

BORDEAUX EXPOSITION.

Centennial of Steam Navigation—Fulton's Apotheosis.

Paris, March 2. The International Maritime Exposition, organized by the French Naval League under the official patronage of the French government, to commemorate the centennial anniversary of steam navigation, which is to be opened at Bordeaux on May 1, and which will remain open until November, is of special interest to Americans because it is a spontaneous manifestation on the part of France to honor the memory of Fulton. The exposition is, in fact, the apotheosis of the American inventor. M. Bertin, Commissioner General of the Bordeaux Exposition, has been able to obtain working models of the Clermont and her engines made on the double acting principle, working by means of a connecting rod, crank and single stern wheel, by means of which Fulton solved the problem of steam navigation by accomplishing his memorable trip on the Hudson between Albany and New York on April 16, 1807.

Admiral Gervais, president of the French Naval League, is actively collaborating with Commissioner General Bertin, who was recently the head of the Naval Engineering and Construction Department of France. Admiral Gervais has succeeded in securing for the exposition models of the two submarine boats constructed in France by Fulton under the direct encouragement of Napoleon, in 1801. The Nautilus, which Fulton fitted with a compressed air apparatus for respiration, was the submarine boat upon which the inventor conducted a series of experiments under the direction of a commission of naval officers. Fulton descended with the Nautilus to a depth of twenty-five feet, remained under water for four hours, and fastened to the bottom of a ship provided for the purpose a torpedo by the hull was blown into fragments. The Nautilus, the earliest type of submarine craft, which have become to-day the favorite and most popular instrument of naval warfare with the French, was propelled by manual power, two horizontal screws being employed for propulsion and two lateral, vertical screws for descending and ascending.

Fulton's invention and achievements will be the foremost feature of the Bordeaux Exposition. His perseverance and courage will be set forth at the exposition more thoroughly and strikingly than has been hitherto attempted, even in the United States. His experiments made with Livingston in 1803, when the latter was United States Minister to France, will be presented in detail, and these include an illustrated description of the trial trip of Fulton's first submarine boat, made in presence of a commission of naval experts on the Loire, when the vessel broke in two amidships, the forward part drifting helplessly down stream and the after half sinking in the middle of the river.

All interested in the history of steam navigation will also find at the exposition reminiscences of Denis Papin, the French inventor who was a victim of the revocation of the Edict of Nantes, which, in 1685, banished Protestants from France, and who constructed steam engines for industrial purposes at Marburg under the patronage of the Landgrave of Hesse, and who at Cassel made the first carriage propelled by steam—an automobile in the year 1825! The Marquis de Jouffroy d'Abvins and his inventions will also occupy a prominent place in the exposition. Fulton himself paid the highest tribute to Jouffroy by declaring publicly that he was the first scientist to apply the steam engine to purposes of navigation. The Marquis de Jouffroy was an uncompromising Royalist, and being an émigré in the Revolution and empire, he was little known in France until the Bourbon Restoration. In 1816 the Comte d'Artois enabled him to construct the Charles-Phillippe, a small steamboat launched at Percy, on the Seine. Jouffroy vainly sought to start a steam navigation service between Paris and Havre, but the scheme was not a financial success and he became a bankrupt. A small pension was given to him and he was admitted to the Invalides, where he died from cholera in 1832.

The Bordeaux Exposition promises to become popular. Americans coming abroad in the spring and summer will find it well worth a visit. The scope of the undertaking is divided into seventeen groups, comprising everything pertaining to navigation. The groups are subdivided into ninety-two classes. There is a fine art section under the auspices of well known artists, among whom are Alfred Roll, Carolus-Duran, Dagnan-Bouveret, Léon Bonnat, Bessard, Cormon, Edouard Détaillé, Almé Morot, Harpignies, Rodin and Mercier. The Franco-American committee includes the American Ambassador to France, the French Ambassador to the United States, the American and French presidents of the Chambers of Commerce in Paris and New York, Henry Vignaud, Secretary of the American Embassy in Paris; Mr. Murphy, United States Consul at Bordeaux, and James Gordon Bennett.

The work is going forward satisfactorily at Bordeaux. The buildings facing the Garonne, on the Square of the Quinconces, are beginning to assume substantial proportions. The construction is carried on under the direction of M. Tournaire, architect-in-chief of the exposition. The principal entrance will be surmounted by a reproduction of the famous "Victory of Samothrace," the original of which is in the Louvre Museum. Needless to say, the exposition will be converted into a bonded warehouse, so that all products exhibited will be exempt from revenue verification, custom house inspection, duties and octroi taxes. In connection with the exposition there will be interesting congresses, competitions and lectures dealing with maritime science, art, industry, commerce, social economy, signals, life saving inventions, turbine motors, submarine, diving, dirigible balloons, flying machines, homing pigeons, fisheries and, in fact, every conceivable branch of maritime art and science will be presented by carefully thought-out systems of object lessons.

THREE MEN OF SEALER'S CREW LOST. Victoria, B. C., March 9.—The sealing schooner Vera, of this city, was spoken on February 25, 149 miles southwest of San Francisco, and reported having lost a boat, with Max Brumer, George Gowdy and "Jack" Moss, all residents of Victoria. The boat was lost from the schooner in a fog.

BROOKLYN SCHOOL SITE INQUIRY. Corporation Counsel Elyson is still trying to learn why an award of nearly \$60,000 was made for the Grafton street school site, in Brooklyn, which, it is said, is not worth more than \$20,000. Only one witness, a real estate expert, who, according to affidavits filed last week, testified that the value of real estate in the neighborhood, appeared for the first time. One witness testified that he had learned from Assistant Corporation Counsel Combs, through an expert, that the property was to be condemned before the proceedings were begun.

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TO GET IDEAS ON MILK. TUBERCULOSIS IN COWS.

Congress Will Discuss Disease—Opinion on Pasteurization.

Arrangements are in progress at the present time for a tuberculosis congress, to be held in this city, and there are expected to be present Secretary Wilson of the Department of Agriculture; Dr. Wiley, chief of the chemistry bureau of the Department of Agriculture; the heads of agricultural departments of each state from which the city is receiving milk, and numerous bacteriological experts. The most of the discussions will be on the effect of bovine tuberculosis on the milk supply, and the effect of milk from cattle so affected on the human system.

The congress is in line with the efforts of the city health authorities to get the best possible opinion regarding the protection of the milk supply, and it is believed that through the congress this information will be gathered in tangible form for practical use.

There is considerable indignation among the bacteriologists of this city because of the preference expressed during the recent milk hearings and general milk discussions for foreign authorities. It was stated at the Health Department yesterday that investigators in this country were fully abreast of the best work done abroad. In Europe more publicity was given to general research work, and that was all. In this country, while the scientists were doing commendable original work, it was said they also had the advantage of the foreign investigations.

The Health Department is perfecting its system of instruction for mothers during the late spring and summer months. This corps, in connection with the Straus and the milk committee work, is expected to make a lasting impression. As the bulk of disease from the improper use of milk is among the ignorant foreign poor, this will be very largely nullified, it is thought, by the comprehensive system of instruction that will be carried out.

It is not generally known that a large quantity of skim milk is coming into the city in desiccated form. This is used by bakers, and many think that the original objection to skim milk is removed by desiccation, but the dictum of the Health Department makes no exception. There are two methods of desiccation—the drying by heat and pulverizing afterward to the fineness of flour, and the shot tower method, the skim milk being forced through strainers and precipitated, drying in the fall to the receiving trays.

Several grades of desiccated milk are made, a certain percentage of so-called butter fat being added before the process is carried out. This added butter fat is not the real thing, by any means, but it passes as such. Some of the manufacturers desiccate whole milk, and this detracts little from its nutritive value. Cream is also treated in the same way. There is some talk at the Health Department about the evasion of the skim milk prohibition, and action may soon be taken looking to an investigation as to the extent that the rule is being violated.

"The New York Medical Record" had a leading article on the chemistry of the general pasteurization of milk in yesterday's number. Among other things the article says: The advocates of compulsory pasteurization seem to go on a theory that no good, wholesome milk comes into New York, with the exception of an estimated ten or twenty thousand quarts a day of certified milk, and here is one point at which they ignore conditions that are capable of substantial facts, namely, that there are several concerns having many years' experience in supervising the production and distribution of milk under strictly sanitary conditions from start to finish. One company alone makes a daily delivery of this grade of milk in New York, constituting more than 50 per cent of the total actual milk supply.

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Fourth Prize: A certificate good for .. \$150
10 Prizes for the next 10 Winners: A certificate for each good for ... \$100
50 Prizes for the next 50 Winners: A certificate for each good for \$50
100 Prizes for the next 100 Winners: A certificate for each good for \$25
150 Prizes for the next 150 Winners: A certificate for each good for \$10

With this splendid array of prizes your chance of securing one is certainly good and the smallest prize offered is certainly worth anyone's time and thought. Winners of certificates will find a wide choice of high-grade instruments from which to make their selections.

The Judges: Col. EDWARD LYMAN BILL, Mr. EARNEST ELMO CALKINS, Mr. PERCIVAL KUHNE. Broadway and Seventeenth Street New York. THE REGINA CO. Music Boxes, Reginaphones, Pianos, Player pianos, Chime Clocks. Distributors of Victor Talking Machines Edison Phonographs.

THIS advertisement will appear but once. Read it carefully and note every condition. Then make out your list of words. As each list will be numbered as received, promptness is important. Start on your work for one of the big prizes to-day.

WORKING FOR STANTON.

Bright Outlook for Republican in Fifteenth Assembly District. The Republicans of the 15th Assembly District are preparing to give Lucius M. Stanton, their candidate for the Assembly, a strong vote on Tuesday, the day set for the special election to fill the vacancy caused by the death of Assemblyman Stanton. The polls will be open from 8 o'clock in the morning until 5 o'clock in the afternoon, and the Republican managers are desirous of getting all Republicans to cast their votes before going downtown in the morning.

FUN FOR THE BRIDEGROOM.

At Lauder, in Herkottshire, there has been a revival of an old Scottish marriage custom known as "creeling the bridegroom." This custom consisted in placing a large basket, or "creel," on the shoulders of the bridegroom, to whom it was strapped in the same way as is a fishwife's. Into this basket the assembled company threw stones, until the bridegroom was rescued by his bride. This was effected by her kissing her husband. The custom has fallen into disuse for many years past, but at Lauder it has been revived with great enthusiasm by the Rev. Dr. Henry van Dyke, who presided at the annual meeting of the New England Association of Teachers of English, which was held in this city to-day. His subject was "Reading and Writing in the Teaching of English."

STREETS GERM HOTBED.

Piles of Filth, Health Board Fears, Will Spread Disease. It does not seem to make much difference how much the snow removal section of the Street Cleaning Department pushes the contractors, results are barely obvious. Men in large numbers, with teams to correspond, seem to be working hard from morning until night, but the snow heaps in all sections of the city and the level fall on many streets do not seem to diminish in the least. The streets, gathering in melting power as the season advances, is giving every assistance that could be expected, but before the melted snow flows into the sewers a condition of a most distressing nature prevails. As the snow is reduced by the sun, the dirt, garbage and whatnot in the unsightly heaps become more and more apparent. In many cases the heaps do not seem to be reduced in the least, looming black and grimy along the thoroughfares in true Chicago style. But this city apparently is not used to that sort of thing, and there is general complaint. It is from this concentration of garbage and dirt, it is said, that the menace to health comes.

CALL DEATHS DUE TO CARELESSNESS.

Railroad Not Responsible for Killing of Mr. and Mrs. J. G. Laffargue. Freehold, N. J., March 8.—Although damage suits aggregating about \$60,000 have been instituted by Viola and J. George Laffargue and Mrs. J. P. Blakeney, No. 61 West 123rd street, New York City, against the Pennsylvania Railroad Company for causing the death of their parents on a grade crossing at Allaire, N. J., on August 13 last, a coroner's jury at Manassas on today decided that the accident was due to Mr. Laffargue's carelessness in driving his automobile so rapidly across the tracks. In the automobile at the time were Mr. and Mrs. Laffargue, Mrs. Laffargue and Mrs. Lurch were instantly killed, and Mr. Lurch received a fractured skull, broken arm, fractured ribs, etc. The trainmen at the inquest testified that the train was running at the rate of fifty miles an hour at the time of the accident.

SUE YERKES ESTATE.

Speyers and Others Ask \$1,789,670 in Connection with London Tube. Chicago, March 9.—Claims aggregating \$1,789,670 were filed against the estate of Charles T. Yerkes in the Probate Court to-day. There are four claims which make up the amount, two of them being filed by a firm in London, one by a New York corporation and one by the London Underground Electric Company. The claims are as follows: Speyer Brothers, London, \$750,000; Speyer & Co., New York, \$367,202.87; and Underground Electric Company, London, \$789,669.20. The claims are filed in connection with Mr. Yerkes's holdings in the London Underground Railway Company. The estate of Mr. Yerkes is valued at \$1,789,670, which is claimed, with interest between October 2, 1905, and December, 1906, a total of \$1,789,670. Mr. Yerkes gave as security for this loan 6,000 shares of Underground Electric Railway stock, at a par value of \$10 for each share. The court is informed that on July 20, 1906, there was a call on the directors for the payment of \$10 a share on outstanding shares of the Underground Railway Company, in two equal installments. It is alleged that the executors of the Yerkes estate have failed to pay either installment.

CABS WITHOUT PERMITS BARRED.

General Sessions Judges Hold That Hotels May Keep Them Away. Judge Foster, in General Sessions, yesterday handed down a decision which in substance says that public cab drivers cannot stand in front of hotel property without the consent of the hotel owners. The decision was on an appeal to General Sessions in the case of Alexander McKenna, who was a cab driver at the corner of 42d street and Fourth avenue, in front of the Hotel Belmont and at the hotel's private cab stand. He was convicted in the lower court. Judge Foster says in his decision, in which all the judges now in the city concur: The Recorder is absent, and therefore I do not speak for nor of him. We all agree in the result, if not in the reasoning, of Magistrate Waters in the court below, in holding that, in the absence of the consent of the hotel proprietors, public cabs and cabs cannot encroach on the private hotel cab stands and that the municipal ordinance making every street corner after 10 o'clock at night a public cab stand is inoperative in such cases.