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THE SITE OF THE GREAT NEW YORK EXHIBITION.

The location of the buildings for the New York Exhibition of 1883 is just now the subject of much discussion. Though many conflicting interests are involved it is obvious that the question must be determined by a few paramount conditions.

Whatever local advantages may be offered by any or all of the suburban sites proposed, the single condition that the Exhibition must be easily and quickly accessible to the million people on New York Island, on foot as well as by horse or steam conveyance, should compel the selection of a site on the island and not above Central Park.

Accessibility by water from the surrounding cities, and convenience in handling materials as well as passengers, require that the site chosen should be near the water; the North River front offering by far the greater advantages.

As any money contributed by the city and State should be put into a permanent building (as was done at Philadelphia) the chosen location must comprise, in part at least, lands suitable for permanent occupancy by public buildings, and if possible already belonging to the city.

The temporary structures must be near the permanent buildings, and in a place suitable for the wholesome housing and accommodation of vast multitudes. In all probability the sites of such buildings must also be public land, since the enterprise could not afford to pay rent, and private citizens are not likely to contribute private property for such uses without remuneration.

Where can such a situation be found? The projectors of the Exhibition have pitched upon the lower part of Central Park, against the invasion of which the press and the public have very forcibly protested. It is true that the necessary damage to the park might not be so great as many fear; possibly the use of the Ball Ground and the Green (west of the Mall) might result in no permanent curtailment of those open spaces, and no injury except to the turf, which could soon be replaced. Nevertheless any invasion of the city's too limited breathing space, even temporarily or for the most laudable purpose, should be deprecated. From an artistic point of view the park would make an admirable setting for the Exhibition buildings; but the cost would, at the least, be altogether too great.

The city has already set apart for a museum and zoological garden the sixteen-acre area bounded by 8th and 9th avenues and 78th and 81st streets, and known as Manhattan Square. The plan of a magnificent structure there has already been perfected, and one wing built, making, so far as it goes, the best planned museum building in the world. The money contributed for a permanent building by the city and State of New York could be used in completing the central cross of this museum building. The rest of the plan might be developed as one story temporary buildings, giving, with the main building, 16 acres of exhibition space. Temporary structures covering 40 or 50 acres more will be required for the purposes of the Exhibition.

Instead of going into the park for sites for these buildings why could not the city utilize therefor the now unused roadways between Manhattan Square and the river, comprising four broad avenues intersected by cross streets at right angles, all as yet unoccupied, and all graded, paved, lighted, and drained by the city at enormous cost? A more convenient and wholesome situation for a great fair could not be found. The river front would accommodate all the shipping of the Atlantic coast. The Hudson River Railway and the two elevated roads traverse the region already, and could easily be made to furnish quick and comfortable conveyance for 300,000 visitors a day, in addition to the almost limitless facilities afforded by the river.

The crossing of 9th avenue by the Boulevard at 64th street would furnish an ample site for a vast building in the form of a St. Andrew's cross; the junction of the Boulevard with 10th avenue another site, equally good. Between 78th and 86th streets the Boulevard runs midway between 10th and 11th avenues. The three avenues with the cross streets would, anywhere in this neighborhood, furnish sites for Exhibition buildings surpassing in magnitude any ever dreamed of hitherto.

The diversion of the pleasure driving on the Boulevard to 9th or 11th avenue for a mile or so—the only inconvenience likely to accrue from the temporary occupation of the streets named by Exhibition buildings—would be as nothing compared with the evils and inconveniences sure to attend an invasion of Central Park. And the absence of immediate park surroundings to the buildings would be no serious objection to the proposed site for the fair, since it would be but a step from Manhattan Square into the park opposite the Lake and the Ramble.

The streets proposed to be occupied are of ample width for Exhibition buildings; the Boulevard is 150 feet wide, the avenues 100 feet, and the cross streets from 60 to 100 feet.

FROST AND YELLOW FEVER.

On the theory that yellow fever is propagated by germs which cannot withstand a freezing temperature, the United States Senate has passed a bill appropriating \$200,000 for the construction of a steel refrigerating ship to disinfect the holds and cargoes of vessels coming from infected ports.

The projectors of this plan of disinfection claim that no mere experiment is contemplated. The project, they say, is sure to succeed, since artificial refrigeration is a simple and well established process, and it is certain that yellow fever germs cannot withstand frost; accordingly it is perfectly feasible to freeze out any possible yellow fever infection that vessels from the tropics may bring to our shores.

Unfortunately, however, these confident statements involve several hypotheses which sadly lack confirmation. The germs themselves are hypothetical. We have no positive proof of their existence as living organisms; still less proof that frost kills them. It is true that an undetermined something, under favorable conditions not wholly understood, suffices to propagate the disease. It is true also that yellow fever epidemics in this country are stopped by cold weather. Yet, while the fever is not apt to rage in any locality during two successive seasons, except in the tropics, the proof that frost is the arresting agent, and that it is able to put an end to the disease permanently (or until it is reimported) is very far from satisfactory. It is no uncommon thing for refugees from fever districts to return to their homes weeks after frost has set in, and then sicken and die of yellow fever. It is even asserted, on fair authority, that cases of sickness, which no one would hesitate to pronounce yellow fever during the summer season, have occurred repeatedly during the past winter in towns along the lower Mississippi; yet there has been no lack of severe frost in that region.

The recent outbreak of yellow fever on the United States Steamer Plymouth, after spending the winter at Boston, and being subjected to freezing and fumigation, complicates the matter still more. The Plymouth came to Boston last fall, from a cruise among the West Indies, with yellow fever on board. The vessel was free from the disease during the winter; and if there is any truth in the theory that frost is fatal to yellow fever, no cases should have occurred on that vessel without reinfection. Yet as soon as the steamer, which left Boston March 15, had arrived in southern waters (about 300 miles southeast of the Bermudas) fever broke out and the steamer was forced to return. But one stop had been made at St. Georges, Bermuda, where there has been no yellow fever for several years.

If the infection of yellow fever can withstand the winter climate of Boston, why should it not that of Memphis or New Orleans? If it can, the importation of the disease is not necessary to start an epidemic next summer, in which case the most thorough refrigeration of incoming vessels will not suffice to stay the plague.

There is another objection to the spending of so much money on an experimental vessel. If refrigeration should prove adequate for the disinfection of yellow fever ships, one refrigerating vessel will scarcely begin to do the work required in all our southern ports; twenty would be none too many. And why should a special steel ship be constructed to carry the simple apparatus needed for the production of cold? Any existing river steamer or fair sized tugboat would suffice for that purpose; and the \$200,000 appropriated would fit up and charter a large number of such small vessels, each provided with all the machinery needed to refrigerate the hold of any vessel, should the experiment sustain the projector's theory. While two hundred thousand, or two hundred million, dollars would not be too much to pay for preventing an epidemic of yellow fever next summer, it is altogether too much to pay for an experiment which could be made for a tenth of the money, especially when there is a possibility that the wasted funds may be sorely needed in the practical application of the methods, the efficiency of which the experiment is expected to confirm.

THE AUSTRALIAN EXHIBITIONS.

The occurrence of two great Exhibitions in Australia, within a year of each other, is in some respects unfortunate; yet it may prove an advantage to exhibitors from this country and Europe, since it will be comparatively easy to transfer exhibits from the one to the other, and thus save the double ocean transit that would be required were the two Exhibitions more widely separated in time. Had Victoria and New South Wales united in a common exhibition, the display might have been grander, though it may well be doubted whether the commercial effect would have been so valuable. It must be remembered that Sydney and Melbourne are capitals of states together as large as France and Germany, and soon to be as populous; and in the absence of means of communication but few in either colony would be reached by an exposition at the capital of the other.

Though the smaller city, Sydney, has boldly taken the lead in inviting the world to compete for her trade, and will open the first world's fair south of the equator in September next, Melbourne follows in October, 1880. Like every other public work in New South Wales, the Sydney Exhibition is a government undertaking, and a large sum of money has been voted for carrying it out. The building is well advanced, and France and England have asked for more space than can be allowed. For American exhibitors there has been reserved 30,000 square feet on the floor of the main building, and half as much more for machinery. Already a considerable quantity of exhibits has been shipped from this port, and there is reason to hope that the United States will be creditably represented. It is proper to add that, with the exception of freightage, exhibitors will have no charges or commissions of any sort to pay. The space provided is free.

The foundation of the Melbourne Exhibition was laid February 19. The building is to stand in the center of a large public park—Carlton Gardens—on the highest land in the city, and is to cover seven acres; the whole Exhibition will occupy about twenty acres. The cost of the buildings and all expenses incidental to the Exhibition will be defrayed out of funds voted by the Victoria Parliament. Applications for space should be made not later than June 30 next. There will be no charge for exhibition space. American manufac-