
EDITORIAL.

We wish all our readers a Merry Christmas and a Happy and Prosperous New Year.

The mirth of the management of this journal will be much enhanced if our subscribers would forward the amount due last May—\$1 for the twelve months '97 and '98. The journal is not published for that sum. It is a very small sum, but when it amounts to hundreds of "ones" it becomes serious. Dr., enclose your dollar to the Editor and enter on the new year in good standing with the LANCET.

Again have we to bring before our readers the failure of the Manitoba authorities to hold a coroner's enquiry into the death of the late Mr. Farrell, a well known citizen of Winnipeg. True the cause of death was very apparent. While waiting for one electric car, no doubt supposing himself to be a sufficient distance from the other rails, he is knocked down by a car going in a contrary direction, is picked up unconscious and dies in this condition in less than forty-eight hours afterwards. According to the laws of Manitoba relating to the holding of inquests a coroner is not justified in acting on his own judgment in holding an inquest, unless there is reason to believe that the death has occurred from violent or unfair means, or by culpable or negligent conduct, and not through mere accident or mischance, and even then the coroner is required to make a declaration before issuing his warrant for summoning a jury, stating that from information received he is of opinion that there is reason for believing that the deceased came to his death under circumstances requiring investigation by a coroner's inquest. Probably in this instance, no such information was tendered to either of the Coroners in this city. But nevertheless, it was a case in which the law officer of the crown was called

upon in the public interests to cause an enquiry to be held. Possibly, when a few more vehicles are run over, and a few more lives sacrificed under the wheels of the electric cars the authorities will awaken to the necessity of holding an investigation after the so-called accident. As matters are now run it is almost a miracle that they are not of daily occurrence. The traffic on Main street frequently compels people, who are driving, to get on the street car track to escape collision with one of the loaded waggons or other vehicles used by railways, and who will not concede to a light rig one inch of road, they keep the centre of the side leaving barely room for even a cutter to pass, to the right or left. Various vehicles are drawn up along the sidewalk, compelling one to take the street car track to pass, which you are no sooner on than the warning bell is set going, no diminution of speed is made, simply you are warned to get out of the way or be run over. Not infrequently the wheels or runners of a light trap get entangled with the rails of the street car track, if by good luck you manage to get off in time, well and good, if not, when the motor-man sees a collision inevitable he reverses the current, knowing well that he cannot stop his car in time to prevent an accident. In the catastrophe above mentioned, the car struck Mr. Farrell when it was conceded to be travelling at the rate of six miles an hour, and this over the crossing at the Manitoba Hotel, where passengers are constantly taking the cars or alighting. Why did not the motor-man when he saw a person standing so close to the track his car was running on, while thundering the alarm, get the electric power under such control as to enable him to stop in a carriage length, instead of contenting himself with ringing the alarm bell, and continuing his speed until too late to avert a collision? Do these men know that deafness is one of the infirmities the human race are inheritors of, that there are many people