.

Sir J. Thorold conducted the Duchess, and the Duke escorted Lady Londonderry. At the conclusion of the parade the party were driven to the poultry section. During luncheon the Carabiniers' band, stationed midway between the Royal and the members' pavilions, contributed a musical programme. After lunch the Duke and Duchess, who evinced a disposition to take the fullest advantage of the brief space of time at their disposal, walked to the shed where, since Monday, there have been frequent experiments with the patent mechanical milker. The Duke appeared to be not a little impressed while witnessing the practical testing of an appliance to which a silver medal has been awarded, and which the inventors believe must finally supersede the milkmaid. The sheep section and the working

dairy were also included in the tour, and by three o'clock the Duke and Duchess were back again in the Royal box for the parade of horses. This occupied them until close upon half-past four, when the departure was made to return to Wynyard.

After the departure of the Duke and Duchess, about five o'clock, the sky became overcast with clouds coming from the east, and this change was for the moment welcomed as a relief by visitors, who for hours had suffered from the excessive heat. Great rain-drops began to fall, succeeded by vivid flashes of lightning and crashing peals of thunder. The storm was violent and brief, and a few minutes later Sir Jacob Wilson appeared at the door of the press tent, and, speaking with deep emotion, said four persons were reported to have been killed by the lightning. An instant departure was made to the ambulance tent, where there was a surging mass of people labouring under intense excitement. Very near the band-stand, and no great distance from the Royal pavilion, is a giant ash-tree, beneath which the council had fixed some temporary seats. When the storm descended five persons sought refuge under the ash. Within fifty yards is a hairdresser's saloon, and a gentleman, whose departure had been delayed by the sudden change of weather, remarked to the proprietor that a man had been knocked down. A second glance showed that four others were lying upon the grass. Cold water was carried to them, and a messenger sent to the tent of the St. John Ambulance Association. An examination of the tree indicated that the lightning had struck it about fourteen feet from the ground, slightly marking the bark for several feet below, and stripping off one large piece about four feet above the green-sward. The Ambulance Corps was

speedily at the service of the unfortunate people, and they were carried to the tent on stretchers. They were Mr. William Watson, Elwick Road, West Hartlepool, timber merchant; Mr. Henderson, master-plumber (son-in-law), of the same address; Mr. T. T. Mawston, Rive's Close Farm, Fence Houses, Durham; Mr. Blanchard, of Starbeck, Harrogate; and Mr. Carter, homœopathic chemist, of West Hartlepool. At hand was a staff of nurses, under the direction of Surgeon-Major Hutton, Drs. Jackson, Smale, and Hall. Artificial respiration was resorted to, but, after a considerable interval, Surgeon-Major Hutton announced that Mr. Watson and Mr. Mawston were dead. The other sufferers showed signs of recovery. Carefully enveloped in blankets, they were removed in covered waggons at seven o'clock to Darlington. Mr. Watson leaves a widow, a son, and a married daughter. The news of the sad event reached Wynyard in the evening, and the Duke of York and Lord Londonderry telegraphed to Hummersknott an expression of their concern, and their desire to be furnished with particulars. The day's attendance was 24,942.

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THE REBUILDING OF THE NORTHERN HOSPITAL.

To the Editors of the 'Liverpool Mercury.'

GENTLEMEN,—You did me the favour of inserting a letter on the above subject a short time ago, and since then the annual meeting of the Northern Hospital has been held. Your worthy Mayor then stated that they

would be able to do something later on in the direction indicated in my letter, and Mr. Sheppard remarked they would be obliged to consider the suggestion made as to the erection of a new hospital. Now, I went over the hospital in 1881, and in the following year (1882) it was carefully inspected, at the request of the committee, by my old and valued friend, the late Professor F. De Chaumont, one of the highest authorities on hygiene and sanitary science ; and from what I saw in 1881, and Dr. De Chaumont reported in the following year, it is quite evident that nothing short of reconstruction can remedy all the serious defects.

I have before me the annual report of the hospital for 1890, wherein I find that the number of in-patients attended to in the year was 1,947, and out-patients 5,440. The horse ambulance attached to the hospital had relieved during the year 1,001 cases, and, as an example of its usefulness, it may be stated that it was called out no less than twenty-nine times between December 15 and 21. And what does this mean ? A large number of serious accidents relieved by this noble hospital, situated, as it is, near the docks and in a multitude of labour.

To me, then, as a frequent visitor to Liverpool, and an interested looker-on in all that concerns hospital work, it appears time that the attention of the public should be turned to the building of a new Northern Hospital. Surely, after what I have stated regarding my visit in 1881 and Professor de Chaumont's in 1882, and feeling that over ten years have elapsed since serious defects were noticed and reported on, the time has come when a strong and united effort should be made to re-build this—the second oldest hospital in Liverpool, and to place it in such a position as to meet the increasing

wants of the sick and injured amongst the struggling population who labour at and near your magnificent docks.

GEORGE A. HUTTON,
Late the Prince Consort's Own Rifle Brigade,
Organizing Commissioner St. John
Ambulance Association.

LEAMINGTON,
February 6, 1892.

PAGE 88.

NORTHERN HOSPITAL.

To the Editor of the 'Daily Post.'

SIR,—As a frequent visitor to Liverpool on ambulance work in connexion with the St. John Ambulance Association, and having some time ago, through the kindness of a friend, gone over the Northern Hospital, may I suggest as a fitting memorial of the late Prince and Duke of Clarence the rebuilding and remodelling of this hospital, which, I am told, is sorely needed.

Situated as it is near the docks, and in the midst of a labouring population subject to frequent accident, no one who has not seen it can estimate the immense amount of suffering this noble hospital relieves every year. What, then, more fitting memorial could be raised to the departed Prince, who is mourned to-day by the whole nation ?

I believe that as soon as the sorrowful funeral day is over the Mayor intends to call a meeting to decide as to what has to be done with the fund already collected for a wedding gift, and I hope the proposition here made may be fully considered.

The death of the young Prince recalls to my mind the sorrowful event of thirty years ago, for I was present on parade with troops in front of St. George's Hall, in December, 1861, when the news of the death of the Prince Consort arrived in Liverpool, and the vessel I sailed in on the Trent expedition was the *Persia*, of the Cunard line, commanded by the late Captain Judkins, who was well known in Liverpool.

Yours, etc.,

GEORGE A. HUTTON,

Late the Prince Consort's Own Rifle Brigade,
Organizing Commissioner St. John
Ambulance Association.

LEAMINGTON,
January 16, 1892.

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THE ROYAL INFIRMARY AND THE NORTHERN HOSPITAL.

To the Editors of the 'Liverpool Mercury.'

GENTLEMEN,—Anent the suggestions now being offered, with varying taste, for the worthy disposal of the funds raised with a specific object, which the lamentable death of the Duke of Clarence precludes the fulfilment of, the claims advanced on behalf of the Royal Infirmary and Northern Hospital in your columns may be contrasted.

I should be sorry to suggest the diverting of any funds that may be available from any worthy public cause; but when Dr. Banks asks, 'Cannot something be done for the Royal Infirmary?' one may question, 'Has not the public done enough already in that direction?' I believe it is admitted that about

£170,000 has been already spent upon that institution, which now possesses only twenty more beds than the old building. How much longer is this spending to go on ? Are all other charities to suffer and be ignored because of the lavish manner in which money has been spent on that institution ?

All the old hospitals of the city have had their turn except the Northern, now about fifty years old, and in many points of construction and accommodation as many years behind the age. The Royal Infirmary may fittingly be considered as a county institution, and ought not to look for local support only. The Northern Hospital, the second oldest hospital of this city, tending almost entirely to the needs of those living in and employed in the city, occupying the central position in the busiest part of this great commercial centre, seems to me to be the premier object which should now occupy our consideration.

At the same time it is to be hoped that, should funds become available for so worthy a project as suggested in Surgeon-Major Hutton's letter, due economy may be regarded as well as efficiency.

CONCIONOR.

LIVERPOOL,
January 19, 1892.

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AMBULANCE WORK AMONG RAILWAY EMPLOYÉS, 1881.

ON Sunday morning Surgeon-Major Hutton (late the Rifle Brigade), the chief inspector of the St. John Ambulance Association, paid a visit to Wigan for the

purpose of examining the classes which had been formed among the employés of the London and North Western Railway Company, the Tramways Company, and the Lancashire and Yorkshire Railway Company.

Surgeon-Major Hutton, at the close of the examination, which extended over two hours, said it was his usual custom to make a few remarks at the termination of an examination of that kind, and he did so that day particularly, because, acceding to the request they made to him that he should examine the railway classes on the Sunday, it was, he thought, right and proper he should explain to them the views that he had taken, in common with many others occupying prominent positions, of the meaning and objects of the work of the St. John Ambulance Association. He had always looked upon it as true missionary work, and he might say he once heard an elderly medical man of large experience say on a public platform in Yorkshire after a hard day's work in the practice of his profession, and having ridden over forty miles of country : ' I have seen much human suffering, and if there is true missionary work it is the work of the St. John Ambulance Association.' There was another reason why he thought that that work was particularly fitted for Sunday, and that no objection could be taken to it — centuries ago the work they were doing that day had its origin in the Holy City of Jerusalem. Some people very often asked what was the meaning of the St. John Ambulance Association ? The Order of St. John had been in existence for some hundreds of years. When they sent armies out to fight for the Holy Land in the time of the Crusades, when the Crusaders entered Jerusalem they found there a hospital dedicated to

St. John, and the only passport for admission within its walls was that the sufferer should be in pain. They asked no question as to creed or politics or anything else. If the sufferer was in pain they admitted him within the walls of the hospital and afforded him relief; and that was what they were endeavouring to do in this country in connexion with the St. John Ambulance Association. As the day was Sunday, and he had not been able to go to church with his family, he would quote them a passage from St. Matthew's Gospel—a passage which many of them, if not all, knew. How did Christ act when He was on earth with regard to the sick? A man with a withered hand came to our Lord, and the Pharisees asked him, 'Was it lawful to heal on the Sabbath-day?' and the reply was: 'What man, having one sheep, if it fall into a pit on the Sabbath-day will he not lay hold of it and lift it out? Wherefore it is lawful to do good on the Sabbath-day. And He commanded the man to stretch forth his hand, and He restored it whole like the other.' That showed unmistakably that the healing of the sick was one of the earliest efforts of Christianity, and it was one which all Christians must feel to be a duty. So much for that part of his subject. He had deemed it necessary to bring it before them in as forcible language as he could employ, because it might go forth to the public that they were doing work in the St. John Ambulance Association that was not quite fitted for Sunday, but he knew well himself, from a large experience of travelling over thousands of miles of English railways, what the duties of railway servants were and what it was to spare a moment from their hard labours on the week-days. He would direct their attention for a moment to the accidents on railways. What did statistics tell them? In

the year 1881 there were no less, according to the returns of the Board of Trade, than 1,149 persons killed and 8,676 persons injured on the various railways in the kingdom, and the return he had before him for nine months of 1882 showed there were 836 persons killed and 6,363 injured. They often talked about peace and war, and how very terrible the latter was, but he might tell them this, though probably some of them were aware of it, that in one year alone they injured more men on English railways—aye, four times more—than were injured in the recent wars of Afghanistan and South Africa, that extended over a period of three years ; and, as he had often put forth in this neighbourhood, if it was necessary, as they found it, to have ambulance instruction in the army, and to carry it to a high state of perfection, was it not necessary to have it in civil life, where accidents were occurring every hour of the day and every hour of the night ? There was an institution well known to them—the Railway Benevolent Institution. What did the returns of that institution tell them ? That some 2,000 or 3,000 railway employés were relieved annually who suffered accidents on the railway. He was very much impressed some years ago—he thought it was in the year 1873—when H.R.H. the Prince of Wales presided at the annual dinner of the Railway Benevolent Institution. His Royal Highness said, speaking of railway servants, 'not a day goes by but most of you travel once—probably twice. In stepping into a railway-carriage do you not think of the risks you may run ? An accident may occur to anybody, though every possible security and guarantee may be given that no accident shall occur. Well, if we passengers run risks, how much more do the officers and servants of companies—

and that not every day, but every hour and minute of their lives ?' These are remarks that must impress upon them all the importance of ambulance work on the railway, and especially to railway servants. But he did not rely on statistics, tabulated forms, and blue books, containing elaborate accounts of accidents on a large scale to impress the work on them : he would rather impress upon them some little incident, easily told and easily understood, that contained some practical instruction as to first aid to the injured. The necessity of this was very forcibly brought to his mind on the occasion of his last visit here, when he was examining a class at the very excellent institution they had established in their midst—the Wigan Infirmary. After the examination he was taken by the house surgeon to see a boy, sixteen years of age, who had placed his services at the disposal of the class as a model, and who had afterwards been very severely injured. He spoke a few words of comfort to him, for he could almost see death pictured in his face, and while he was at the infirmary a message was received that a man had been injured at Springs Branch. He waited until the man came, and they found his leg cut off nearly below the knee. In that case those who had rendered first aid had placed an elastic band above the knee and stopped the bleeding, and for the time being they saved the man's life, for the wound was of such a nature that had it bled much more the man must have died. Besides that, the man was carried most carefully, according to the rules of the association, to the infirmary, a distance of over a mile. Now, that case he looked upon as one typical of their work. In the first place, that man's life was saved by arresting the bleeding ; and, in the second place, a large amount of suffering was alleviated by the careful manner

in which he was carried to the infirmary. That case exemplified what they were trying to carry out—the saving of life and the alleviation of suffering and pain, and he regarded cases like that as impressing upon them the importance of their work more than elaborate statistics and blue books. As the foundation-stone was to the building, and the keystone to the arch, so the saving of human life and the alleviation of pain were the two cardinal points of ambulance work. Wherever he went he was constantly impressed with the necessity of railway companies placing at all stations—and especially at the large stations—a supply of stretchers and ambulance litters. The want of such material was very well exemplified to him some time ago when he was at Middlesbrough. A man there had been crossing the line, and he was run down by a light engine. His legs were very much injured, and, having no stretcher at the station, they were obliged to send into the town, and hence there was considerable delay. While showing the necessity of having ambulance material in certain proportions at all stations, that also showed the necessity of educating the men as far as lay in their power to use those materials, and he would suggest to them that the instruction they had kindly had given to them should not be allowed to lapse, but that they would form themselves into a corps and assemble themselves together once a month, or once in two months, for an exercise in that laudable work. He could not impress upon them too strongly not to allow the knowledge to slip, but cultivate it as a Christian duty, for by doing so he was quite sure it would make them all better men. He knew very well the large demands made upon the time of all railway officials, but from what he had seen that day, and also at Crewe, at Exeter,

at Middlesbrough, at Swindon, etc., he believed the railway servants were interested in the work, and would not think it an irksome duty, but a very suitable occupation. Over and over again in the great centres of industry he had claimed that that was a working-man's question. It was just whether they would receive the instruction which had kindly been placed by persons in authority at their disposal, and especially the kindness of the medical men, or whether they would cast it away. The rich might be injured when hunting or shooting, but this was particularly a working-man's question, and he hoped, therefore, that all connected with railways, whether chairmen, directors, officials, or servants of any kind, would support the effort to carry instruction on to every railway in the United Kingdom. Let them look at the enormous interests involved in their great railways. There was no less than £801,000,000 of capital invested, and he made an appeal to all railway-men to bring their influence to bear on those around them to assist them in some measure pecuniarily in carrying on the work. The National Lifeboat Institution had an income of £43,000 during the past year, and they had spent £37,000; but the St. John Ambulance Association had only an income of £3,000, and they had to work night and day to keep pace with the requirements of their work. He thought, and he hoped sincerely, that the railway companies would spare a little to support them. Even if they put aside £10,000 it would be economically spent. Four of the great missionary societies had an income of £651,000 for their work, and surely there were philanthropists in sufficient number in the country who, in addition to contributing to the present benevolent institutions, could spare something

in aid of the Christian work of the St. John Ambulance Association. The work in the future would lead to highly beneficial results. It would reduce the death-rate, and it would also reduce the length of time on the sick-list from accidents. If a man had a simple fracture, and it was made into a compound fracture, it meant probably six months' illness instead of six weeks; and in reducing the death-rate and the sick-lists it would naturally result in an increase in the wages earned, and it would save the funds of the provident societies, of which they had got such an excellent example in their midst for dealing with distress caused by accidents in mines. If a man had to lie six months on the sick-list it meant a large amount of outlay, but if he could be got off shortly it meant wages earned and a large saving to provident societies. Before concluding he would like to say a few words of friendly warning. It was far better for them to carry that instruction on, even at a voluntary sacrifice to themselves, than have it forced upon them by Government interference. If they did not cultivate it in a voluntary spirit, before many years were over, they would have it forced upon them by Government legislation; but he believed they could do it much better without any Government interference. They had established noble hospitals in their midst, they had created convalescent homes, and they had built homes for the incurable; but until they had a system of administering first aid to the injured from the time they were injured and until their admission into hospital, they would not have a complete system of dealing with their sick and injured. That was the gap they were attempting to fill up, that was the link in the chain they must forge to make the system perfect, and, therefore, he asked them to assist him in forging that link and

making it a strong, durable, and lasting link. He commended the work to them as a Christian duty, and he would remind them that

'Good the more
Communicated, the more abundant grows.'

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AMBULANCE ARRANGEMENTS FOR RAILWAYS.

(Reprinted from the 'British Medical Journal,' November 3, 1894.)

BY SURGEON-MAJOR HUTTON.

THE recent accident to the Scotch express on the morning of October 4, at Northallerton, leads us to describe what has been done on the North Eastern Railway system for dealing with the injured under such painful circumstances.

As the result of a public meeting held in York, in 1890, presided over by Lord Wenlock, a director of the North Eastern Railway, a circular was issued by the general manager directing that when any of their servants qualify in first aid and obtain the certificate of the St. John Ambulance Association, the company would pay their class fees. The locomotive superintendent was also empowered to supply the following articles: A stretcher suitable for railway use, with awning and blanket; a supply of splints of various sizes, a dozen triangular bandages; and a simple tourniquet; and that these were to be retained for permanent use in case of accident. The directors in this circular stated that they have agreed to the above rules with the view of encouraging the men in their service to

acquire a knowledge of ambulance work, and station-masters and others were urged to do their best to promote the formation of classes in ambulance instruction in their districts.

Subsequently, by a circular of January 1, 1893, the directors further conceded the privilege of granting, free of cost, the bronze medallion of the St. John Ambulance Association, which is given after passing two re-examinations at intervals of a year each.

As a result of the above rules a very large number of railway servants availed themselves of the instruction, and classes were held, not only at their large centres, like York and Newcastle-on-Tyne, etc., but at very many of their smaller stations, as at Thirsk, Northallerton, Whitby, Pickering, Wooler, etc. A considerable amount of ambulance material, such as stretchers, splints, bandages, etc., were in this way distributed over the system for use in case of accident.

The directors further encouraged the work by fitting up at York, on their own premises, a hall, where ambulance drills were held, especially in the use of the stretcher, and the careful handling and carrying of the injured. At the York Station, also, there is an ambulance-room, with stretcher and wheeled litter always ready in case of accident.

The time and place of an accident must always be unknown. It may be near an important railway centre, or a town, or on any remote part of the line; and it is, therefore, necessary to emphasize the fact that it is much better to know how to extemporize ambulance appliances and carriages than to trust to carefully devised mechanical apparatus; for the latter can never be sufficiently distributed to meet all contingencies. It has been suggested that a special railway ambulance

carriage should be stationed at some of the principal railway centres, fitted up with hammocks and surgical appliances, and a kitchen arrangement as well ; but all experience shows that a suspended adjustment, such as a hammock, in a railway train, is the worst possible way for removal of the injured ; and experience also teaches that the best way of removal, when it is necessary to move the injured by rail, is in a good luggage-van on comfortable stretchers, such as the ' Furley,' and with a good supply of blankets. There would be no difficulty in attaching one of these vans, furnished in the way named, to the breakdown-van train, which is always the first thing to be dispatched to the scene of an accident. We may observe that in both the accidents to the Scotch express—that at Thirsk in November, 1892, and the recent one at Northallerton—these special ambulance carriages would have been of no avail. The former took place within a few yards of a comfortable farm-house, where every attention was paid to the sufferers and passengers in the way of food, etc., and within easy distance of the excellent Lambert Memorial Hospital at Thirsk, where the badly injured were taken. The latter took place within easy reach of the houses at North-allerton, and also the comfortable cottage hospital in the town, which has an excellent lady-in-charge in Miss Atkinson, and we have now the testimony of the witnesses at the inquest held on the engine-driver Adamson as to the way the injured men were treated.

Dr. Hutchinson, of Northallerton, says : ' He was the first to arrive at the scene of the accident, and there was no delay in moving the injured '; and engine-driver Clack, of York, who was the most seriously injured, having lost an arm, says : ' Everything possible was done for those injured.' Such testimony is valuable, in

showing that the system adopted by the North Eastern Railway Company in the establishment of St .John Ambulance classes for the instruction in first aid to their servants, and the placing of stretchers and ambulance material, as far as possible, at stations over their system, is better than special ambulance carriages, which may seldom or never be required, and which may probably be in the way—a positive hindrance, in fact. No one who has tried it knows the difficulty—nay, positive danger—of lifting an injured person into a carriage on the line, away from a platform, on an embankment, in a cutting, on a bridge, or in a tunnel, or even on the level, and accidents may occur in all these positions—indeed, it is a difficult matter for any one in health to get into a railway-carriage away from a platform.

To sum up : What is essential for an efficient railway-ambulance service is, first, the encouragement by all railway companies of the establishment of classes under the St. John Ambulance Association on the lines of the North Eastern Railway Company ; secondly, the supply of a stretcher or stretchers and an ambulance hamper at all railway-stations ; thirdly, to see that the men keep up their ambulance drill in the same way as any other duty—an hour a month will do ; fourthly, the men, when they join the railway service, should be asked to qualify and obtain the St. John Ambulance certificate, and when a man wants promotion, he should be required to hold the certificate. This rule is adopted by many colliery managers in promoting men in the mining service ; and only recently it has been determined that in the examination for mine managers a certain percentage of marks will be given to the candidates holding St. John Ambulance certificates.

With regard to special ambulance carriages, with hammocks, etc., we are fortified in what we have already expressed by the opinions of the most eminent ambulance authorities in this country and on the Continent. The late Baron Dr. Mundy, of Vienna, says: 'Luxurious carriages are not required; ordinary luggage-vans furnished with supplies of stretchers, bandages, etc., will do for ambulance purposes.' And Sir T. Longmore said with regard to suspending the injured in carriages: 'Whatever you do, have your stretcher fixed, and not suspended'; and gives an instance 'where a distinguished officer wished the stretcher to be suspended; but they had not gone more than five miles before he said, "We must alter this." The suspension was done away with, the stretcher fixed, and the patient was then quite comfortable.'

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AMBULANCE REVIEW IN WOLLATON PARK.

Lord Wolseley's Speech.

Lord Wolseley said: Surgeon-Major Hutton and members of the St. John Ambulance Association,—I am very sorry to say that I have been suffering during the last few days from a very bad attack of hoarseness, which will prevent me, I am afraid, from making myself heard in the rear ranks in the manner I wished to have been. I hope that those who cannot hear will excuse me on that account, and, perhaps, as they go out and hear from others who will tell them that I have had very little to say that was interesting, they will feel some consolation on the present occasion. There was a time

when the St. John Ambulance Association required advertising in this country. There were few people who knew of it and knew what its objects were. There was also, I remember, the time, not very long ago, when the volunteer service in the same way required to be advertised, and it was customary for men in any position on such an occasion as the present to pay a very great compliment to those whom they inspected. It was considered necessary to do so in order to encourage them. Well, my experience of life is that young people and young associations do require encouraging; but when they grow into the condition of men and arrive at manhood, or when any association or institution has been well established or long recognized in the country, it would be almost an insult to attempt to flatter them in any way whatever. The volunteers now require no flattery, and I think I am justified in saying that the St. John Ambulance Association is so well understood in the country, and the good work it does all over the United Kingdom is so well appreciated, that it requires no puff from anyone, for I am sure there are none who are present here to-day, and who saw the admirable manner in which the members of the St. John Ambulance Association did their work, who would require any hints from anyone or to be told as to what the good work going on in the country at the present moment, under the auspices of this association is. Naturally, as a soldier, my first thoughts in an ambulance association like this are of war, and of the necessities of an ambulance service in connexion with the army. I am glad to say that we have in the army at the present time a regular corps specially told off for ambulance work, and for that reason we are not at all anxious—although we are anxious that this ambulance

association should spread its instruction throughout the civil classes of England—I confess there is no necessity on our part to have this instruction imparted generally throughout the army. That may seem curious to you, but I will explain the reason. I am sure my friend and comrade, Sir Henry Wilmot, will bear out what I say, as he has had a great deal of experience in war. I know that amongst those whom I have the honour of addressing there is a considerable number of soldiers, men who wear medals on their breasts, who will corroborate what I say. It is this: In all armies in the world, immediately as you go into action, I have always found there is a certain class of men, whom in the army we call 'skrim-shankers,' anxious to play the part of the good Samaritan, and to fall out and attend to the wounded in the rear. I have been reading a book written recently, describing the wars in Germany, which very freely and frankly, and also very strongly, dealt with that particular subject. The man who wrote it said it was quite horrifying to see the number of men who sneaked to the rear to take care of the wounded, or pretending to do so. Those armies where that took place were principally raised by the conscription. In our army, which is not so raised, although we have some men invariably of that sort, the numbers are small, because in our army every man serves as a volunteer, serves because he likes to be a soldier. This ambulance corps will, I feel, be of the greatest possible service to the army in the event of any troubles occurring in this country. Should this country be invaded, we shall look to the association to help us, especially in our hospitals. The small corps we have belonging to the army would not be able to do this work in England, and we should look to you to help us in the

army, knowing, I am certain, that you would do it well; not only so, but do it cordially, and render the assistance from a national point of view. If that is the view with which I regard the association from a military aspect, I am also bound to say—for it is the thing that is most conspicuous here to-day—that I view it also from a civil standpoint, because, although we have to think of going to war, there are a hundred other things. We have suffering humanity always around us. There is not a day that you take up a newspaper unless you see accounts of sad accidents in mines, and accidents under the earth and on the earth itself; boating accidents, accidents at the seaside to men who are bathing, or other cases where the aid of men who have taken out certificates as you have done would be of infinite utility. When driving here this afternoon we passed on the road a number of men on cycles. There were several following the carriage in which I rode. About two miles from here an accident occurred. One of the cyclists ran into the other. Two men were knocked over, and one was really badly hurt for the time being. He fell on his face and the wind was taken out of him. That brought to my mind what an excellent institution yours is. Had any of you been there, I am sure you would have had great pleasure in attending to the injured man, and putting him into that admirably appointed hospital which it has been my privilege and pleasure to inspect to-day. I hope, as time goes on, this association may prosper and go on prospering in all parts of the country. I hope the time is not far distant when not only shall you have members in all the various collieries, in the great associations of the country, and amongst the police and railway-men, but you will also have in every village of the country some members of

your association, men who have been taught to render first aid to those who have been wounded and hurt. In looking over your regulations and directions for the aid of the wounded men, I was very much struck by the fact that amongst the directions laid down for your guidance is this: that after you have been told how to render first aid to the injured and wounded man, the next instruction is to send for a doctor. I think that is a most admirable idea, because I believe, although you can learn a great deal, you ought never to fail to avail yourselves of medical advice as soon as you can obtain it. I don't believe in a jack-of-all-trades—in a man learning a little of everything in this world. I think, however, if there is one science in the world where a little knowledge is not dangerous it is surgery. That cannot be expected to go beyond what would enable you to give first aid and help to those in suffering and in need of it. I am glad indeed to see amongst your instructions that paragraph laid down, 'Send for a doctor.' There is another point which cannot be overlooked when we talk of ambulance work, when it is extending—as I see it has been—in these the Midland counties — that is, not only do you afford help to suffering humanity, to wounded people, wounded in various employments in this busy life of ours, but I cannot help thinking that from the fact of these corps being in existence, and teaching those who need help, it not only brings help to those who need it, but it teaches the value of feeling for suffering humanity throughout the world. That alone, if it did no other good, would be of estimable value in England, for I regret to say that amongst all classes there has been at all times rather a love of rough play and what we call 'sport,' and many of our sports do not teach us to be

humane. I am sure this association will bring home the necessity of imparting to classes and fostering amongst ourselves this feeling, this love of mankind, this desire to do us good. I cannot pass this opportunity without paying my meed of praise to Surgeon-Major Hutton for the most admirable way in which he has gone throughout this country, and the praiseworthy and patriotic spirit which he has displayed in getting together so large a body of men who have taken certificates here to-day. Not only here to-day, but scattered throughout the country, are numbers of men equally well instructed, and I cannot help feeling that we owe to him a great deal of the good that has been done, a great deal of the instruction that has been imparted to so many. I only hope that, as time goes on, you will go on prospering, and that your numbers will increase. I feel convinced that it has taken such a firm hold on the public mind in England, that this corps, which it was predicted would only last a short time, will last for ever, and that as you go on you will improve in every way, improve in the manner in which you impart instruction as you increase in numbers. I am very glad indeed to have had this opportunity of coming amongst you, and seeing how admirably the work was done to-day by those who put on those various bandages on the simulated wounded. It does great credit to all concerned. We desire to congratulate all in authority in this corps and association, and I am sure all those who take interest in it, and devote their time to it, deserve not only the praise and commendation of those belonging to their immediate counties, but the gratitude of the nation at large. I am very glad indeed to have seen you.

Surgeon-Major Hutton, addressing the ambulance

corps, said : I am sure we have been very highly honoured by the presence of Lord Wolseley to inspect us to-day. I am very grateful indeed to Sir Henry Wilmot, who has been so kindly the means of bringing Lord Wolseley amongst us to-day. But, my friends, I feel this is no time for speaking. I thank you from the bottom of my heart for the admirable way in which you have gone through your drill to-day, and I will now only ask you, in thanking you, to give three hearty good cheers for Lord Wolseley.

Lord Wolseley afterwards addressed the men of the Robin Hood Regiment. His lordship remarked that they were one of the finest set of volunteers he had ever had the pleasure of seeing, and he congratulated Colonel Seely upon this. The way they marched past and the manner in which they went through their drill left nothing to be desired, and would have done the greatest credit to a regiment connected with the regular army. He heard of their excellent conduct in camp last year, and was, above all, struck with the fact that they did everything for themselves—did all their own cooking and did all their own work in every way. That was a most creditable state of things. He hoped they would soon be equipped so as to make them efficient for the field. Of course, they would not require the same equipment that was wanted by soldiers in the army. If ever they were called upon to act they would, no doubt, have to act in England, or not very far from home, and they would have to be ready in a very short time. If ever this country were invaded, the whole question as to whether England was to remain an independent nation or not would be settled in a fortnight. It was, therefore, not necessary that they and other volunteers should have to take large

supplies about with them. He would impress upon them, however, that, although the march past and turn-out was good, it was absolutely necessary that they should be as efficient in many other things. He wanted to know what they could do at their ranges; could they bring down their man at 500 yards?—for they could not overlook the fact that the object of war was to kill the enemy. Therefore, although drill was as essential as ever it was—nay, perhaps more so—yet it was necessary that they should be efficient in firing. He was glad to hear such good reports of them from General Sir Henry Wilmot, and he congratulated Colonel Seely and all the other officers on their splendid turn-out and also their good order.

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INSPECTION OF AMBULANCE MEN BY THE QUEEN (VICTORIA) AT WINDSOR, 1893.

The Review.

Soon after four o'clock the corps formed up, and with their band playing lively airs, marched down the Long Walk to the review ground beside Queen Anne's Ride, where presently many thousands of spectators assembled in the enclosures and open spaces. The ground was kept on the Long Walk side by the King's Dragoon Guards, under Colonel Douglas-Willan, and by Queen Anne's Ride by the 1st Battalion of the Grenadier Guards, under Colonel Lord Arthur Wellesley, the latter regiment supplying the guard of honour, who faced the saluting point. Although the air was somewhat chilly,

especially under the trees, the aspect of the ground was singularly bright and picturesque. The miners were drawn up in front of the flagstaff, having on their extreme left the hospital tent. Mrs. S. C. Wardell acted as lady superintendent of the hospital, which was inspected with much interest by the Queen. Several lady nurses were in attendance at the hospital tent, and they all wore the St. John Ambulance medallions.

Just on the stroke of five the strains of the National Anthem from the Grenadier Band, under Lieutenant Dan Godfrey, announced the arrival of the royal party, and the Royal Standard was hoisted amid a scene of great animation. There were six open carriages. The Queen rode in the first carriage, which was drawn by four handsome greys, preceded by outriders, and escorted by a captain's escort of King's Dragoon Guards, two Highland servants occupying seats at the back of the equipage. Prince Christian of Schleswig-Holstein, Ranger of the Park, and other officials rode on horseback at the head of the procession, and they all appeared in the Windsor uniform.

In the first carriage with Her Majesty were Princess Christian of Schleswig-Holstein, and Princess Beatrice (Princess Henry of Battenberg), the equerries in attendance being Sir Henry Ewart and Sir Michael Biddulph. Her Majesty appeared to be deeply interested in the proceedings, as did also the other members of the royal party. The second carriage was occupied by Princess Victoria of Schleswig-Holstein, Prince Henry of Battenberg, and Lord Wolverton, Lord-in-Waiting. In the third carriage rode Lord William Cecil, Lady Antrim, the Hon. Frances Drummond, and the Hon. Rosa Hood. It was from the spot at which the Queen saw the volun-

teers as they marched past her in the memorable review of 1881 that she inspected the ambulance corps of Colonel Seely on Saturday. The Royal Standard was run up by Master-Gunner Copsey, who distinguished himself against the Zulus and the Boers. There was a general salute as the Queen's carriage halted opposite the Review Oak, the bands played the National Anthem, and the colours were lowered. The public were able to have an uninterrupted view of the proceedings. There were two enclosures near the saluting point, one for the representatives of the press and the other for specially invited visitors. Among those in the reserved spaces were Sir Henry and Lady Ponsonby, Lord Stratheden and Campbell, Colonel Clarke, Dr. James Reid, Mr. Maurice Muther, Sir John and Lady Cowell, General Sir George Willis, Lady Southampton, the Dean of Windsor, and the Hon. Mrs. Eliot, Sir Fleetwood and Lady Edwardes, and Sir Edward Lechmere.

The men looked very neat in their uniform of dark blue material, with white leather crossbelts and pouches. The Babbington contingent could be distinguished from the Tibshelf Corps by the red braid on their uniforms and the peaked caps. Colonel Seely generously provided the new uniforms. The field state showed the total strength to be 413, but this does not represent the number of men who have been trained in ambulance work. About 500 others have also been instructed in this useful work. There were 413 officers and men on parade, including 1 brigade major, 3 captains, 4 surgeons, 2 lieutenants, 2 chaplains, 3 store sergeants, 22 sergeants, 321 rank and file, and 55 in the bands. Facing the Queen as the corps were drawn up near the Review Oak, the Tibshelf and Birchwood men were on

the right of the line, the Babbington contingent occupying the position on the left. The bands, with the bearer companies, and the Birchwood 'wounded,' with the staff, chaplains, doctors, and non-commissioned officers, were in the rear of the corps, the colours being in the centre of the line, and Major Hutton and Captains Fowler and Wardell in front of the brigade. The senior officer on parade was Surgeon-Major Hutton, but the words of command were clearly given by Captain Wardell, acting as Brigade Major, and carried out splendidly by the men. There was no hitch whatever in the drill, and the admirable way in which it was performed reflected great credit upon the officers in command, who have been most assiduous in their labours. The ambulance corps, after the royal salute, executed their various manœuvres with singular dexterity and promptness. First came the bandage drill. This included the application of the chest bandage, the shoulder bandage, the hip bandage, and the large arm sling. This was followed by the carrying drill, the injured being supported on an extemporized seat formed by two men joining hands together. What is known in ambulance work as two-handed, three-handed, and four-handed seats were formed by the men who took part in this drill, and this mode of carrying the wounded, it should be mentioned, is resorted to when stretchers cannot be procured. Perhaps the most interesting feature of the display was the drill which came next, and this was attending to the wounded. The care necessary to be taken in dealing with cases of broken thigh with arterial bleeding of leg, broken leg with arterial bleeding of arms, broken ribs, injuries from burns in colliery explosions, was splendidly illustrated. In this exhibition sixteen men from the Birchwood Corps and the

same number from the Tibshelf Corps took part, a number of the corps forming a wounded squad. Four stretchers were used by each section, and the supposed wounded were carefully and yet expeditiously treated. The restoration of the apparently drowned and suffocated in mines also formed part of this drill, and when all the bandages had been applied and the wounded placed upon stretchers, the companies marched past the Queen to the hospital tent, where sixteen beds had been prepared for the patients. The stretchers having been folded, the men returned, and a smart army bearer drill was then gone through by the Tibshelf No. 1 Company. The Tibshelf and Birchwood Corps especially distinguished themselves in the drill. The Queen watched everything with the greatest interest, and next inspected the

Hospital Tent.

The Queen was much interested in the arrangements that had been made for the care and treatment of the wounded. There were sixteen beds placed ready to receive the patients, and the men were placed in them in the way they would be in actual hospital work. Mrs. Wardell presented the Queen with a magnificent bouquet, composed of Maréchal Niel roses, lilies of the valley, and maidenhair, with yellow silk streamers. The nurses were then each in turn presented to Her Majesty by Mrs. Wardell. Colonel Seely and Mr. Charles Hilton Seely were then presented to the Queen. The Queen sent for Captain Wardell, and asked him particulars of an accident to Private Draycott, of the Tibshelf Bearer Company, who, she had noticed, had lost one of his hands, showing her

keen appreciation of what was going on. The nurses presented to Her Majesty were: Mrs. S. C. Wardell, lady superintendent; Mrs. Dodsley, Mrs. Lister Wright, Miss Jones, Miss Heath, Mrs. Ward, Mrs. Slater, Mrs. T. Smith, Mrs. J. Hall, Mrs. Tomkins, Mrs. W. Harpham, Mrs. L. Cowey.

After the inspection of the hospital tent the Queen returned to the saluting point to watch the march past, in which every detachment acquitted itself admirably. The men marched with soldierly bearing to the familiar old tune of 'Ninety-five.' The Queen then sent, through Sir Henry Ponsonby, for Sir E. Lechmere, Surgeon-Major Hutton, Captains Wardell and Fowler, who were presented to Her Majesty. The Queen, in expressing her warm appreciation of the work, said: 'It is exceedingly good and most useful.' Thus was brought to a conclusion one of the most unique reviews ever held in Windsor Park. The Queen drove away amid ringing cheers from the Ambulance Corps, the National Anthem being played by the bands. The review terminated at six o'clock, and the men marched back to Windsor, where they were dismissed. Before they left Windsor the visitors were granted special permission to view the State-rooms, and this privilege was very much appreciated. The magnificent apartments were inspected with much interest, and St. George's Chapel was also visited. The return journey was commenced by the Babbington Corps about half-past eight, and the Tibshelf and Birchwood men left Windsor Station shortly afterwards. At Bedford refreshments were provided, and the party reached home in excellent time, Alfreton being reached by the Tibshelf Corps at half-past one o'clock on Sunday morning. It was a day which will long be remembered in

the district, and the men who took part will always feel proud of the honour conferred upon them by Her Majesty the Queen.

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THE TRANSPORT OF SICK AND INJURED IN CIVIL LIFE.

BY SURGEON-MAJOR GEORGE A. HUTTON.

(Read on August 2, 1900, at the Annual Meeting of the British Medical Association at Ipswich.)

FIFTY years ago, how did we aid our sick and injured in the first instance, and how did we move them to their homes or to the hospital? Engaged, as I was at that time, as the pupil of a distinguished surgeon, the late Professor G. Yeoman Heath, of Newcastle-on-Tyne, and brought into contact frequently with accidents of all kinds in that great mining and manufacturing district, I have a vivid recollection of the want of all first-aid assistance and ambulance service. An ordinary wheel-barrow, a springless coal-cart, a shutter, or a hurdle, were usually employed, and for a longer journey a street cab was considered the best conveyance without reference to the actual state of the patient. I have known a high dog-cart used to move a man with a badly broken thigh four miles. Stretchers of the most primitive construction were kept at police-stations, but these were intended rather for the use of inebriated persons than for the victims of accident or disease.

It was not until 1877 that any great effort was made to establish first aid and ambulance work on a sure foundation. In that year the St. John Ambulance

Association came into existence as a department of the Order of St. John of Jerusalem. It is quite true that spasmodic efforts had been made by members of the Order in this direction. In 1872 a sum of £100 was given by a member of the Order to establish an ambulance service in the mining and pottery districts, and this was followed by the purchase of two litters made in Berlin, which were placed at Burslem and Wolverhampton, and in a short time a large number of these litters were purchased for the use of the Metropolitan police. Other efforts were made in 1874 and 1876 to extend the work of the Order, and in 1877 the St. John Ambulance Association started its humane work. The first centre was established at Woolwich, and was quickly followed by other places taking up the work in Derbyshire, Nottingham, and elsewhere. A depot was also established at St. John's Gate, Clerkenwell, London, for the supply of stretchers and other ambulance material. I must now pass on to the transport of the sick and injured in towns. As showing the importance of this subject in the year 1890, the Prime Minister, the Marquis of Salisbury, called for reports from Her Majesty's representatives at Vienna, Copenhagen, Paris, Berlin, Stockholm, St. Petersburg, and Washington, and from the Consular offices at Baltimore, Boston, Chicago, New Orleans, New York, Philadelphia, and San Francisco, as to the means adopted in these various cities for the ambulance transport of civilian sick and injured from their homes or place of injury to the hospitals, or from the place of injury to their own homes. These reports were presented to both Houses of Parliament by command of Her Majesty in August, 1890.* Time

* Reports from Her Majesty's Diplomatic and Consular Officers abroad on the Regulations at the places where they reside,

will not allow me to enter into any detailed account of these instructive reports. I may, however, briefly relate the system carried out in the great city of New York, containing some two millions of inhabitants. Broadly speaking, the transport of sick (non-infectious) and injured is undertaken by the city police, infectious cases being looked after by the Health Department. The city is divided into thirty-five police districts, and these are apportioned to the different hospitals, so that the nearest hospital may be called upon when necessary for an ambulance, and an expeditious response assured. The cost of the ambulances and their maintenance is defrayed by the city in the case of the public hospitals, or by the private hospitals owning them. Strict rules are laid down for the right of way and progress of the ambulances through the streets, and telephone communication is established between the different stations and the hospitals. The superintendent of police says :

'The ambulance service of the City of New York is regarded as most efficient, and has been the means of saving many endangered lives. Every call upon the hospitals is promptly answered, and has excited favourable comment on all sides.'

I must now pass on to what has been done in this country with reference to an ambulance service for towns. In Birkenhead, as in New York, the municipal authorities have taken up the duty through the borough fire brigade and also the police. A horse ambulance is kept at the fire brigade station, and is ready at all hours for calls to cases of accident. Last year (1899) the

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respecting the Ambulance Transport of Civilian Sick. Commercial, No. 21 (1890). Presented to both Houses of Parliament by command of Her Majesty, August, 1890. Eyre and Spottiswoode. Price 2½d.

brigade received 433 calls, all of which were responded to.

'The work is still increasing, owing to the public recognizing the advantages of obtaining the services of the horse ambulance when accidents occur. The members of the brigade who accompany the ambulance have received instruction and passed the examination of the St. John Ambulance Association, and have proved themselves useful in rendering first aid.'

In Liverpool the ambulance service has been remodelled on much the same lines as in New York, under the city police. There are five police ambulances attached to the Royal Infirmary, the Northern Hospital, Stanley Hospital, and two others at fire brigade stations, besides a private ambulance at the Southern Hospital. They are all under the police headquarters and in telephone communication with it, and under special rules adapted to the requirements of the city. The cost of these police ambulances is borne by the City Council (Watch Committee). The conveyance of private persons who are in a position to pay is not encouraged, as there is a firm in the city which has a well-equipped horse ambulance for hire. An eminent Liverpool surgeon, Mr. R. Harrison, said :

'These ambulance carriages were doing a most admirable work. Patients were now brought from the docks and steamships and from the suburbs, who had been subjected to severe injuries, in a far better condition than formerly, and in consequence far less amputation took place than before the ambulance movement, simply because the hospital treatment began, so to speak, at the time of the accident, and the patients were not brought doubled up in cabs, or conveyed on the backs of their comrades, causing fractured

bones to take a course he should not like to describe. He was quite sure it had been the means of giving not only great comfort to these people, but had saved not only many limbs, but many lives.'

If we go to smaller, and yet important, towns like Halifax, York, Wellingborough, and Northampton, we find that Halifax and York work their ambulance through the fire brigade, and, of course, under the municipalities. At Wellingborough, through the Local Board, the governing body of the town, and in Northampton it is carried on by an ambulance corps under the St. John Ambulance Association, independent of the Corporation. The attendants in all these cases, however, require to have undergone the course of instruction of the St. John Ambulance Association. It may be well for me to mention the practical work done in these several places in the last year (1899). At Halifax the ambulance carriage was out 198 times, and travelled 620 miles, and one of the principal surgeons says: 'I don't know what we should do without it at the infirmary now.' In York the horse ambulance was used on 17 occasions. In 12 cases a fee was charged for the services, and in 5 cases no charge was made. At Wellingborough the horse ambulance was out 31 times, the distance travelled 548 miles. In addition to this the hand-wheeled litter was out 36 times, and travelled 638 miles. At Northampton the ambulance carriage undertook 64 cases of invalid transport, involving journeys amounting to 666 miles, at all hours of the day and night. From the foregoing account it seems that the proper authority to carry out an efficient ambulance service in large towns is the municipal authority, through the police force. The police are always on duty night and day, and, therefore, are available at all

times and hours. It has been recognized now for some years, both by the Home Office and the chief constables throughout the country, that instruction in first aid and ambulance is an essential part of a policeman's education and drill, as by this means they are capable of rendering skilled assistance in case of accident. I would, therefore, recommend that in large towns the ambulance service should be controlled by the municipalities, the police being required to pass through the course of instruction, and hold the certificate of the St. John Ambulance Association, and also that they should be re-examined annually by a medical officer appointed by the association. In smaller towns, where there are local boards, it would be well for these bodies to control the ambulance service, getting assistance, as they may require from the members of the St. John Ambulance Brigade, when such a body exists in the locality. In country villages it is advisable that a St. John stretcher should be kept for use at the village police-station, and in large villages a wheeled litter with stretcher. As far as possible the St. John Ambulance instruction should be carried on by means of classes in first aid into all villages, so that ready and practical assistance may be at hand in case of accident or the removal of the sick and injured.

I remember very well at a conference in which I took part at the International Health Exhibition in London in 1884, the late eminent surgeon, Sir James Paget, said :

'As surgeon to a large hospital he had constantly seen the need there was for a better transfer of patients, whether sick or wounded, into the hospital wards. They might have arranged a system of ambulance close by, but the patients in large hospitals were brought

from the narrowest streets and the most distant villages, and from every part of the country, and it needed the enterprise and co-operation of the St. John Ambulance Association to be able to take in hand a work of which the design would be to spread the system of ambulance far and wide to every village in the kingdom. The work was not one-half nor one-tenth accomplished when an ambulance was established in that great city, whilst they did not exist in places ten, fifteen, or hundreds of miles off.'

My desire in bringing this transport service before this meeting is to draw the attention of the members of the British Medical Association to the practical use of this ambulance service, for no people are so closely in intercourse with the sick and injured as the members of the medical profession. I feel sure, also, they will find this ambulance service of immense assistance, especially in difficult cases, not only in our large towns, but everywhere throughout the country.

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VOLUNTARY AID TO THE SICK AND WOUNDED IN WAR, WITH SPECIAL REFERENCE TO ARMY HOSPITAL ORDERLIES.

PAPER BY SURGEON-MAJOR HUTTON AT MANCHESTER IN 1902.

ENTERING the army as I did, just before the outbreak of the Crimean War, I well remember the state of the army at that time. The results of the practical experience in all departments of the army connected with the great Peninsular War had, in consequence of the long peace, gradually disappeared, and those who remember the early experience in the Crimea know too well the

sufferings and heroic endurance of our brave soldiers at that time. The Herbert Commission held at the close of the Crimean War did a great deal to improve the army medical and hospital arrangements; but here, again, by the absence of any great war, the improvements were gradually allowed to disappear, and there can be no doubt that on the outbreak of the South African War the medical and hospital arrangements were quite unable to meet the requirements of a great war. There was no lack of ability and zeal in the medical staff, and all concerned with the hospitals, but simply the department was undermanned in every particular. It was quite evident, then, from the beginning of the war, considerable voluntary help, especially in medical officers and attendants in the hospitals, as hospital orderlies, would be necessary. It would take up too much time for me to enter into any historical account of the general organization of the voluntary aid resources in Great Britain previous to the outbreak of the South African War. It will be sufficient for my purpose to state that in 1898 it was resolved to form a permanent Central Red Cross Committee for the British Empire and its dependencies, and to ask the Secretary of State for War to recognize the committee officially. On January 19, 1899, the Marquis of Lansdowne notified, as Secretary of State for War, his official recognition of the proposed committee, and in April, 1899, it was made publicly known. The committee was composed of representatives of the National Society for Aid to the Sick and Wounded in War, the St. John Ambulance Association, the Army Nursing Reserve, together with representatives of the War Office. Regulations were drawn up, and by the outbreak of the war the committee were in a position

to do much useful and practical work. This was a distinct advance on what had been done by voluntary aid in previous wars, where the various voluntary associations had acted independently. The Central Committee, acting in concert with the War Office, secured directness, smoothness, and economy of service, and by combined action national and local effort has been harmonized, waste prevented, and efficiency secured.

The short time allotted to me for this paper will not permit me to enter upon the work done during the war by the Central British Red Cross Committee. The report of the committee recently presented to the Secretary of State for War by the chairman, Viscount Knutsford, contains a very full account of all that has been done, and is worthy of attentive perusal. The main object of my paper, as the title indicates, is the future supply of hospital orderlies. The St. John Ambulance Association has, during the South African War, furnished, through its ambulance brigade, upwards of 2,000 men who have acted as orderlies in the various military hospitals at the seat of war and in the hospital ships, and excellent accounts have been received on all sides as to the way these men have done their arduous duties. Sixty-five of these men have succumbed to disease contracted in the performance of their noble work, eight have been mentioned in dispatches, and one has received the distinguished service medal. But, then, these men's services were only temporary, for a few months or for a year. It has been said they came and they went. Of course, their services were invaluable, but we suppose and we hope that the experience of the war may be turned to useful account in any reorganization of the hospital service, and the question of the supply of efficient hospital orderlies is a pressing

one. Sir Frederick Treves said, at the meeting of the British Medical Association at Ipswich : ' The question of orderlies is a difficult one. The present campaign showed that nurses—keenly as their services were appreciated—could not work in the field hospitals, and they must fall back on the orderly, and he was almost an impossible person. It was, indeed, very difficult to know what his position was. He had to pitch tents, dig trenches, and then nurse complicated cases. Those who criticized the hospital orderly had no knowledge of the extreme difficulty of this subject. Where were they to be got ?'

Well, I have always been taught that the word ' impossible ' must never enter into the vocabulary of the soldier. A story I once heard of Lord Raglan, who commanded in the Crimea, illustrates this. Lord Raglan ordered an officer, during an action, to bring up a gun. He answered, ' It is impossible.' Another officer was directed to do it, and succeeded after great difficulty. His lordship afterwards said, ' The word " impossible " should never be used in the army.' Such is my feeling with regard to the duties and the supply of hospital orderlies. Applying the experience of the South African War, I think we may have a field for attracting good men to the service as hospital orderlies through the certificated members of the St. John Ambulance Association. This association during the twenty-five years of its existence has certificated through its classes over 500,000 pupils—men belonging to all classes throughout the country—men employed in all the varied industries in our large and smaller towns, and in our country districts and villages. A large proportion of these men have had ample opportunities of applying their practical knowledge in giving first

aid in the numerous accidents incident to the industries in which they are engaged, and, as an old surgeon in large practice told me, 'Very many cases of accident take place at the different works with which I am connected, and I am pleased to record with great satisfaction the pleasure and the interest the men take in helping their injured brethren. I have also noticed that the nursing is done better in the houses of the ambulance men.'

Possibly another source of supply of hospital orderlies might be from the Volunteer Brigade Bearer Companies. I remember the present president of this section, Lieutenant-Colonel Elliston, stating at the Ipswich meeting that his bearer company 'are instructed as orderly nurses during the winter, and at the brigade camp in July or August they put this instruction into practice, as they act as hospital orderlies, nurse the sick by day and night, and attend the dressing of minor cases at the dispensary tent.'

Both these sources—the St. John Ambulance Association and the Volunteer Bearer Companies—might possibly in the future be made a useful recruiting-ground, if encouraged, for an efficient supply of hospital orderlies. This suggestion may be largely assisted by carrying out, as far as possible, the recommendations of the Central British Red Cross Committee, as contained in their report. They consider that the best organization of voluntary aid resources in this country would be the formation of local committees in time of peace, and that such committees should be formed in connexion with counties and the larger towns. Now, considering the St. John Ambulance Association has local committees in their centres and branches of work all over the country, both in large and small towns,

and in many country districts, it would be advisable that these committees should be represented in their local committees of the British Red Cross.

It may be as well to state briefly the terms of service of hospital orderlies in the Royal Army Medical Corps :

1. Recruits are enlisted in the same way as other soldiers in presenting themselves at any barracks or volunteer headquarters in the United Kingdom.

2. They are required to be in good health, and physically fit for the army.

3. They must be able to read and write, and must produce a certificate of good character from their late employer, or from a person of standing. A man of good education has a great advantage in the corps.

4. Candidates do not require any previous knowledge of medical or nursing work, although such knowledge would be an advantage to them.

5. The training of recruits consists of a certain amount of drill, lectures, etc., at Aldershot, and a further practical training in ward and nursing duties at the various military hospitals.

6. No special examinations are necessary, except for those men who aspire to promotion, in which case a more advanced knowledge of hospital duties and drill is requisite. For the rank of sergeant a soldier must possess a thorough practical knowledge of dispensing. Classes of instruction to prepare soldiers for these examinations are held in the army. The minor qualification of the Pharmaceutical Society is accepted as a qualification in dispensing.

The terms of service are : with the colours seven years, or three years—with the former five years in the reserve, and with the latter nine years. It should

be remembered also that the establishment of the Royal Army Medical Corps provides for an unusually large number of warrant and non-commissioned officers—viz., one out of every four men—and there is also a considerable number of quartermasters, who are selected from the warrant officers of the corps ; there is a prospect of those who merit such advancement rising to commissioned rank. Promotion above the rank of corporal is reserved, with a very few exceptions, for non-commissioned officers who have been found qualified to compound medicines. This corps, therefore, offers exceptional chances of advancement to well-educated men with a knowledge of pharmacy. I am pleased to be able to state, from recent information I have received, that many of the men of the St. John Ambulance who went out to South Africa have enlisted in the Royal Army Medical Corps.

Time will not permit me to enter into many other interesting matters connected with voluntary aid to the sick and wounded in war, such as hospital ships, hospital trains, and the establishment of private hospitals. The exhaustive report, already alluded to, of the British Red Cross Committee, gives full details on all these points.

In conclusion, the question of the supply of hospital orderlies is intimately connected with one of the most important parts of our army medical organization in war—viz., the utility of field hospitals—and although it may appear ancient history to younger men in the service, yet I am constrained to refer them to a report of mine on field hospitals, published in the report of the Army Medical Department, and presented to both Houses of Parliament, for the year 1871, pp. 256 to 267, and which shows that the regimental surgeons of that

day considered how indispensable it was to have efficient field hospitals for the service. If you will allow me, I will quote the concluding paragraph of this report: 'One thing I am thoroughly convinced of, that a medical officer to have charge of a field hospital should have energy, zeal, and good physical health. He should, if possible, be a good horseman. He must be prepared to meet many difficulties and contingencies that must ever be incident to active service, and even to autumn manœuvres, and he must be prepared to meet them with becoming tact and judgment.'

For war service, then, the organization of field hospitals must always be of pressing moment, for if military surgery in the field is to be satisfactory, we must make our field hospitals as complete as possible, so that the surgical examination of the wounded and the performance of all necessary operations should be done expeditiously. Sir Frederick Treves said: 'Whereas in the base hospitals nurses could be greatly increased with advantage, they could not work in the field hospitals, therefore one must fall back on the orderly'; and, as I have already said, I think from among the certificated members of the St. John Ambulance Association there is a fair field, if encouraged, of obtaining good recruits for this service.

My object in bringing the subject of the supply of hospital orderlies before the British Medical Association is to enlist the attention of the medical profession, and also the public throughout the country, to what is of national importance—viz., the care of our sick and wounded in the army.

If the lessons of the great war, now happily concluded, are to be of any use for the future, we must not forget the lines that were written centuries ago. 'Peace

itself should not so dull a kingdom but that defences, musters, preparations, should be maintained, assembled, and collected, as were a war in expectation.'

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ON THE FORMATION OF AN EFFECTIVE RESERVE OF ARMY HOSPITAL ORDERLIES.

BY SURGEON-MAJOR G. A. HUTTON.

THE short time—fifteen minutes—allotted for my paper read at the annual meeting of the British Medical Association at Manchester on 'Voluntary Aid to the Sick and Wounded in War,' prevented me entering on the consideration of a subject that has for several years engaged my attention in connexion with St. John Ambulance work—the formation of an efficient reserve of hospital orderlies for duty in the military hospitals in the event of war. I may say I mentioned this matter to the late Commander-in-Chief so long ago as 1890 at a great gathering of ambulance men at Wollaton Park, near Nottingham.

Upwards of twenty years ago I drew up a set of rules for the government of ambulance corps under the St. John Ambulance Association. These rules were sanctioned by the committee of the association, and were in use in a large number of places all over the country, and the local corps under these rules formed the foundation for the establishment of the St. John Ambulance Brigade. So far no instruction in nursing had been provided for the men. In recent years, however, a short course of lectures on home nursing has been instituted for men who chose to join the classes. No regular

hospital instruction has ever been undertaken up to the time of the outbreak of the South African War.

In alluding in my paper to the services of the ambulance brigade in the South African War, the evidence I have been able to collect from authentic sources shows that, whilst the men were good men, they came without any knowledge whatever of hospital duties; and it can well be imagined, when the medical staff were overwhelmed with work of a serious nature, what a disadvantage this was in carrying on the hospital duty in an efficient manner.

After wide experience in most of our large towns and in every county and among all classes of men, I know too well the difficulty for ambulance men to obtain any sound army hospital instruction. For the most part the men are daily engaged in the various industries of the country, and have to earn their livelihood, and it would not be easy, if they were so inclined, to spare the time for hospital duty and instruction.

When the report of the South African Commission on Hospitals was issued, I gave an address before the York Medical Society on this Report, and said with regard to the supply of hospital orderlies for military hospitals an important point was made in reference to this subject. No. 2 of the Commissioners' recommendations states: 'Regulations and provisions which will enable trained orderlies in sufficient numbers to be rapidly obtained and added to the ordinary staff of the Royal Army Medical Corps in the event of a great war.' I then went on to say a good orderly must be trained, and the training takes some time. I hope, therefore, future arrangements may be made with the Army Medical Department for St. John Ambulance men

to receive some practical instruction in the duties of hospital orderly in the military hospitals of the various garrisons.

Looking at the question in a practical way, I am fully persuaded, after much experience of hospital life, both in military and civil hospitals, that the only effective reserve of well-trained orderlies that can be relied on for service at short notice is for the War Department to make known as widely as possible the conditions of service in the Royal Army Medical Corps, and to induce St. John Ambulance men to join the corps.

As far as an additional reserve to fall back upon in a great crisis, like the South African War, the St. John Ambulance Association may always be of much useful service, and every effort should therefore be made to keep the men belonging to it up to their work, as far as circumstances will permit. It must, however, be remembered that, being a purely voluntary body, tact, judgment, and common sense are essential in dealing with it.

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COTTAGE HOMES BILL.

John Hutton, formerly M.P. for Richmond Division of Yorkshire.

This Bill provides that the council of a borough, or of an urban district, or of a parish, may, if it thinks fit, with the consent of the county council, provide and maintain a cottage or cottages or other suitable houses for the use of the necessitous aged deserving poor within their district who are sixty-five years of age. The number of aged paupers may be roughly taken as

1 per cent. of the population; of these probably one-third would not be classed as 'deserving'; one-third would probably prefer out-relief in their relations' homes, etc., leaving about one-third per cent. wishing to enter the cottage homes, or, in other words, about 1 person in every 300 of the population.

As it would be too onerous for small parishes to maintain separate homes, it is provided in the Bill that such parishes may be amalgamated. The cottages should be ordinary cottages such as are used by the working classes in the district. They should contain not less than four inmates nor more than ten, and an attendant should be attached to each four or five inmates. The intention is to make the homes as comfortable as possible, and to continue the same conditions of life which the inmates have always been accustomed to, without the restraint of the workhouse or the privation of trying to live on 2s. 6d. or 3s. per week. It is not intended to interfere with more elaborate inducements to thrift nor with the out-relief from the guardians to those refused the homes, or who may prefer that form of assistance. The borough and parish councils are to determine as to the suitability of the applicants for admission to the homes. The county councils are given powers to approve of and inspect the cottages.

It is proposed that, in the first instance, the cost of the homes shall be defrayed by the borough or parish council, but the county council shall repay those councils three-fourths of the cost out of the general county rate; and Parliament is asked to contribute to the county council £5 for each aged person occupying the homes during the previous year.

March, 1897.

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WAR SERVICES OF SIR JAMES JACKSON.

SIR JAMES JACKSON served in the Peninsula from April, 1809, to the end of the war in 1814, including the battles of Oporto, Talavera, and Busaco; action at Pombal, Redinha, and Fouze de Aronce (wounded); battles of Fuentes d'Onor (May 3 and 5); first siege of Badajoz; action at El-Bodon; siege and capture of Ciudad Rodrigo; siege and capture of Badajoz; battles of Salamanca, Vittoria (horse shot), Maga Pass, Pampeluna (July 15), Pyrenees (July 30), Nivelle, Nive, and Bayonne. Present at Waterloo, and with the army of occupation in France. Served in India and Arabia from 1819 to 1826, including the capture of Beni-Boo-Ali, as military secretary to Sir Lionel Smith, and for which service he was recommended by the Marquis of Hastings for the rank of Lieutenant-Colonel. He has received the war medal, with nine clasps, for Busaco, Fuentes d'Onor, Ciudad Rodrigo, Badajoz, Salamanca, Vittoria, Pyrenees, Nivelle, and Nive; commanded the cavalry at the funeral of the Duke of Wellington; served at the Cape of Good Hope as Commander of the Forces, and Lieutenant-Governor from March, 1854, to May, 1859.

THE END

H. K. Lewis, 136, Gower Street, London, W.C.