HONORING M. PASTEUR.

HIS SEVENTIETH BIRTHDAY ANNIVERSARY TO BE CELEBRATED.

Paris, December 3.

Here is a bit of that poetic justice which is oftener spoken of than seen. A quarter of a century ago the foremost scientific body in France deliberately adopted resolutions censuring a certain man. It disapproved his methods. It had no faith in their result. He was a chemist, and he was dabbling in biology, of which he was assuredly ignorant. He was presumptuous. He was no true worshipper of the God of Things As They Are. Wherefore let him be anathema maranatha. To-day, for the results of the very work thus sternly denounced, that very same body formally devotes itself to the grateful task of honoring that same man, and calls on all the world to help it. That is poetic justice.

The body is the French Academy of Sciences. The man is Louis Pasteur.

And why was he esteemed a reprobate those five-and-twenty years ago? Because, forsooth, he ventured to declare that all life comes from pre-existent life, and that there is a law of heredity. So lately was the truth of to-day a heresy. He was then already a distinguished chemist; scientific director of the Normal College; professor in the College of Fine Arts; Member of the Institute; Rumford medallist of the Royal Society; not quite so distinguished yet, however, as the chemist Dumas, his friend. But the latter, looking upon him, said, not irreverently, "He will increase as I shall decrease."

Dumas was studying the silkworm plague without result. This plague, called pebrine, was destroying one of the greatest industries of France. A hundred million francs a year represented the loss it was inflicting. Presently the silk industry would be annihilated. Dumas gave up the hopeless task, returned to Paris, and said to M. Pasteur: "You must do it." "I? But I have never seen a silkworm!" "What of that? You are a Frenchman. This pebrine will ruin the fatherland unless you stop its progress. I have failed; but you are younger."

Then M. Pasteur went to the silk region and began investigating pebrine. Soon he said: "This is a disease; but it is caused by parasites. Let us kill all the parasites and the plague will be ended." At that all France laughed; even the ruined silk-raisers. "How could all these microscopic creatures be destroyed?" "By destroying all worms and eggs already attacked by them," was his reply. "That is nonsense," said the others, "for myriads of new parasites will spring into being by spontaneous generation." And it was then that the Academy of Sciences censured him for bringing ridicule and reproach upon his profession. Nevertheless, he insisted that he was right, and he set about to prove it. He was at St. Hippolyte. He took with him the Mayor, and went to a silk establishment. He took from it a dozen or more different lots of moths, numbered them, and examined them carefully. Then he wrote out a detailed prophecy of what would be the result of hatching their eggs, sealed it up, and left it in the Mayor's hands. In due time the eggs of these moths were hatched. Some produced healthy worms, some diseased ones. Then the Mayor opened the sealed prophecy, and found that M. Pasteur had foretold with absolute accuracy the condition of each lot. "Well, then," they said, "he does know something about it, after all." And then they followed his advice and got rid of the plague in short order.

Then he went on to investigate fermentation and similar phenomena. "Animalculæ are the cause," he said. "Exclude them and such changes will not occur." "Nonsense," said the others; "you can't exclude them; they arise from spontaneous generation." "There is," replied M. Pasteur, "no such thing as spontaneous generation." And the scientific world looked at him as a madman. "There is," he repeated, "no such thing as spontaneous generation. Life can only proceed from other life." Even his friend Dumas hesitated to stand by him in this. "You may be right," he said, "but you can never prove it." "But I will," replied M. Pasteur. Then he set up his famous mountain-top laboratory, and proved conclusively that in pure air, where there could be no contagion of germs, no fermentation could occur and no animacules could appear; and that, therefore, there was no spontaneous generation. To the value and the conclusiveness of these demonstrations Professor Tyndall has paid a tribute which voices the belief to which M. Pasteur forced the world: "They have restored," he said, "the conviction that life does not appear without the operation of antecedent life." So spontaneous generation followed pebrine into retirement.

M. Pasteur next turned his attention to the diseases of men and animals. Many of them were, he found, caused by parasites, animalculæ, bacilli, just as was the silkworm plague. Very well, then, why not deal with them in the same way? "It is my conviction," said he, "that it is in the power of man to cause all parasitic maladies to disappear from the world. Such diseases can only be propagated by contagion. Therefore, isolate the afflicted, and the well will remain well." Acting on this principle, he mastered anthrax and other deadly maladies, in man and beast.

As to the most famous of his later achievements—inoculation for the prevention of hydrophobia—opinion is divided. Beyond dispute, however, the great majority both of scientists and laymen incline to the belief that his process is of exceedingly great value. The first impulse of every one who is bitten by a dog or a cat or other animal is to rush to the Pasteur Institute and be inoculated. In most cases, doubtless, the precaution is not needed. The animal was not rabid, and hydrophobia would not have ensued. But, on the other hand, some of the animals were mad, and the persons bitten would surely have died from the most dreadful of maladies. No one who is treated at the institute does die of hydrophobia, however, save a few who allowed too long a time to elapse before seeking inoculation. It is a singular sight to see the patients waiting their turn in a line like patrons at a box-office. One by one they come before the operator, who injects a few drops of lymph with a needle-pointed syringe, and they go their way rejoicing.

As is well known, the lymph is prepared by "cultivation," at first in the living bodies of rabbits, afterward in a sort of broth. M. Pasteur's laboratory has for years been a vast menagerie. It contained numerous dogs, cats and other animals suffering from rabies in all stages. As for the rabbits and guinea pigs, their number is legion. They are used by the hundred, being inoculated with virus from mad dogs, and thus made to die of hydrophobia. "This is intensely cruel," say M. Pasteur's critics. "Not so," replies that Christian scientist; "are not ye of more value than many sparrows?" For mere curiosity, he adds, he would never venture to kill even one rabbit. But when by so doing the saving of human life may be effected he is relentless.

M. Pasteur will on December 27 celebrate the seventieth anniversary of his birth. Thus he reaches the Psalmist's limit of life. Never especially robust, his health is now feeble. Nor have his vast services to humanity enriched him. For his cure of the silkworm plague he received a prize of 12,000 francs from the Société d'Encouragement, and 10,000 florins from the Austrian Government. The French Government also gave him a pension of $3,500 a year, which is his chief support. Had he driven close bargains and turned his vast knowledge into cash he would be a millionaire. Instead, he gave his genius to his fellowmen. Even the Pasteur Institute, which was founded by the State, pays him no profit. Of other honors than those already mentioned he has received not a few. He was chosen to fill Littré's chair in the Academy, and he is a foreign member of the British Royal Society. But the substantial testimony which is to be given to him on his seventieth birthday anniversary will certainly not overdo the matter, either in honors or emoluments. It will only be a fitting tribute from the world to the world's benefactor.

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FIREMEN ON DUTY OVERCOME BY SMOKE.

STREAMS OF WATER THROWN FROM THE ELEVATED RAILROAD ON A BURNING BUILDING.

Two fires in the city yesterday afternoon gave the firemen plenty of work for a holiday. An automatic signal, followed by two regular alarms, called them to the five-story building No. 58 Walker-st. at 12:30 p. m. Flames had started in the basement, under the store of M. B. Ochs's Sons, manufacturers of yarn, and a large stock of yarns was burning. It was necessary for the firemen to break through the store of Kahn & Frank, dealers in hosiery, at No. 56 Walker-st., to get at the flames in the rear. Smoke filled the entire building, and there appeared to be danger that the fire would spread to other buildings. By hard work, however, the firemen confined the flames to the basement and extinguished them in an hour. The damage to the stock of M. B. Ochs's Sons was said to be about $20,000. The loss is covered by insurance. The stock of M. Cohen & Co., cloakmakers, in the upper part of the building, was damaged by smoke, and the firm's loss was believed to exceed $5,000. An equal loss by water was caused in the store of Kahn & Frank. The damage to the building was about $3,000. Insurance covered the losses.

Three alarms were rung for a fire in the five-story building Nos. 89 and 91 West Third-st. at 2:20 p. m. The new building there was owned and occupied as a factory by J. R. Palmenberg's Sons, manufacturers of display fixtures. Flames which started in the engine-room in the basement went up through a hoistway to the roof and spread on every floor. Hard work for an hour enabled the firemen to save the building from destruction and prevent the flames from spreading to other houses. The firemen stopped the elevated trains and directed streams of water from the railroad structure in West Third-st. into the windows of the burning building. From trains which were left standing within sight of the fire many of the passengers walked on the structure to the stations at Bleecker-st. and at Eighth-st. Firemen John Farley and Thomas Malavey, of Engine Company No. 21, were overcome by smoke in fighting the fire, but they recovered after being dragged out of the smoke by their comrades. Fireman J. W. Bearman, of Hook and Ladder Company No. 20, had his head cut severely by falling glass.

The losses of J. R. Palmenberg's Sons by the fire were said to be about $35,000 on the stock and $10,000 on the building. The firm's insurance was believed to be large enough to cover the losses. About 100 employes of the firm will be without work for a time.

Early yesterday morning a fire in the stable of Philip Brecher & Son, in the basement of the house No. 437 Fifth-st., killed seven horses and caused a loss of $1,500.

GAS KILLS A MAN AND A WOMAN.

Henry Reed, a German sailor, thirty years old, and Maria Bedley, a Swede, twenty-four years old, were both found dead in a room at the Sailors' Garden, No. 88 Cherry-st., yesterday afternoon. Reed was a sailor on board the ship Sarah F. Whitney. He had joined that vessel at Valparaiso and had landed here last Wednesday. The woman was employed as cook in the Sailors' Garden.

Reed was seen at 7 p. m. Sunday, and at that time had about $15 with him. He went out to spend the evening with the woman, and she had evidently brought him back to her room. Both the man and the woman, it seems, were drunk. William Brown, the bartender, opened up the house at 1:30 p. m., and finding that the cook was not in the kitchen, went upstairs to get her. As there was no answer to his calls he burst open the door and found the room full of gas, the jet being turned on full. The two people were there dead. The police were at once informed and the bodies were removed to an undertaker's place at No. 33 James-st.

The woman had only been employed in the house for a fortnight, and came, it was said, from Greenwich-st., where she had a sister living. The man was born in Hamburg, Germany.

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Steamboats.

FALL RIVER LINE.

FARES REDUCED TO BOSTON, FALL RIVER, PROVIDENCE, and all Principal Eastern Points. Steamers PLYMOUTH and PILGRIM from PIER 28, N. R., foot of Murray-st., week days and Sundays at 5:00 p. m. Connecting Annex boat leaves Jersey City at 4. Brooklyn, 4:30 p. m. ORCHESTRA ON EACH STEAMER. Two connecting vestibuled express trains from Fall River due Boston 7:00 and 9:00 a. m., respectively.

NORWICH LINE.

FARES REDUCED TO NEW-LONDON, $1.00; NORWICH, $1.25; WORCESTER, $2.00; BOSTON, $3.00. Corresponding reduction to all points East. Steamers leave Pier 40, North River (next pier above Desbrosses Street Ferry), daily, Sundays excepted, at 5:00 P. M.

STONINGTON LINE.

FARES REDUCED, BOSTON, ONLY $3; PROVIDENCE, $2.25. WORCESTER and all Eastern Points. INSIDE ROUTE—New steel steamers MAINE and NEW-HAMPSHIRE leave new Pier 36, N. R., one block above Canal-st., at 5:30 P. M. daily, except Sundays.

FOR NEW-HAVEN—FARE 75c.—Excursion (good 6 days), $1.25. Magnificent new twin-screw steel steamers "Richard Peck," the Fleet, fastest steamer on Long Island Sound, and the palatial steamer "C. H. Northam," leave Pier 26 E. R., daily (Sundays excepted) at 3 p. m. and 11:30 p. m., arriving in time for trains for Meriden, Hartford, Springfield and the North. These elegant steamers are equipped with electric lights and call bells and furnished luxuriously throughout. Through tickets and baggage checked at 944 Broadway, N. Y., and 4 Court-st., Brooklyn.

Railroads.

Pennsylvania RAILROAD.

THE STANDARD RAILWAY OF AMERICA!

PROTECTED THROUGHOUT BY Block Signals & Interlocking Switches

TRAINS LEAVE STATIONS, foot of Desbrosses and Cortlandt Streets.

In effect 12.01 A. M. DECEMBER 18th, 1892.

THE COLUMBIAN EXPRESS.

9.00 A. M.—Pullman Vestibule Sleeping, Dining, Smoking and Pennsylvania Railroad Vestibule Passenger Coaches from New-York to Chicago. Arrives in Cincinnati 6:35 a. m., Indianapolis 7:55 a. m., Chicago, 10:00 a. m. next day.

THE FAST LINE.

9.00 A. M.—Pullman Vestibule Parlor Car from Philadelphia. Arrives Columbus 5:40 a. m., Indianapolis 12:00 noon, Chicago 3:25 p. m., and St. Louis 7:30 p. m. next day. Connects, also, for Cleveland and Toledo, except Saturday.

THE PENNSYLVANIA LIMITED.

12.00 NOON—Composed exclusively of Pullman Vestibule Drawing and State Room, Sleeping, Dining, Smoking, and Observation Cars, presenting financial reports, stenographers and typewriters, bathrooms for both sexes, ladies' maid, barber shop, library and all the conveniences of home or office. Lighted by stationary and movable electric lights. Arrives Chicago 12:00 noon.

ST. LOUIS AND CINCINNATI EXPRESS.

12.00 NOON.—Pullman Vestibule Sleeping Cars from New-York and Dining Cars from New-York to St. Louis and Cincinnati. Vestibule Smoking Car and Vestibule Passenger Coaches New-York to St. Louis. Arrives Cincinnati 8:15 a. m., and St. Louis, 5:30 p. m. next day.

THE WESTERN EXPRESS.

6.30 P. M.—Pullman Vestibule Sleeping Car, New-York to Pittsburg, Chicago and Cleveland, Dining Cars New-York to Philadelphia and Pittsburg to Chicago. Arrives at Cleveland 11:40 a. m., Chicago, 9:30 p. m. next day. Connects for Toledo daily, except Saturday.

SOUTH-WESTERN EXPRESS.

7.50 P. M. week-days, 7:15 p. m. Sundays.—Pullman Vestibule Sleeping Cars New-York to Cincinnati, Memphis, and St. Louis. Dining Car Altoona to Richmond. Arrives Columbus 2:25 p. m., Cincinnati 6:00 p. m., Indianapolis 10:15 p. m., and St. Louis 7:00 a. m. second morning.

PACIFIC EXPRESS.

8.00 P. M.—Pullman Buffet Sleeping Car New-York to Chicago, arrives week-days at Columbus 7:15 p. m., Cleveland 6:15 p. m. next day, and daily at Chicago 7:45 a. m. second morning. Connects for Toledo daily, and for Cleveland and Columbus except Saturday.

4.30 P. M.—Richmond and Danville Express, daily, with Through Sleepers to Augusta, Memphis, and New-Orleans. Dining Car to Montgomery. (No coaches.) Sleeper to Asheville and Hot Springs on second section.

5.00 P. M.—Daily for all points on Chesapeake & Ohio Railway, with Through Sleeping and Dining Cars.

5.00 P. M.—Shenandoah Valley Express, daily, with Through Pullman Buffet Sleeping Car to New-Orleans via Knoxville, Chattanooga, and Birmingham.

BALTIMORE, WASHINGTON, AND THE SOUTH.

10.00 A. M. "Washington Limited Express" week-days, Pullman Vestibule Parlor Cars, Vestibule Passenger Coaches, Dining Car to Baltimore, arriving in Washington 4:45 p. m.

3.20 P. M. "Congressional Limited" daily, Pullman Vestibule Parlor Cars and Dining Car, arriving Washington 8:25 p. m. No extra fare beyond usual Pullman charge on either of these trains.

Additional Express Trains: 6:20, 8:00, 8:30, and 11:00 a. m., 2:00, 4:30, 4:30 (R. & D. Express), 5:00, and 9:00 p. m. and 12:15 night. Sunday, 6:15 and 8:30 a. m., 4:30, 4:30 (R. & D. Express), 5:00 and 9:00 p. m., and 12:15 night. For Baltimore only, 1:00 p. m. week-days.

For Atlantic City, 1:00 p. m. week-days, with Through Buffet Parlor Car.

For Cape May, 1:00 p. m. week-days.

For Long Branch, Asbury Park, Ocean Grove, and Point Pleasant, 9:10 a. m., 12:50, 3:40, 5:10, and 11:45 p. m. week-days. Sundays 9:45 a. m. and 5:15 p. m. (Do not stop at Asbury Park and Ocean Grove on Sundays.)

FOR PHILADELPHIA.

Express: 6:20, 7:20, 8:00, 8:30, 9:00, 9:30 (10:00 Washington Limited, with Dining Car), and 11:00 a. m., (12:00 noon Penn's Limited, with Dining Car), 12:20, 1:00, 2:00, 3:00, 3:30, 4:00, 4:30, 5:00, 6:00, 6:30, 7:30, 8:00, and 9:00 p. m., and 12:15 night. Accommodation, 11:00 a. m., 4:40 and 7:00 p. m. Sundays, Express, 6:15, 8:30, 9:00 a. m., 10:00 p. m. (12:00 noon Limited), 2:00, 4:30, 4:30, 5:00, 6:30, 7:45, 8:00, and 9:00 p. m., and 12:15 night. Accommodation, 5:00 and 7:00 p. m.

Time-tables of trains to local points on the Pennsylvania Railroad System, apply at the following Ticket Offices: Nos. 433, 849, 944, 1,323, 1,genuine and 261 Broadway, 1 Astor House, 138 East 125th Street, 204 West 125th Street, 261 Columbus Avenue, 737 Sixth Avenue and foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway and Brooklyn Annex Station, foot of Fulton Street, Brooklyn; 129 Hudson Street, Hoboken; Station, Jersey City.

The New-York Transfer Company will call for and check baggage from hotels and residences through to destination. CHAS. E. PUGH, General Manager. J. R. WOOD, General Pass'r Agent.

ERIE LINES.

SOLID TRAINS BETWEEN NEW-YORK AND CHICAGO, VIA CHAUTAUQUA LAKE, OR NIAGARA FALLS, AN ENCHANTING PANORAMA OF MOUNTAINS, FORESTS AND STREAMS.

Direct routes to Passaic, Paterson, Tuxedo, Newburg, Middletown, Port Jervis, Monticello, White Lake, Honesdale, Scranton, Binghamton, Elmira, Corning, Watkins Glen, Bath, Hammondsport, Avon Springs, Rochester, Hemelsville, Buffalo,