

World Views

The City of Health and Comfort.

Eugene Henard, the architect, for the city of Paris, outlines for us what the city of another century must be. Would it not be wise to set these needs before the eyes of our people that we may grow up to them and so escape the burden of making the changes that will be demanded by the business and sanitary needs of the coming day?

We are told that more space must be devoted to grass and trees and fountains—we shall be required to take better care of the public health.

The roofs of the buildings must provide for flowers and plants—recreation will demand that we receive our guests in the open air whenever the weather will permit, and taste will require the presence of flowers and shrubs—such spaces will be enclosed by glass.

Terraces will be provided for aeroplanes.

Light and energy will be furnished by electricity. Petrol and oxygen will provide heat. Liquid air will provide cold to temper the heats of summer and enable each house to keep the desired temperature—why should not our houses be cooled as well as heated?

Each house will have one or more health chambers to which the occupants can retire when fatigued or sick—these will have double doors and windows, permitting the provision of the exact hygienic conditions prescribed.

The physician will keep his patients in health, not depend on the prevalence of disease for his livelihood.

No more will money be wasted on holidays to the mountains or the seashore—all conditions needed can be provided in the house by pressing a button.

The pavements will travel, not the pedestrians—natural forces will do the work without the consumption of human energy.

The streets will be broad and straight—the height of the houses will be exactly the width of the street.

Railway Cars as Carriers of Disease.

Dr. J. Howard Jones, Medical Health Officer of Newport, England, discusses quite at length the railway carriage as a carrier of disease. He notes that a great deal has been said about the carriers of two diseases, those individuals who are factories of typhoid and diphtheria germs and are active in their distribution, but the railway carriage is much more important and demands to be considered. These others distribute one kind of disease, each; the railway carriage is a carrier of all kinds of diseases. "There is always a difficulty in tracing outbreaks of disease to their sources," writes Dr. Jones, "on account of the complexity of modern life and the amount of intercommunication. Railway systems are undoubtedly fruitful means of the transference of infectious diseases from town to town and from one individual to another." He gives many examples, in which cases of measles, scarlet fever and other diseases have been sent from one town to another, apparently with the knowledge of the physician treating the case. In one instance scarlet fever was treated for rash and from the original case four men caught the disease. Two of them travelled by train to a fever hospital in a large town and the other two were taken by motor-car a distance of about one hundred miles. "One is loth to believe," writes this correspondent, "that members of the medical profession can be in the habit of sending patients suffering from infectious disease away without pointing out the dangers of so doing, unless proper precautions are taken. Dr. Jones says he has evidence of a case where rash developed into smallpox and an individual caused sixteen cases in the town to which she went. There were two of the passengers in the same compartment on the train who developed fatal cases and altogether 187 cases and 36 deaths. These examples, the writer points out, are those that have come to his notice in some accidental way and there must be very much greater numbers if all could