

Annotations.

EDUCATION FOR CRIPPLE CHILDREN.

It must be gratifying to Mrs. Humphry Ward, who has taken great interest in the education of cripple children, and some time ago started a school for them in Tavistock Place, that private enterprise in London is now rendered unnecessary from the fact that the School Board has sanctioned arrangements for the management of four special schools for cripple children, and for the conveyance of the scholars, wherever necessary, in ambulances. The pioneer school in Tavistock Place has been taken over, and is now maintained by the Board.

The new schools will be opened at the end of June and will be managed by local Committees consisting of twelve persons; the numbers of men and women serving on them are to be equal, and where possible, medical help is to be included. An interesting point is that the children, while in school, will be under the care of trained nurses, who will also accompany the ambulances. Though the Board will not provide food, yet arrangements are to be made for the children to receive a midday meal, and, in the case of the very poor, dinner will be provided by the London School Dinner Association.

DIRT DEMORALIZING.

In some pointed observations on "Our Great City," which Mr. Arnold Foster has written for schools, he shows that one of the greatest enemies with which Londoners have to fight is dirt, and it seems almost hopeless to erect stately buildings, carve exquisite statues, or adorn streets with beautiful colours, if all are to be defiled with corroding soot. "The London soot and dirt grimes and degrades everything we put up. In a clean city the Marble Arch would gleam beautiful and white, as the marble did in the famous quarries of Carrara. St. Paul's instead of being covered with splotches of slimy black, would show the clear outline of its columns and carvings in the natural colour of the bright Portland stone. In a clean London the exquisite carving which in hundreds of our buildings has been worked out with art and labour would still be an ornament to the building and a pleasure to those who pass by; instead of being, as it is now, unnoticed and unadmired because it is choked with soot." Mr. Arnold Foster thinks that as soon as Londoners get to understand how much more beautiful, how much cleaner,

and, therefore, how much more hygienic their city might be, that they will find a means of getting rid of their enemy—soot. It should be one of the chief aims of the County Council to hasten the day.

PORT PROTECTION FROM PLAGUE

Dr. J. H. Croker made several sensible recommendations as to what is necessary to protect Manchester from plague, in his farewell report as medical officer to the port sanitary authority. It was imperative, he said, that every vessel coming from abroad should be boarded by the medical officer and inquiries made. The ship should be kept from 4ft. to 6ft. from the quay, and rat guards placed on the ropes communicating with the shore. If a gangway or other communication were placed between the ship and shore a terrier should be chained at either the shore or ship end, especially at night, if the gangway were not taken in. Endeavours should be made to free all ships from rats. Probably it would be advisable to engage the services of a professional ratcatcher, as at Hull, the vessel being taken in mid-stream whilst he was at work. As regards the rats at the warehouses of the port and the city, he recommended a consultation with Professor Delepine as to the advisability of inoculating a certain number of rats with microbes fatal to those animals, but non-pathological to human beings, such rats being turned into the runs to spread death.

THE NEW ARMY WATER CART.

A new water cart for the Army has recently been invented by Lord Dundonald with the object of preventing the spread of enteric fever. The publication of this invention has elicited the information that some twenty or thirty years ago a Dr. Macnamara in India, where enteric fever is of a malignant type, invented a very successful water cart. This was supplied with rectangular tanks, connected with pipes which passed through cylinders which were filled with sponges, sand, animal charcoal etc., which thus formed filters. In the lower tank which contained the filtered water was a tap from which the men could draw water. The cylinders had removable tops, so that the filtering materials could be thoroughly cleansed, and underneath the driver's seat brushes for cleaning the insides of the tanks, and fresh charcoal were carried. This cart was used on the march in India with great success, and the water was kept cool by placing wet blankets over the tanks.

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