

The Midwife.

CENTRAL MIDWIVES BOARD.

At its April meeting the Central Midwives Board re-elected Mr. Arnold Walker, F.R.C.S., F.R.C.O.G., as Chairman, and Mr. J. P. Hedley, F.R.C.P., F.R.C.S., F.R.C.O.G., as Vice-Chairman for the ensuing year.

LOWEST STILLBIRTH AND DEATH RATES FOR ANY MARCH QUARTER.

The Registrar-General announces* that the number of live births registered in England and Wales during the quarter ended March 31st, 1948, was 202,184, compared with 193,865 for the December quarter, 1947, and 241,421 for the March quarter, 1947. The corresponding rates were 18.8, 17.8 and 22.6 per 1,000 total population respectively.

Stillbirths registered during the quarter numbered 5,043, giving a rate of 24.3 per 1,000 total live and still births. This is the lowest for any March quarter and reflects the continued fall in the stillbirth rate.

There were 132,705 deaths registered during the quarter, representing a record low rate for any March quarter of 12.3 per 1,000 total population, compared with 17.1 in the March quarter, 1947, and the previous lowest figure of 13.2 in the March quarters, 1943, 1935 and 1923.

NEW HEALTH RULES FOR AIR TRAVEL.

Reducing Risk of Disease from Abroad.

Measures to reduce the risk of aircraft, or travellers by air, bringing disease into this country have now been incorporated in new Regulations† made by the Minister of Health, Mr. Aneurin Bevan, which came into force on April 1st.

The rapid development and speed of air travel have produced special problems in the medical field. For instance, while a journey from India to London by sea normally takes three weeks, during which time any infectious illness on board would become known and could be dealt with at the port of arrival, a passenger by air can fly from Singapore to London in two days, and from India or South Africa in 36 hours. This is much shorter than the normal incubation period of plague, cholera, yellow fever, typhus and smallpox—the diseases with which international control is mainly concerned.

An International Sanitary Convention dealing with air travel was drawn up in 1933, and modified and extended in 1944, to standardise the measures which may be taken for the control of infectious diseases when an aircraft passes from one territory to another. The first Public Health (Aircraft) Regulations in this country came into force in July, 1938, but with the nationalisation of airfields and the changing conditions of air travel, these are now being replaced by new Regulations.

All incoming aircraft from infected places abroad will be met by Medical Officers. On arrival, the commander of the aircraft will report the state of health on board and passengers will give the names of the places in which they have been during the past 14 days. Passengers showing no symptoms of an infectious disease will be given (as they

* Registrar-General's Weekly Return of Births, Deaths and Infectious Diseases for the week ended April 17th, 1948 (H.M. Stationery Office, York House, Kingsway, W.C.2. Price 6d., or Post Free 7d.

† Statutory Instruments 1948 No. 387: The Public Health (Aircraft) Regulations, 1948. H.M. Stationery Office. Price 5d. net. Post Free 6d. (on sale as from to-day).

are at present) a card setting out the simple precautions they should observe if they fall ill within 21 days after arrival. This includes showing the card to their doctor, who is thus made aware that his patient has recently arrived from abroad, where he or she may have been exposed to infection. If there is any doubt about the nature of the illness, the doctor is asked to inform the Medical Officer of Health for the area at once. In this way all cases of illness in travellers by air from abroad can be traced and the health authorities concerned can take any necessary precautions, including the isolation of the sick and the supervision of contacts.

All types of airports, including "national aerodromes"—those vested in or under the control of the Minister of Civil Aviation—are brought within the scope of the regulations. They will also apply to aircraft which, because of emergency or some other reason, alight elsewhere than at a customs airport.

Aircraft plying between England and Wales, Scotland Northern Ireland, the Channel Islands and Isle of Man will not be subject to the Regulations. The Minister also has power to exempt, for the time being, aircraft coming from any other area which he may specify. Full details of the new Regulations, together with an explanatory memorandum, have been sent by the Minister to local authorities throughout the country.

ANATOMICAL MODELS.

There can be little doubt that the acquisition of anatomical knowledge, often of a complicated nature, is greatly facilitated by the use of accurate models, which give a clearer and more precise picture than charts can give; because of their depth, and their portrayal of the exact size and position of the various organs in relation to others, or of the intimate anatomy of the various parts, present to students a readier means of mastering a difficult subject and to the Sister Tutor or other instructor a precise representation of the anatomical part under discussion. Inconvenient visits to the Post-Mortem department can therefore be avoided.

Lt.-Col. F. S. Brereton, C.B.E., J.P. (late R.A.M.C.), of Heath Barn, Hemel Hempstead, Herts, has for some time specialised in the design of such models which have met with the complete approval of Matrons and Sister Tutors in many of our leading Hospitals and Nurses' Training Establishments.

The constant demand for these models for Hospitals, Technical Colleges, Schools and Ambulance Classes has become so great that Lt.-Col. Brereton has now associated himself with the well-known firm of Model Makers, Pytram, Limited, Dunbar Road, New Malden, Surrey, who will in future be solely responsible for the manufacture and distribution, whilst Colonel Brereton will continue to design further models to meet the specialised requirements of Surgeons, who often require models of special design to illustrate operations, etc., and Nurses' Training Establishments throughout the country.

The materials used by Pytram, Limited, in the manufacture of these models are extremely light, but have immense strength and almost complete freedom from breakage and chipping, whilst every detail is most faithfully reproduced.

A wide range of models is now in course of manufacture, whilst many new designs are being prepared, and a comprehensive range will be exhibited on the firm's stand at the British Industries Fair.

[previous page](#)

[next page](#)