

MORE HONORS AND SOME TRAVEL

Delegate to A. M. A., etc. Good Roads Movement. Highway Mission to City of Mexico—President Obregon. Vice President International Meridian Highway. Going Abroad. "English—Not Scotch." Professor John Fraser. Hotel Dieu, Beaune. Fitting Climax to Career of Country Doctor.

DELEGATE TO A. M. A., ETC.

Following my term as president, I was elected delegate to the annual meetings of the American Medical Association and attended as delegate the meetings at Atlantic City in 1907, Chicago, 1908, and Los Angeles in 1911. My ambition was to do something, to be named on some committee where service could be rendered. It was no pleasure to sit through several annual meetings listening to dry reports of the reference committee on the reference committee's report! The supposed service, without service, did not appeal to me and although urged to do so, I declined to stand for election anymore.

Several successive presidents appointed me delegate to the Council on Medical Education and Medical Legislation in Chicago and I attended these meetings in 1909 and 1910, read a paper before one of the meetings and served on a reference committee. I represented the Nebraska State Medical Association at the Second Conservation Congress at St. Paul in 1910 when both Ex-President Roosevelt and President Taft spoke.

All of the above assignments came to me and I attended each one, before it became the policy of State associations to pay the expenses of delegates. Nowadays, delegates receive expense money, for what to each one amounts to a free jaunt and the representatives are willing to take a life tenure!

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Early in 1914 a blank application for fellowship in the American College of Surgeons was sent me, anonymously. I did not feel qualified for fellowship although the matter appealed me. The application lay in my desk for nine months before I decided to fill it out, after first talking with some of my surgeon friends. Perhaps the stand I had always taken in regard to fee-splitting was taken into consideration in acting on the application more than my surgical experience. I was admitted to fellowship at the Boston meeting in October 1915, together with some hundreds of others, among whom was Dr. Willard Grenfel of Labrador fame. A Boston newspaper was referred to the event as "The largest assembly of elderly cutups the world has even seen."

GOOD ROADS MOVEMENT

Because of an extensive country practice and my life on the road, I early became interested in the good roads movement. I was chosen several times to head the local community club and advanced the proposition that we could do more for our town and community by improving the roads leading into town than by any other thing we would undertake. As chairman of the roads committee I supervised the first demonstration of road dragging by the first split log drag made in the county about 1912 to 1914. The next year the county commissioners of the county took up road dragging as an established practice and soon thereafter the same year the surrounding counties also inaugurated it.

HIGHWAY MISSION TO CITY OF MEXICO— PRESIDENT OBREGON

When the Meridian Highway (now U. S. No. 81) was projected I was designated local representative

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with power to designate the route through most of Madison county. When in 1921 a Meridian Highway Mission to Mexico City was undertaken by invitation of the Mexican government, I became the Nebraska representative. Returning home at noon one day my wife told me there was a telegram that the Mission would start from Laredo, Texas, four days later and asking me to come, or send a substitute if I could not go. I exclaimed I would not need a substitute and the next day I was off on what to me at that time was a great adventure.

Up to that time Mexico was without roads more than about three miles from any town. An exception to this was several paved roads leading from Mexico City to surrounding towns none over about forty miles away. So entirely true was this that two Mexican engineers with an auto made a scouting trip to Laredo in anticipation of our Mission and found it difficult though not impossible and recommended against the Mission undertaking the trip by autos.

Our mission was met at Laredo by Colonel Emilio Cirlos, a Major Moreno, of the Mexican Army and two engineers from the Department of Buildings and Communications, in an old type Pullman car, (purchased from the Pullman company by the Mexican government during the revolution for an officer's car), and a porter and cook.

The Mission was received and entertained by the chambers of commerce at Monterrey, Saltillo, San Luis Potosi and Queretero on the way to Mexico City.

At Queretero, (the city where the ill-fated Maximilian was executed), we were privileged to visit the palace of a Mexican millionaire. I recall it had

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a very beautiful fountain in the patio, surrounding which was a lily pond with gold fish. With the ever watchful eyes of a physician for things medical I spied a bottle of Scott's Emulsion on the dining room table. Later, on the street cars in Mexico City I saw Lydia Pinkham's alluring poster in Spanish verbiage. Verily, suckers are sought in all nations and in all languages!

At Mexico City we were the guests of the government at the Regis hotel and were received in audience at the Department of Buildings and Communications, given a drive about the city and its environs and on a Sunday were taken across the mountains to Cuernavaca where we were banqueted in one of those quaint open-front hotel dining rooms, a feature of the semi-tropics. On our last evening in Mexico City we were received by President Obregon in the Palace of Chapultepec.

In every conference on our trip the fact was brought out that the Mexicans were interested but did not have any money. The net result of the Mission's contact was to interest the people of Mexico in real roads and the full fruition of that Mission is, that today there is a hard surfaced highway from Nuevo Laredo to Mexico City, a continuation of the Meridian Highway, or U. S. No. 81. This makes a continuous all weather highway from Winnepeg across the United States to Mexico City.

VICE-PRESIDENT INTERNATIONAL MERIDIAN HIGHWAY

At a meeting of the International Meridian Highway Association held at Salina, Kansas, in November, 1923, I was elected Vice President of the association and held the position until 1931, when I de-

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clined re-election. During the nine years the Highway developed to an all-weather road across the entire United States. When the Federal Bureau of Roads designated the prospective primary highway system, the Meridian Highway was designated U. S. No. 81 across the entire United States, the only organized highway to be so designated throughout its entire length.

GOING ABROAD

In the spring of 1925 one of our daughters persuaded me to go overseas with her on a vacation trip. We sailed from Quebec to Liverpool in May wholly unattached to any conducted party although we came in contact with one of Peck's first clinical assembly tours at Montreal. We landed at Liverpool, went to Chester, made a motor trip through a part of Wales, spent several days in the English Lake region, then spent a week in Edinburgh, making side trips from Edinburgh to Glasgow, to Scott's home, a motor trip to Oban through the northern part of the Scotch lake region and the southern edge of the Trossachs—quite the traditional sightseer's trip.

"ENGLISH, NOT SCOTCH"

We went to a city near Edinburgh to have tea with some people to whom we had a letter of introduction. I was amused to find the gentleman remarking quite emphatically that he was not a Scotchman. He was an Englishman. Later when I made some pleasant remark about the Scotch people to his wife, she hastily remarked that she was not Scotch, she was Irish! A similar experience in a store confirmed us in the belief that no one but a Scotchman relished that appellation! In an Edinburgh store on a foggy morning, my daughter ventured "I wish you would

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tell me what kind of weather you are going to give us today." The reply came sharply. "It is not my kind of weather, I am from England." It appears therefore that the Irish are glad they are not Scotch, the English are glad they are not Scotch and presumably the Scotch are glad they are neither Irish or English!

During our stay at Edinburgh I visited the medical school and hospital of the University.

The entrance requirements at Edinburgh, it was explained, are rather liberally construed. The equivalent of an A. M. or B. S. degree is required. There are 1,400 students. Two years are devoted to anatomy and physiology and three years to medicine, and the practical application is stressed.

PROFESSOR JOHN FRASER

In a lecture to a student body on Carcinoma of the Rectum, Professor John Fraser referred in favorable terms to the treatment by low degree heat "originated by an American surgeon named Percy," which rather pleased the writer, who accounts himself a personal friend of Doctor James F. Percy. Several abdominal operations were witnessed at the Royal Infirmary. Green drapes were used in the operating rooms because the color is thought to be more restful to the eyes. The Royal Infirmary has 900 beds and affords wonderful opportunities for medical study.

An invitation to luncheon with Professor Fraser furnished a delightful personal contact with a great man in British surgery. He expressed his appreciation of favors at the hands of American men of medicine on a trip to this country as a guest of the American College of Surgeons and said nothing he could

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do for American physicians would ever repay the kindness he had received.

Incidental to a discussion of fee splitting in America he stated that it did not exist in Scotland, but added rather softly, that it was rumored it was a bit different in England!

St. Thomas' Hospital, London, dates back to the twelfth century and was named after Thomas a-Becket. The present plant contains 632 beds. The writer saw Sir Cuthbert Wallace do a gallbladder drainage and a gastro-enterostomy in an endeavor to lengthen the life of the patient suffering from carcinoma of pylorus and contiguous structures.

While not strictly modern in all respects these hospitals are well planned, well equipped and wonderfully well conducted.

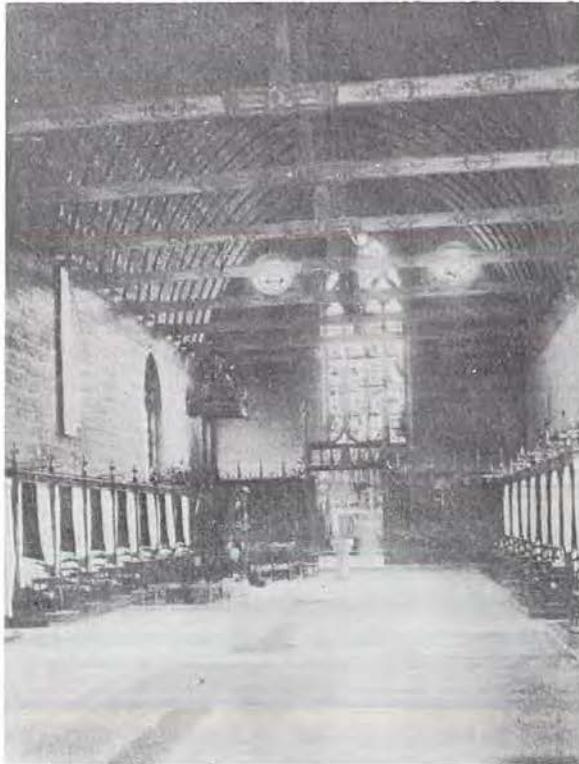
HOTEL DIEU, BEAUNE

We also visited the usual tourist spots in Belgium, Holland, Germany, Switzerland and France. We stopped at Beaune, in the Cote d'Or region in France, to visit, because my daughter had been stationed there with the A. E. F. University in 1919. Here I saw one of the most interesting things on the whole trip, the old Hotel Dieu, founded in 1443 by Nicholas Rolin, Chancellor of Burgundy, and continuously in use as a hospital since that time. The unique *Salle des Malades* is a splendid great hall surrounded by ancient box beds, with heavy red and white draperies. At one end of the hall is a chapel, so that the sick may be present at a service without leaving their beds. The medieval costumes of the nuns add a picturesque touch to this ancient hospital.

The whole trip was a delightful experience for

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one who had spent his life in medical practice on the
Nebraska prairies.



Salle des Malades. Hotel Dieu, Beaune, France.