Clinical and other Notes

concerned for these to be washed in cold water. One bag of coal was found to be sufficient for a hundred articles of the size of a shirt. Soap and soda were supplied from the Ordnance stores.

A GIANT DISINFECTOR.

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In a war when everything is on so large a scale one's perception perhaps gets a little blunted. Otherwise I suppose I should have already mentioned a super-dreadnought in the way of mobile disinfectors that is at work out here. It is some months since I first saw a specimen, but only recently that I realized its strong points. These are durability in use, the effectiveness with which it does its work and the amount of this that it is capable of completing within a relatively short time.

In its general appearance it recalls a brewer's dray carrying two extra large barrels. The dray is a flat-topped motor lorry whose chassis is supplied not with a petrol, but a steam-driven engine. The two hogsheads or barrels are the bodies of twin disinfectors built upon the Thresh principle and capable of being used either separately or simultaneously. They are connected by piping with the engine of the lorry; so to set them in action all that is necessary is to cut off the steam from the driving cylinders, and turn them into the jackets of the disinfecting chambers. Consequently the disinfector is ready for action the moment a journey has been completed, and of course can be left standing, but still in use for an unlimited time at any place to which it has been brought.

In regard to its size, the chamber of each twin has a capacity of sixty cubic feet. The joint capacity is therefore nearly three times that of an ordinary mobile Thresh, such as has for long been more or less familiar in sanitary work in Great Britain.

The construction, however, of this giant which is capable of dealing with the whole of the blankets of a battalion within a limit of two ordinary working days—was originally due I understand, less to a desire of larger Thresh disinfectors than those at first in use, than for a type which would stand the wear-and-tear on active service more satisfactorily.

The original pattern was attached to a horse-driven vehicle with iron-shod wheels, and this when driven over roads so rough as are many of those in Northern France and Flanders shook so much that pipe joints and steam-tight doors soon became defective. The chassis on which the present machine is carried has, like all other lorries, twin back wheels with solid rubber tyres. The vibration, therefore, is reduced to a minimum, provided the pace at which it is driven does not exceed ten or twelve miles an hour.

I understand that quite a large number of divisions are now supplied with a Thresh of this type.