

as natural an inclination for the cold air as their healthy brothers did for the hot drafts of the monkey house. Presently there appeared upon their emaciated bodies a faint sprouting of hair, which grew thicker as the weather became more severe. Gradually the sluggish creatures started into life; instead of huddling in corners, they began to climb and jump about their cages. Before the winter was over all of them had thick, brown furry coats; their muscles had grown large and strong; they ate eagerly and manifested an increased desire for the favorite simian pastime—fighting. They became the most popular curiosities in the Zoo. Nothing in years had delighted visitors so much as what has now become an every day sight—one of these tropical animals, in zero whether, seated upon a snow-bank, contentedly eating a banana.

Since that time, the Zoo in Chicago has been conducted on the principle of animal hygiene, that it is better to make the animal adapt itself to the climate, than attempt to fit the climate to the taste of the animal. In other words, the Zoo at Chicago has been exposed to the open air. That was the first of Dr. Evans' successes to bring him to the attention of the civic authorities, and although it was undoubtedly interesting, his greatest efforts were yet to come after his appointment as Health Commissioner, to take charge of that very important department in the life of the city.

IN A LARGER SPHERE.

When Dr. Evans became Health Commissioner he had a task before him which might well have appalled even a greater enthusiast. Chicago was a veritable hot-bed for disease. The black smoke of tens of thousands of factories and of twenty-six railroad systems filled the city with a sooty cloud, which at times hung like a black fog over Lake Michigan; it rushed in swirling gusts through the deep, narrow streets, oozed into the shops, the office buildings and the houses, destroying merchandise worth millions, and filtering into the nostrils, the mouths, and the lungs of nearly two and a quarter millions of people. The greed of man had built up mile after mile of dun gray wooden rookeries—frequently two or three buildings on the same plot—in which were crowded half-starved people from the most diseased nations of Europe. When at home, these people lived indecently crowded, whole families in three, two or even in a single room; the long day they spent in the sweat-shop, the packing-house or the sunless and airless factory. The more pros-

perous classes likewise seemed to have entered a general conspiracy to shut out the wholesome air that was constantly knocking for admission.

So marked was the fear of fresh air in Chicago that it amounted to what the writer of the article describes as "aerophobia." The result of this was seen in the statistics drawn up by Dr. Evans, for though diseases arising from impure water and impure food were being successfully combated, those which came from bad air, such as pneumonia, tuberculosis, bronchitis and influenza, were steadily increasing.

AIR IN THE STREET CARS.

The street cars were the first things to receive attention. There is no place on earth where people are brought together in a manner more calculated to promote the exchange of germs. At the rush hours, the cars are crowded with actively breathing humanity, and everything is calculated to expedite the spread of disease on account of the general ignorance of the fundamental principles of ventilation. Dr. Evans approached the railroad companies and suggested changes. In all attempts to ventilate cars, he insisted upon the recognition of two fundamental principles: some apparatus must be contrived to force the used-up air out at the top of the car; and the fresh, cold air must be introduced at the bottom. If the hot air could be pumped out at the ceiling line, a vacuum would be created, and the fresh air introduced at the car floor would immediately rise, and there would be a steady upward stream of life-giving, non-bacterial atmosphere. Dr. Evans explained all this to the railroad companies, but they did not readily see the point. He then promptly brought suits; but he did not have to push them far, for as soon as they saw that the Health Commissioner meant business, the corporations agreed to ventilate the cars.

FRESH AIR IN THE SCHOOLS.

Another plentiful field for reform was found in the public schools. The close, hot, dry rooms proved very injurious to the health of the young people confined in them, so that it was necessary to bring about a number of changes.

All air fit for the sustenance of human beings contains a fair percentage of water vapor. If any of it is removed, then the air rushes around, attempting to extract it from other sources. Now, the Chicago schools took their humid air from outdoors and heated it until nearly all the water was squeezed out. The school-rooms were thus filled with air, the relative humidity of

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