the knowledge that in the morning I have to dress once again and am supposed to have a bath.

"I cannot for the life of me see why two hot evening baths per week should not be sufficient for anybody—and personally I have quite given up undressing at night, with the exception, as I said before, of boots, collar and coat.

"It is well known that men who 'rough it,' who sleep in their clothes, and who have not the eternal worry of dressing and undressing, of cold baths, cold sheets, starched collars and all the paraphernalia of the 'town man,' are infinitely happier, freer, healthier and stronger than their city brethren.

"Try it. Sleep in your underclothes —flannel shirt and socks; have two hot baths a week, and save hours per annum and oceans of bad language.

"I am speaking as a medical man of twenty years' experience.

"I believe many chills are caught by the sudden change from thick, warm flannel clothes to thin pajamas and ice cold sheets, which is the general custom in this country.

"I am further of the opinion that it is not a benefit to the individual to open the pores of the skin by constant bathing or to close them suddenly by rapid changes of surface temperature in a climate such as ours—particularly such as it has been lately."

Open Spaces in Cities.

The unbuilt spaces among the forests of houses in large cities are the lungs that give fresh air to a city. The importance of such unoccupied spaces is proved by statistics recently published by Georges Risler in a French review, in which the percentage of deaths from tuberculosis is compared with the percentage of unbuilt spaces in London, Paris and Berlin.

According to these figures, London, with 14 per cent. free space, has a percentage of 1.9 per cent. deaths from tuberculosis; Berlin, with 10 per cent. free space, has 2.2 per cent., and Paris, with 4.5 per cent., shows a death percentage from consumption of 5.1 per cent. In other words, London, with three times the percentage of free space that Paris has, loses one-third the percentage of deaths by tuberculosis, and Berlin shows the same proportion.

This would seem to prove that the sums spent in providing parks, playgrounds, etc., are well repaid by the improved health of the city. In Paris itself the districts around the Champs Elysees, which are surrounded by woods and parks, show a death percentage from tuberculosis of only 1 per cent., while the congested areas show 10.5 per cent.

Improving Car Ventilation.

Dr. W. A. Evans, Commissioner of Health of Chicago, and Professor of Sanitary Science in the Northwestern University Medical School, has been writing a series of articles on ventilation for the Medical Record. His latest contribution concerns the ventilation of cars.

"A railroad car (passenger, Pullman, baggage, express, or postal)," he says, "hurling through the air at the rate of fifty miles an hour, has an air pressure of ten pounds per square foot, and this furnishes more power than any other blower fan in use. If a ventilating duct has its open face exposed to this current of air, a volume will drive in many times the need of the inhabitants of the car.

"The requirements, then, are these: (1)To regulate the volume of air taken in for the different car speeds; (2) to keep down the dust content of the air taken in; (3) to warm the air before it is introduced into the car; (4) to introduce it at the right place; (5) to provide properly located exits for the foul air.

"1. Discussing the first of these points: Sometimes the amount of air taken in is regulated by cutoffs operated by the brakeman. Such is the case on the Pennsylvania Railroad. Here the brakeman sets the ventilation soon after the car leaves the station. A better system is that in use on the Northwestern Elevated in Chicago. They use a small cutoff device in their intake. When the car is standing still the blade hangs vertically and the duct is fully open. As the car speeds up the blade rises toward the horizontal and diminishes the size of the duct proportionately. There is never any question as to getting air enough when the car is under way. The provision must be to keep the quantity down.

"2. In a railroad train the dust is from two sources. The smoke tends to hang along the top of the car. Ducts at this