

CROSS-ROADS FATALITY.

CANADIAN MOTOR CYCLIST'S SHOCKING DEATH.

Sergt.-Major Ainslie Burton Tytheridge, 39, of the Canadian Army Medical Corps, was killed at the Lord of the Manor cross-roads, near Ramsgate, on Sunday afternoon, while riding a motor cycle. He was coming from the direction of Canterbury and his machine collided with a heavy motor car, which was on its way from Margate to Deal. The result was that Sergt.-Major Tytheridge was thrown to the side of the road, his skull being smashed and the front part of his cycle broken off. The car—which belonged to Mr. Vanden Bergh, of Rowden Hall, Margate, and was in charge of Frederick David Chell—at once pulled up, and the chauffeur went into Ramsgate for medical aid. Dr. Tamplin went out, and the injured warrant officer was brought into Ramsgate and received at the General Hospital. He was unconscious and the case was hopeless from the first. Death occurred soon after admission.

The inquest was held at the hospital on Monday evening, by Dr. F. W. Hardman and a jury, of whom Mr. George Richford was foreman. Mr. Sydney Shea, solicitor, Margate, who represented the owner and driver of the car, expressed sorrow at the terrible accident.

The jury, having viewed the damaged motor cycle and the car, evidence was given by Staff-Sergt. Thalberg Binns, of the C.A.M.C., Frederick David Chell (driver of the car), Mrs. Annie Van den Bergh (who was one of the eight occupants of the car at the time the accident happened), Samuel Priestley (who was motoring on the Canterbury-road at the same time as the deceased), Detective-Sergt. Horn (who examined the

WAR AND HEALTH.

HOW DUG-OUTS SPREAD INFECTION

When Germans Caught the Flu

The annual reports of the Ramsgate Medical Officer of Health and School Medical Officer for 1918, just issued, contain interesting references to the effects of war-time conditions upon the operations of the department.

A DIMINISHED POPULATION.

It is difficult (says the Acting Medical Officer, Dr. T. G. Stryan) to give an accurate estimate of the resident population during the year, and consequently rates of mortality, etc., can only be approximately calculated. Under normal peace conditions, the inhabitants of the borough would have numbered about 32,000, but a large number of those who were in a position to do so left the district on account of the frequent air-raids. At the beginning of the year the number of persons having food ration cards was 18,394, and the number was not increased until after the armistice had been signed. After this event people commenced to return to the district, and by the end of the year the ration cards had risen to about 22,779. The only workable estimate is that the normal population was between 18,000 and 19,000. It must be borne in mind that the departed population was mainly composed of the more prosperous and vigorous portion of the inhabitants.

BIRTHS AND DEATHS.

The net total of deaths was 323. In addition the deaths of nineteen sailors, soldiers and airmen were registered. The approximate death rate was 20.9 per 1,000, and the birth-rate was approximately 18.2 per 1,000, the number of deaths exceeding the number

PARTNERSHIP IN P

MESSERS. LEWIS & HYLAND SOCIAL

A further reflection of the relations existing between the firm and the members of the firm and the members of the firm Lewis and Hyland was in Saturday at the West Cliff (Ramsgate, when a round of took place.

The firm's annual social was big events of the twelvemonth days, but during the time of not possible to arrange a gathering usual lines. There was, therefore, celebration this Peace year, realises the loyalty of its staff of severe test. Any of its members easily have left Ramsgate—many of them being in far during the time that the enemy shelling and bombs upon Thanet.

Messrs. Lewis & Hyland occupied a front seat during raids. The premises have been shaken again and again, and of show cases have on one occasion been blown into the street. There have been some terrifying moments, who so courageously ground through it all.

There was a feeling of gratitude underlying the proceeding day, a feeling of gratitude and which those who were present feel; there was that, as well pleasant fellowship pervading sphere.

The hall was looking charming with its floral decorations, and delightful scene when the

of Detective-Sergt. Horn (who examined the scene of the accident and gave details of the spot) and Dr. Tamplin.

Sergt.-Major Tytheridge was stated to have been an expert rider, although Mr. Priestley, who saw him on the road, thought him a novice, or a man with a new machine, so carefully was he riding. The driver of the car had been in the service of Mr. Van den Bergh for thirteen years, and for three years and four months of the war had been driving a car in the Royal Air Force, having been transport sergeant at the depot at Harrietsham. He had driven General Higgins, G.O.C., of the 6th Brigade. Mrs. Van den Bergh said that her husband and she had perfect confidence in Chell as a careful driver, and there was no question of the party being in a hurry to get to Deal. (Mr. Van den Bergh, who was one of the passengers, is a gentleman over seventy years of age.) It was stated that the car was going at the rate of about eighteen miles an hour when the cycle struck it. The cyclist was not seen by the driver of the car at all before the accident occurred. Chell's theory being that while he glanced to the right to see if the road was clear as he came to the crossing, the Sergt.-Major must have ridden over the ridge made by the railway bridge and dashed into the left side of the car before he could pull up.

The inquest lasted for nearly two hours, the circumstances of the case being most carefully enquired into. The driver of the car was very closely examined, and plans of the spot where the fatality occurred were put in.

Mr. Shea, at the close of the evidence, said that the other occupants of the car had returned to London, being under the impression that the inquest would not be held so soon after the accident. Before the jury dealt with the matter, he would like to have an opportunity of calling those witnesses of the occurrence.

Addressing the jury, the Coroner said they had listened attentively to the evidence given, and it was open to them to consider

Addressing the jury, the Coroner said they had listened attentively to the evidence given, and it was open to them to consider whether they would be able to arrive at one form of verdict without further assistance. That form could only be a verdict that death was due to accident. If they thought that any other form of verdict required further consideration, it would be necessary to adjourn the enquiry for the attendance of the other persons who were in the car.

The Coroner reviewed the circumstances in detail, and said the jury had not to consider any question of liability for damages, or anything of the kind. The only verdict open to the jury to return was one of accident or one of manslaughter; and in order to justify a verdict of manslaughter it would be necessary to find that the evidence disclosed negligence of a gross, clear and palpable variety. Misjudgment or negligence in a minor degree would not justify the jury in returning that verdict.

The jury returned a verdict of "Accidental death," expressed deep sympathy with the relatives of Sergt.-Major Tytheridge, and exonerated the driver of the car from blame.