

ANNUAL REPORT

OF THE

Commissioners of Immigration

OF THE

STATE OF NEW YORK,

For the Year ending December 31st, 1885.

TRANSMITTED TO THE LEGISLATURE FEBRUARY, 1886.

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STATE OF NEW YORK.

FEBRUARY 16th, 1886.

ANNUAL REPORT OF THE COMMISSIONERS OF EMIGRATION.

Hon. EDWARD F. JONES, *President of the Senate* :

SIR—I have the honor to transmit herewith the Annual Report of the Commissioners of Emigration, for the year ending December 31, 1885.

I am, sir, your obedient servant,

HENRY A. HURLBUT,

President.

BOARD OF
COMMISSIONERS OF EMIGRATION.

HENRY A. HURLBUT,
GEORGE J. FORREST,
GEORGE STARR,

CHARLES F. ULRICH,
EDMUND STEPHENSON,
CHARLES N. TAINTOR.

EX-OFFICIO MEMBERS,

The Mayor of the City of New York,
WILLIAM R. GRACE.

The President of the Irish Emigrant Society,
JAMES LYNCH.

The President of the German Society,
CHARLES HAUSELT.

REPORT.

To the Legislature :

The Commissioners of Emigration of the State of New York respectfully present their annual report for the year ending December 31st, 1885, the thirty-ninth since the establishment of the Commission. At the annual meeting of the Board, held on the 17th day of February, 1885, Commissioner Henry A. Hurlbut was elected President, and the following standing committees were appointed for the ensuing year, to wit :

Castle Garden Committee—George Starr (Chairman), Edmund Stephenson, Charles F. Ulrich, George J. Forrest, James Lynch and the President.

Ward's Island Committee—Edmund Stephenson (Chairman), Charles F. Ulrich, Charles N. Taintor, James Lynch, Charles Hauselt and the President.

Finance Committee—George J. Forrest (Chairman), George Starr, Charles N. Taintor, Charles Hauselt, the Mayor and the President.

The work of the Commission is carried on under two general departments, known as the Emigrant Landing Department, at Castle Garden, and the Hospital and Refuge Department at Ward's Island, each of which is specially supervised by a Committee.

PASSENGERS TO THE PORT OF NEW YORK.

During the year 1885 the number of passengers from foreign ports that arrived at the Port of New York was 346,149, of whom 291,066 were aliens, and 55,083 were citizens of the United States or had previously visited this country. Of the alien passengers 142,928 were adult males, 87,961 were adult females, and 60,177 were children under 12 years of age. The number of alien passengers arriving annually at the Port of New York since the establishment of this Commission in 1847 is as follows :

1847	129,062	1867	242,731
1848	189,176	1868	213,695
1849	220,603	1869	258,989
1850	212,796	1870	212,170
1851	289,601	1871	227,639
1852	300,992	1872	294,581
1853	284,945	1873	266,818
1854	319,223	1874	140,041
1855	136,223	1875	84,560
1856	142,352	1876	68,264
1857	183,773	1877	54,536
1858	78,589	1878	75,347
1859	70,322	1879	135,070
1860	105,162	1880	327,371
1861	65,539	1881	455,681
1862	76,306	1882	476,086
1863	155,844	1883	405,909
1864	180,296	1884	330,030
1865	196,352	1885	291,066
1866	233,418		

CASTLE GARDEN IMMIGRANT LANDING DEPOT.

By virtue of the Act of the Legislature of the State of New York, passed in 1855, the Commissioners of Emigration designated Castle Garden as the legal landing depot of immigrant passengers for the Port of New York, and required all vessels bringing immigrants to New York from foreign ports, to land them at said depot. In 1885, there were landed at Castle Garden 281,177 Steerage passengers, being 39,995 less than the previous year.

The nationality of the immigrants was as follows :

England	25,657	Armenia	16
Ireland	35,277	Russia	16,835
Scotland	5,796	Bohemia	6,812
Wales	1,111	Finland	16
Germany	97,913	Luxemburg	272
Austria	10,882	Turkey	96
Hungary	11,605	India	8
Sweden	16,045	China	80
Norway	9,974	Japan	5
Denmark	7,507	East Indies	74
Netherland	2,273	Arabia	26
Belgium	1,702	Canada	104
Switzerland	5,739	West Indies	221
France	3,814	Mexico	6
Italy	15,740	Central America	32
Roumania	284	South America	17
Malta	68	Australia	19
Greece	44	Iceland	14
Spain	199	United States	4,869
Portugal	25		

281,177

These immigrants arrived from the following ports by the Lines stated :

North German Lloyd S. S. Co., from Bremen.....	68,395
Hamburg American Packet Co., from Hamburg.....	38,943
White Star Line, from Liverpool.....	24,123
Inman Steamship Co., from Liverpool.....	21,185
Red Star Line, from Antwerp.....	21,112
Cunard Line, from Liverpool.....	16,556
General Transatlantic Co., from Havre.....	11,551
Carr Line, from Hamburg.....	11,137
Anchor Line, from Glasgow.....	11,032
Liverpool & Great Western S. S. Co., from Liverpool.....	10,258
State Steamship Co., from Glasgow.....	8,046
National Steamship Co., from Liverpool.....	6,702
Thingvalla Line, from Copenhagen.....	5,860
Anchor Line, from Liverpool.....	4,035
Netherland American Steam Navigation Co., from Rotterdam.....	3,822
Fabre Line, from Mediterranean ports.....	3,680
Stettin Lloyd Steamship Co., from Stettin.....	3,212
Anchor Line, from Mediterranean ports.....	3,146
I. & V. Florio Steamship Co., from Mediterranean ports....	2,790
Netherland American Steam Navigation Co., from Amsterdam.....	2,723
Bordeaux Steam Navigation Co., from Bordeaux.....	1,157
National Steamship Co., from London.....	473
Monarch Line, from London.....	393
Great Western Steamship Co., from Bristol.....	187
Miscellaneous.....	659
	<hr/>
	281,177

The recorded destination of the immigrants was as follows :

Arizona.....	85	Iowa.....	10,304
Arkansas.....	174	Idaho.....	50
Alabama.....	157	Indian Territory.....	21
Australia.....	8	Kentucky.....	1,243
Alaska.....	4	Kansas.....	5,383
British Columbia.....	91	Louisiana.....	663
Connecticut.....	5,269	Maine.....	229
Colorado.....	2,189	Maryland.....	1,715
California.....	5,638	Michigan.....	8,733
Canada.....	2,134	Missouri.....	7,521
Cuba.....	23	Minnesota.....	12,564
Delaware.....	196	Mississippi.....	35
District of Columbia....	332	Montana.....	431
Dakota.....	4,936	Mexico.....	56
East Indies.....	29	Massachusetts.....	7,162
Florida.....	233	Manitoba.....	12
Georgia.....	248	New Hampshire.....	183
Indiana.....	4,189	North Carolina.....	41
Illinois.....	35,308	Nebraska.....	6,013

Nevada.....	364	Tennessee.....	317
New Jersey.....	8,211	Texas.....	3,575
New York.....	83,839	Utah.....	1,788
New Mexico.....	77	Vermont.....	262
New Brunswick.....	8	Virginia.....	238
New Zealand.....	1	West Virginia.....	292
Ohio.....	13,228	Wisconsin.....	15,330
Oregon.....	618	Washington Territory...	175
Pennsylvania.....	26,621	Wyoming.....	159
Rhode Island.....	2,213	West Indies.....	11
South Carolina.....	162		
South America.....	86		281,177

LANDING OF IMMIGRANTS.

The operations of the Board commence on the arrival of a ship from a foreign port, which is boarded by an officer from Castle Garden, who examines and reports to the Commission as to the cleanliness of the vessel, the number of steerage passengers, the number of births and deaths, if any, particulars of any sickness during the voyage, and the nature of any complaints the immigrants may have to make. After examination of their luggage on board ship by the custom officers, the immigrants are transferred to the landing depot by barge or steamboat, and are examined as they enter by the officers of the Bureau, whose object is to discover, in accordance with the law, if any are likely to become a public charge. Upon arrival the immigrants pass into the rotunda of Castle Garden, where everything possible under the circumstances is provided to secure the comfort of the new arrivals; responsible brokers to exchange foreign money at the current rates, without deduction; interpreters speaking and writing every European language; a telegraph office for the forwarding of dispatches, and a restaurant supplying food at reasonable prices.

LANDING WHARF.

The Landing Wharf at Castle Garden, which was erected fourteen years ago by the Commissioners of Emigration from State funds, is decaying, and a source of danger and should be rebuilt without delay, but the Board has no money available for the purpose. An appropriation was made by the last Legislature to partially rebuild the wharf, but it was not approved by the Governor. In the opinion of the Commissioners the Legislature should appropriate sufficient money to properly repair and rebuild this wharf.

RAILROAD DEPARTMENT.

The following Railroad Companies organized as the "Trunk Lines Joint Agency," are now represented at Castle Garden: The New York, Lake Erie and Western, the New York Central and Hudson River, the Pennsylvania, the Delaware, Lackawana and Western, the

New York, West Shore and Buffalo, and the New York, Ontario and Western. From these Railroad Companies immigrants can procure passage tickets at the established rates to any place in the interior. Their baggage is checked, and, with themselves, conveyed without extra charge to the railroad depot.

CITY BAGGAGE DELIVERY.

To provide for cases in which immigrants wish their baggage carried to any part of the City of New York or adjacent cities, the Board has entered into a contract with the Castle Garden Express Company, by which it agrees to transport all single packages to one address, below Fourteenth Street, at thirty cents; above Fourteenth Street to Fifty-ninth Street, forty cents; above Fifty-ninth Street, fifty cents; Williamsburgh, Brooklyn, Jersey City and Hoboken, fifty cents; Paterson, Newark and Elizabeth, N. J., seventy-five cents.

INFORMATION BUREAU.

Of the whole number of immigrants who landed at Castle Garden 20,809 were received by their friends through this bureau; 421 children, not in charge of their parents, were forwarded to their friends; 461 husbands received their wives and children; 436 parents received their children, and 13,784 persons received their kindred of different degree of relationship.

EMIGRANT BOARDING-HOUSE KEEPERS.

Boarding-house keepers, duly licensed, are allowed the privilege of entering Castle Garden rotunda. These boarding-houses are frequently inspected by officers of this Commission, and the boarding-house keepers are obliged to provide suitable board and lodging for such emigrants as they may lodge, and at reasonable prices, approved by the Board. From the report made to the Commissioners, there were 37,009 immigrants lodged in these boarding-houses during the year.

WARD'S ISLAND BUREAU.

This bureau receives all applications from immigrants for admission to the State Emigrant Institutions at Ward's Island, or for other relief. The records of arrivals are kept in this office, and are examined to verify the right of the applicant to aid from the Commission.

Attached to this bureau is a resident physician, whose duty it is to assist the landing officers in inspecting the immigrants when they first land, and to examine all sick and destitute applicants for relief, and to visit all such as are residents of the city.

RECEPTION HOSPITAL.

There is at Castle Garden a reception hospital where sick immigrants are cared for until they can be removed to Ward's Island. The number

of persons treated in it during the past year was 547. There were 2,190 immigrants treated as dispensary patients and furnished with medicines. There were 25 deaths, and 9 births.

LABOR BUREAU.

The labor bureau, which is maintained at the expense of the German Society and Irish Emigrant Society, is of benefit to such immigrants as, having no definite plans or destination, desire employment, but are ignorant as to the best means of obtaining it. Many of these are skilled workmen and useful servants. It will, therefore, be readily understood that this labor bureau is valuable alike to the public and to the immigrants. During the year employment was found for 15,539 immigrants, of whom 8,643 were men and 6,896 women. With few exceptions the women are engaged as domestic servants. The cost of transportation is usually defrayed by the employer. The average monthly wages paid farm laborers and house servants were as follows :

MONTH.	Farm-hands.	House Servants.	MONTH.	Farm-hands.	House Servants..
January.....	\$8 00	\$8 00	July	\$13 00	\$10 00
February	8 50	9 50	August.....	11 00	10 00
March	11 00	10 00	September	10 00	10 00
April.....	14 00	10 00	October	9 50	10 00
May.....	14 00	10 00	November.....	9 50	10 00
June	14 00	10 00	December.....	8 00	9 00

UNITED STATES CUSTOM BUREAU.

This bureau, where all duties on the effects of immigrants must be paid, was established at Castle Garden some years ago in connection with the office of the Collector of the Port. Its officers continue to perform their functions with every regard to the convenience of the immigrant.

STATE EMIGRANT REFUGE AND HOSPITALS, WARD'S ISLAND.

On December 31st, 1884, there were in the hospitals 208 patients ; and during the year 1885 there were admitted 1,574 immigrants.

The total number treated during the year was, including 90 children born alive, 1,872. Of these 1,602 were discharged cured, and 100 died, leaving on the 31st of December 170 in the hospitals.

On December 31st, 1884, the whole number of immigrants in the Ward's Island institutions was 434. During 1885 there were admitted 2,109 and the number remaining December 31st was 251, as follows : 170 in hospital; 20 in Asylum for the Insane, and 61 in the Refuge.

In addition to the above there were temporarily cared for during the Summer months 892 immigrants, who arrived by the steamship "Weser," from Bremen, and 740 immigrants, who arrived by steamship "Polynesia," from Hamburg, all of whom had been exposed to small-pox.

EXPENDITURES.

The expenditures of the Commission during the year amounted to \$161,909.96.

These expenditures have been met without cost to the State of New York, the Board having derived its income chiefly from the tax of fifty cents for each immigrant landed, collected from the steamship companies by the U. S. Treasury Department, as provided for in the act of Congress to regulate immigration.

While the Board has met its current expenses, it has not been able, for want of funds, to make necessary repairs to the Emigrant Landing Depot at Castle Garden, nor to the various buildings belonging to the State on Ward's Island.

The following abstract statement will show the amount disbursed during the year 1885. The several items of the several accounts will be found in the financial report appended hereto :

DISBURSEMENTS.

Ward's Island Expense Account.

Paid for maintenance of the Institutions, supplies, salaries, &c.....	\$89,455 30
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Castle Garden Expense Account.

Paid expenses of Castle Garden Landing Depot.....	48,185 31
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Rent Account.

Paid Corporation of City of New York for rent of Castle Garden for 13 months, ending December 31st, 1885..	8,666 74
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Insurance Account.

Paid insurance on property at Castle Garden and Ward's Island.....	1,196 30
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Forwarding Account.

Paid for passages of Immigrants inland and to Europe..	3,510 07
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Relief Account.

Paid for meals for Immigrants at Castle Garden, and cash relief.....	2,728 46
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General Expense Account.

For legal expenses in suit brought by the steamship companies to test the constitutionality of the act of Congress to regulate immigration.....	\$4,522 00
For costs and legal services in various suits.....	1,309 15
For steamboat hire conveying immigrants and freight to and from Ward's Island..	2,336 63
	8,167 78

Total.	\$161,909 96
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CONTRACT WITH THE SECRETARY OF THE TREASURY.

The following is the amended contract executed by the Secretary of the Treasury and the Commissioners of Emigration of the State of New York :

This agreement, made this 27th day of September, 1883, pursuant to an act of Congress, entitled "An act to regulate immigration," approved August 3d, 1882, between the Secretary of the Treasury of the United States, party of the first part, and the Commissioners of Emigration of the State of New York, party of the second part, witnesseth that the party of the second part undertakes to examine into the condition of alien passengers arriving by vessels from a foreign port at the port of New York, to ascertain who among them are convicts, lunatics, idiots or unable to take care of himself or herself without becoming a public charge, and report the same in writing to the Collector of the port of New York.

The party of the second part will also receive all alien immigrant passengers at Castle Garden, or such other suitable place as may from time to time be secured and under their control for the landing of immigrants, and there provide such means for their accommodations as are now provided, including the necessary interpreters, and shall provide at the hospitals and other public buildings under the control of the party of the second part, suitable accommodations for such alien immigrants as shall become sick, or in distress, or idiots, or lunatics, or a public charge for a period not exceeding one year from the time such immigrant shall have arrived at the port of New York. The party of the second part shall, so far as possible, keep a record of all alien immigrants arriving at the port of New York by vessel from a foreign port, and of the place whence they came. The party of the second part shall also carry out such regulations as the party of the first part shall, from time to time, prescribe pursuant to law, so far as the same are applicable to the port of New York.

The party of the second part agrees to employ the necessary persons for carrying into effect this contract and to render to the party of the first part on the first of each month a sworn statement with vouchers for all items of the necessary expenses of the preceding month incurred by the party of the second part in executing this contract, which account, when audited, shall be paid on or before the fifteenth of the month.

It is the intent and meaning of this contract that neither party shall be bound to execute its provisions or incur any liability beyond the amount of money properly applicable thereto under the act first recited. Provided that this contract may be revoked by either party thereto giving to the other party sixty days' notice in writing, and when sixty days shall have expired after such notice shall be given, this contract shall cease and determine.

In testimony whereof, the party of the first part has hereunto appended his signature and the seal of the Department of the Treasury of the United States, this 27th day of September, 1883.

CHAS. J. FOLGER,
Secretary of the Treasury.

In witness whereof, the party of the second part has executed the foregoing instrument pursuant to a resolution of its Board, and caused its official seal to be attached this 29th day of September, 1883.

HENRY A. HURLBUT, *President,*
Commissioners of Emigration, State of New York.

RETURNED IMMIGRANTS.

During the year there were returned, through the agency of the Board, one thousand one hundred and seventy-two immigrants to the countries from whence they came.

It having been found inconvenient and undesirable to detain rejected immigrants on shipboard until the return voyage of the vessel, representations were made by this Board to the Secretary of the Treasury, and, as provided for by Section 3 of the Act to regulate immigration, which authorizes the Secretary to establish such rules and regulations, not inconsistent with law, as he shall deem best calculated to carry out the provisions of the Act, the following rules as to the examination and detention of rejected immigrants were adopted by the Treasury Department, and were promulgated on the 1st of September, 1885.

1. That all immigrants arriving at ports of the United States shall not be regarded as in fact *landed* within the meaning of the second section of "An act to regulate immigration," approved August 3, 1882, so long as they are undergoing the examination of Commissioners of Emigration, or of their agents, or of State Boards having charge of destitute immigrants, and so long as they are temporarily in the charge of such officers; and any temporary removal of prohibited immigrants from on board ship to a place of convenient examination, care, or treatment as incidental to such examination, shall not be considered *a landing* until such officers shall have discharged such immigrants, or returned them on shipboard.

2. The Commissioners of Emigration of the State of New York, their agents or servants, are hereby authorized and directed to go on board of all vessels arriving from foreign ports at the port of New York, and all immigrants found thereon may be taken to Castle Garden and there examined, and if on such examination there shall be found any persons not entitled to land, the Collector of the port of New York, and the owners, agents, or masters of the vessel on which such persons arrived, shall be forthwith notified in writing; and the Commissioners of Emigration shall detain under their custody or care, either on shipboard or elsewhere, all such persons forbidden to land by the second section of said Act, except convicts, who, as provided in the fifth section of "An act supplementary to the acts in relation to immigration," approved March 3d, 1875, shall be subject to the charge and direction of the Collector of Customs of said port. And such detention shall continue until the sailing of the vessel upon which such persons arrived, or until proper provision can be made for their return to the countries whence they came.

3. The Collector of the Port of New York is hereby directed to give all necessary aid to said Commissioners of Emigration in carrying out these regulations for the supervision of immigration at that port.

ACT to regulate immigration.

The Act to regulate immigration and the several judicial decisions had under it are herewith submitted :

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be levied, collected and paid a duty of fifty cents for each and every passenger not a citizen of the United States who shall come by steam or sail vessel from a foreign port to any port within the United States. The said duty shall be paid to the Collector of Customs of the port to which such passenger shall come, or if there be no Collector at such port then to the Collector of Customs nearest thereto, by the master, owner, agent, or consignee of every such vessel, within twenty-four hours after the entry thereof into such port. The money thus collected shall be paid into the United States Treasury, and shall constitute a fund to be called the immigrant fund, and shall be used, under the direction of the Secretary of the Treasury, to defray the expense of regulating immigration under this act, and for the care of immigrants arriving in the United States, for the relief of such as are in distress, and for the general purposes and expenses of carrying this act into effect. The duty imposed by this section shall be a lien upon the vessels which shall bring such passengers into the United States, and shall be a debt in favor of the United States against the owner or owners of such vessels ; and the payment of such duty may be enforced by any legal or equitable remedy. *Provided,* That no greater sum shall be expended for the purposes hereinbefore mentioned, at any port, than shall have been collected at such port.

SEC. 2. That the Secretary of the Treasury is hereby charged with the duty of executing the provisions of this act and with supervision over the business of immigration to the United States, and for that purpose he shall have power to enter into contracts with such State commission, board or officers as may be designated for that purpose by the Governor of any State to take charge of the local affairs of immigration in the ports within said State, and to provide for the support and relief of such immigrants therein landing as may fall into distress or need public aid, under the rules and regulations to be prescribed by said Secretary ; and it shall be the duty of such State Commission, Board, or officers so designated to examine into the condition of passengers arriving at the ports within such State, in any ship or vessel, and for that purpose all or any of such commissioners or officers, or such other person or persons as they shall appoint, shall be authorized to go on board of and through any such ship or vessel ; and if on such examination there shall be found among such passengers any convict, lunatic, idiot, or any person unable to take care of himself or herself without becoming a public charge, they shall report the same in writing to the Collector of such port, and such persons shall not be permitted to land.

SEC. 3. That the Secretary of the Treasury shall establish such regulations and rules and issue from time to time such instructions not inconsistent with law as he shall deem best calculated to protect the

United States and immigrants into the United States from fraud and loss, and for carrying out the provisions of this act and the immigration laws of the United States; and he shall prescribe all forms of bonds, entries and other papers to be used under and in the enforcement of the various provisions of this act.

SEC. 4. That all foreign convicts, except those convicted of political offenses, upon arrival, shall be sent back to the nations to which they belong and from whence they came. The Secretary of the Treasury may designate the State Board of Charities of any State in which such Board shall exist by law, or any commission in any State or any person or persons in any State whose duty it shall be to execute the provisions of this section without compensation. The Secretary of the Treasury shall prescribe regulations for the return of the aforesaid persons to the countries from whence they came, and shall furnish instructions to the Board, commission or persons charged with the execution of the provisions of this section as to the mode of procedure in respect thereto, and may change such instructions from time to time. The expense of such return of the aforesaid persons not permitted to land shall be borne by the owners of the vessels in which they came.

SEC. 5. That this act shall take effect immediately. Approved, August 3d, 1882.

N. Y. SUPREME COURT,

FIRST DISTRICT—SPECIAL TERM AT CHAMBERS.

AUGUST, 1884.

THE PEOPLE *ex rel.* ELLEN MCINTYRE*vs.*

THE COMMISSIONERS OF EMIGRATION.

THE PEOPLE *ex rel.* ARAM SLOWITZ*vs.*

THE SAME.

Patrick Carney, an immigrant, together with his wife and seven children, arrived at the port of New York, on 15th July, 1884, by the steamship "Furnessia," from Londonderry, Ireland, and the Commissioners of Emigration, on examination, found they were unable to take care of themselves without becoming a public charge, and reported the same in writing to the Collector of the Port, and on the 19th July, 1884, Aram Slowitz, an immigrant, together with his wife and child, arrived at this port by the steamship "Westphalia," and, on examination by the Commissioners, were likewise found "unable to take care of themselves without becoming a public charge," and the Collector was duly notified.

Writs of *habeas corpus* were obtained, returnable before the New York Supreme Court. In obedience to the writs these persons were produced before Mr. Justice Van Brunt at Supreme Court Chambers.

Messrs. Jas. K. Hill, Wing & Shoudy and Mr. Alfred Steckler, for the relators.

Messrs. Kelly & MacRae, for the Commissioners of Emigration, opposed.

VAN BRUNT, J.: "By the Act of Congress relating to emigration to the United States, it is provided that the Secretary of the Treasury is charged with supervision over the business of emigration to the United States, and for that purpose he was empowered to enter into contracts with such State Commission, board or officers as might be designated for that purpose by the Governor of any State, to take charge of the local affairs of immigration in the ports within said State. Said act further provides that it shall be the duty of such State Commission or officers so designated to examine into the condition of passengers arriving at the ports within such States, in any ship or vessel, and for that purpose all or any of such commissioners or officers, or such other person or persons as they shall appoint, shall be authorized to go on board of and through any such ship or vessel, and if, on such examination, there shall be found among such passengers any convict, idiot, or any person unable to take care of himself or herself, without becoming

a public charge, they shall report the same to the Collector of such port and such person shall not be permitted to land.

"It is not necessary to discuss here the power of the Congress of the United States to regulate the terms upon which immigrants shall be allowed to enter their country. It is clear that Congress has the right, and it has not yet been held that the States have not that right, to prohibit pauper immigration, and therefore has also the power to determine the manner and means by which such protection shall be afforded.

"They have, therefore, provided for contracts to be made by the Secretary of the Treasury with certain State Boards, who, for the purposes of the immigration laws, thereby become the agents of the United States. Certain powers are conferred upon such agents, and when acting within the line of their duty I can see no power vested in this Court to interfere with them. In the cases now before the Court the Commissioners certify that they have made an examination, and that they have found that the relators are persons unable to take care of themselves without becoming a public charge. Upon this state of the record the Commissioners had right to say that they should not be permitted to land, and this Court, upon *habeas corpus*, cannot interfere with their action.

"It is urged, however, that because the relators have been taken from the steamship, and have been taken into the custody of the Commissioners of Emigration, that they have been permitted to land, and that all jurisdiction by the Commissioners has been lost. It must be observed that the examination need not be upon the ship, and the only reference to the vessel is in connection with a power given to the Commissioners to go on board and through any vessel for the purposes of such examination, but the act nowhere requires the examination to be held upon shipboard. It is true that the relators have been allowed to leave the ship, and thus may be said to have been permitted to land; but the language of the act is to be construed not literally, but in the light of the duties to be performed under it.

"The relators are under the custody of the agents of the United States Government, having been there placed in order that the examination might be made to ascertain whether, under the laws, they should be permitted to enter the country, and it is this permission which is evidently referred to in the act where it speaks of permission to land.

"Could it be argued for a moment that if the relators had been taken possession of by the Quarantine authorities and placed in one of their hospitals upon one of the islands in the bay for sanitary reasons, and before they had come under the jurisdiction of the Commissioners of Emigration, that such Commissioners would have no authority to exercise the powers conferred upon them by Congress.

"It seems to me that this illustration clearly shows that no technical meaning is to be given to the words 'permitted to land,' but that they are to be construed as referring to a permission to enter the country, and I am therefore of the opinion that the writs should be dismissed."

In re People ex rel. Slowitz vs. The Commissioners, an application was made for a stay pending an appeal and the matter coming on to be heard at Supreme Court, Special Term, on the 13th August, 1884, Mr. Justice Willard Bartlett rendered the following decision:

BARTLETT, J.: I have carefully considered the facts presented upon this application and have come to the conclusion that I ought not to grant a stay of proceedings.

The relators counsel truly says that the questions involved are novel and important, and he desires to have them examined by the appellate branch of the Supreme Court before his client is sent back to Europe. But he can obtain the opinions of the General Term Justices, or a majority of them, at once without waiting until they meet as a Court in October. The questions already passed upon by Mr. Justice Van Brunt may successively be presented to the General Term Justices in a proceeding of the same character. A decision under one writ of *habeas corpus*, refusing to discharge a person restrained of his liberty, does not bar the issuing of a second writ by another Court or officer. This is the law of England, of the Federal Courts, and of the State of New York. (*Ex-parte Partington*, 13 M. & W., 679. *Ex-parte Kaine*, 3 Blatchf., 1. *People ex re Lawrence v. Brady*, 56 N. Y., 182.) The rule affords the relator a speedy method of ascertaining the views of the Judges who constitute the General Term and secures to him substantially all the benefits of an appeal.

These remarks are based upon the assumption that this Court possesses jurisdiction to release the relator from the restraint in which he is held.

It does not seem to me by any means clear, however, that such is the case. While the authority of a State Court or one of its Judges, upon writs of *habeas corpus*, to inquire into the detention of a person held in custody within the territory of the State cannot be denied, because the proceedings require a construction of the Constitution and laws of the United States, the Federal Courts claim exclusive jurisdiction in cases where the restraint is exercised by officers of the United States acting under their laws. (*Tarble's Case*, 13 Wall., 397. *Robb vs. Connolly*, 111 U. S., at foot of page 637.) "If a party thus held be illegally imprisoned," said Mr. Justice Field in the former case, "it is for the Courts or judicial officers of the United States alone to grant him release." I think the Commissioners of Emigration are to be regarded as officers of the United States, within the meaning of these decisions, in performing the duties imposed upon them by the Act of Congress, approved August 3, 1882, in reference to the examination to pauper immigrants. If this view is correct, the practical effect of granting a stay of proceedings in this case would be to enjoin agents of the Federal Government from exercising functions devolved upon them by a law of the United States relating to a subject matter clearly within the legislative power of Congress. Even if the State Courts have concurrent jurisdiction, the Federal tribunals clearly constitute the most appropriate forum within which to test the constitutionality of such legislation. They have proved no less efficient than the State Courts in asserting the rights of personal liberty. (*Ex-parte Lange*, 18 Wall., 163. *Ex-parte Buell*, 3 Dillon, 116.) However

poor the relator may be, he is represented by zealous and faithful counsel, who, by means of the writ of *habeas corpus*, can readily bring before the Federal Courts the distinctively Federal questions involved in this case, confident that "the United States are as much interested in protecting the citizen from illegal restraint under their authority as the several States are to protect him from the like restraint under their authority, and are no more likely to tolerate any oppression. (*Tarble's Case*, 13 *Wall.*, 397.)

The application for a stay of proceedings must be denied.

N. Y. SUPREME COURT,

FIRST DISTRICT—SPECIAL TERM AT CHAMBERS,

AUGUST 1885.

THE PEOPLE *ex rel.* FABRICE LE BOU-
 . LANGER

vs.

THE COMMISSIONERS OF EMIGRATION.

Fifty-three "gypsies," consisting of thirteen men, ten women and thirty children, came over from Bordeaux, France, as passengers in the steamship "Chateau Leoville" and arrived at the port of New York on 23d July, 1885, and on examination by the Commissioners were found to be unable to take care of themselves without becoming a public charge, and were so reported in writing to the Collector of the Port.

In obedience to a writ of *habeas corpus* said persons were produced before Mr. Justice Edgar M. Cullen, at Supreme Court, Chambers.

Messrs. Jas. K. Hill, Wing & Shoudy for the relator.

Messrs. Kelly & MacRae for the Commissioners, opposed.

CULLEN, J.: The main question in this case was determined adversely to the relator by Judge Van Brunt in *The People ex rel. McIntyre vs. The Commissioners*. The validity of the legislation by Congress is unquestioned and it was held in the case cited that in discharging the duties imposed upon them by that act, the Commissioners acted to that extent as agents of the United States. It is unnecessary to say whether or not the determination as to the character of the immigrant is exclusive. The fact, if open to inquiry, is not to be examined by the State tribunal, but solely by the Federal Courts. If the immigrants had actually landed, and gained a foothold in the country, the jurisdiction of the Commissioners would be gone. This fact is alleged in the traverse, but no testimony was offered in that respect, and it was conceded on the argument, that to protect the health of the women and children they had been transferred to the hospital on Ward's Island pending the return of the steamer by which they had been brought here. I cannot see that this constituted a landing in the country. Common humanity dictated this course on the part of the Commissioners, and such an act should not be held to defeat their power. Should the vessel take fire, should the immigrants be detained therein? Or if taken from ship in consequence of the fire, should such an accident give them a right to remain here, which but for its occurrence was not possessed?

I think the writ should be dismissed.

CONSTITUTIONALITY OF IMMIGRANT ACT.

The following decision of the Supreme Court of the United States, sustaining the constitutionality of the "Act of Congress to regulate immigration," approved August 3d, 1882, is submitted.

SUPREME COURT OF THE UNITED STATES.

OCTOBER TERM, 1884.

Henry W. O. Edye and William Volckens, Plaintiffs in Error, <i>vs.</i> William H. Robertson, Collector of the Port of New York.	}	In error to the Circuit Court of the United States for the Eastern District of New York.
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The Cunard Steamship Company (limited), Plaintiff in Error, <i>vs.</i> William H. Robertson, Collector of the Port of New York. Same <i>vs.</i> Same.	}	In error to the Circuit Court of the United States for the Southern District of New York.
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1. The Act of Congress of August 3, 1882, "to regulate immigration," which imposes upon the owners of steam or sailing vessels who shall bring passengers from a foreign port into a port of the United States, a duty of fifty cents for every such passenger not a citizen of this country, is a valid exercise of the power to regulate commerce with foreign nations.
2. Though the previous cases in this court on that subject related to State statutes only, they held those statutes void on the ground that authority to enact them was vested exclusively in Congress by the Constitution, and necessarily decided that when Congress did pass such a statute, which it has done in this case, it would be valid.
3. The contribution levied on the ship-owner by this statute is designed to mitigate the evils incident to immigration from abroad by raising a fund for that purpose, and it is not, in the sense of the Constitution, a tax subject to the limitations imposed by that instrument on the general taxing power of Congress.
4. A tax is uniform, within the meaning of the constitutional provision on that subject, when it operates with the same effect in all places where the subject of it is found, and is not wanting in such uniformity because the thing taxed is not equally distributed in all parts of the United States.
5. A treaty is primarily a compact between independent nations, and depends for the enforcement of its provisions on the honor and the interest of the governments which are parties to it. If these fail, its infraction becomes the subject of international reclamation and negotiation, which may lead to war to enforce them. With this judicial courts have nothing to do.

6. But a treaty may also confer private rights on citizens or subjects of the contracting powers which are of a nature to be enforced in a court of justice, and which furnishes a rule of decision in such cases. The Constitution of the United States makes the treaty, while in force, a part of the supreme law of the land in all courts where such rights are to be tried.
7. But in this respect, so far as the provisions of a treaty can become the subject of judicial cognizance in the courts of the country, they are subject to such acts as Congress may pass for their enforcement, modification, or repeal.

[December 8, 1884.]

Mr. Justice MILLER delivered the opinion of the Court.

These cases all involve the same questions of law, and have been argued before this court together.

The case at the head of the list presents all the facts in the form of an agreed statement signed by counsel, and it therefore brings the questions before us very fully. The other two were decided by the Circuit Court on demurrer to the declaration.

They will be disposed of here in one opinion, which will have reference to the case as made by the record in *Eyde et al vs. Robertson*.

The suit is brought to recover from Robertson the sum of money received by him, as Collector of the Port of New York, from plaintiffs, on account of their landing in that port passengers from foreign ports, not citizens of the United States, at the rate of fifty cents for each of such passengers, under the act of Congress of August 3, 1882, entitled "An act to regulate immigration."

The petition of plaintiffs and the agreed facts, which are also made the finding of the court to which the case was submitted without a jury, are the same with regard to each of many arrivals of vessels of the plaintiffs, except as to the name of the vessel and the number and age of the passengers. The statement as to the arrival first named, which is here given, will be sufficient for them all, for the purposes of this opinion.

The following are admitted to be the facts in this action:

"I. That the plaintiffs are partners in trade in the city of New York under the firm name of Funch, Eyde & Co., and carry on the business of transporting passengers and freight upon the high seas between Holland and the United States of America as consignees and agents.

"That on the 2d day of October, 1882, there arrived, consigned to the plaintiffs, the Dutch ship *Leerdam*, owned by certain citizens or subjects of the Kingdom of Holland, and belonging to the nationality of Holland, at the port of New York. She had sailed from the foreign port of Rotterdam, in Holland, bound to New York, and carried 382 persons not citizens of the United States.

"That among said 382 persons 20 were severally under the age of one year and 59 were severally between the ages of one year and eight years.

"That upon the arrival of said steamship *Leerdam* within the collection district of New York, the master thereof gave, in pursuance

to section nine of the passenger act of 1882, and delivered to the custom-house officer, who first came on board the vessel and made demand therefor, a correct list, signed by the master, of all the passengers taken on board of said *Leerdam* at said Rotterdam, specifying separately the names of the cabin passengers, their age, sex, calling, and the country of which they are citizens, and also the name, age, sex, calling, and native country of each emigrant passenger or passengers other than cabin passengers, and their intended destination or location, and in all other respects complying with said ninth section, and a duplicate of the aforesaid list of passengers, verified by the oath of the master, was, with the manifest of the cargo, delivered by the master to the defendant as collector of customs of the port of New York on the entry of said vessel.

"That it appears from the said list of passengers and duplicate that the said 382 persons were each and every one subjects of Holland or other foreign powers in treaty of peace, amity, and commerce with the United States.

"That the said passenger manifest also states the total number of passengers and shows that 20 of them were under one year of age, and 59 between the ages of one year and eight years.

"That said collector, before allowing complete entry of said vessel, as collector decided, on the 12th day of October, 1882, that the plaintiffs must pay a duty of one hundred and ninety-one dollars for said passengers, being fifty cents for each of said 382 passengers.

"That by the regulations of the Treasury Department the non-payment of said \$191 would have permitted the defendant to refuse the complete entry of the vessel, or to refuse to give her a clearance from the port of New York, to her home port, and such imposition would have created an apparent lien on said vessel for said sum of \$191.

"On the defendants making such demand the plaintiffs paid the same and protested against the payment thereof.

"That a copy of the protest in regard to said *Leerdam* is annexed to the complaint, marked No. 1, and is a correct copy of the protest.

"That on the same day the plaintiffs duly appealed to the Secretary of Treasury from such decision of the collector, and that the paper marked Appeal No. 2, annexed to the complaint, is a copy of said appeal.

"On the 18th October, 1882, the Secretary of the Treasury sustained the action of the defendant, and this action is brought within ninety days after the rendering of such decision.

"That the payment set forth in the complaint herein was levied and collected by defendant, and the same was paid under and in pursuance of an act of Congress entitled 'An act to regulate immigration,' approved August 3, 1882."

On the facts as thus agreed and as found by the Circuit Court, a judgment was rendered in favor of defendant, which we are called upon to review.

There is no complaint by plaintiffs that the defendant violated this act in any respect but one, namely, that it did not authorize him to demand anything for the twenty children under one year old, and for the fifty-nine who were between the ages of one year and eight years.

The supposed exception of this class of passengers does not arise out of any language found in this act to regulate immigration, nor any policy on which it is founded, but it is based by counsel on a provision of an act approved one day earlier than this, entitled "An act to regulate the carriage of passengers by sea." This provision limits the number of passengers which the vessel may carry by the number of cubic feet of space in which they are to be carried, and it declares that, in making this calculation, children of the ages mentioned need not be counted. In reference to the space they will occupy this principle is reasonable. But as regards the purpose of the immigration act to raise a fund for the sick, the poor and the helpless immigrant, children are as likely to require its aid as adults, probably more so. They are certainly within the definition of the word passenger, when otherwise within the purview of the act. This branch of the case requires no further consideration.

The other errors assigned, however numerous or in whatever language presented, all rest on the proposition that the act of Congress requiring the collector to demand and receive from the master, owner or consignee of each vessel arriving from a foreign port, fifty cents for every passenger whom he brings into a port of the United States who is not a citizen, is without warrant in the Constitution and is void.

The substance of the act is found in its first section, namely :

"AN ACT *to regulate immigration.*

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there shall be levied, collected and paid a duty of fifty cents for each and every passenger, not a citizen of the United States, who shall come by steam or sail vessel from a foreign port to any port within the United States. The said duty shall be paid to the collector of customs of the port to which such passenger shall come, or if there be no collector at such port, then to the collector of customs nearest thereto, by the master, owner, agent or consignee of every such vessel, within twenty-four hours after the entry thereof into such port. The money thus collected shall be paid into the United States Treasury, and shall constitute a fund to be called the immigrant fund, and shall be used, under the direction of the Secretary of the Treasury, to defray the expenses of regulating immigration under this act, and for the care of immigrants arriving in the United States, for the relief of such as are in distress, and for the general purposes and expenses of carrying this act into effect."

The act further authorizes the Secretary to use the aid of any State organization or officer for carrying into effect the beneficent objects of this law, by distributing the fund in accordance with the purpose for which it was raised, not exceeding in any port the sum received from it, under rules and regulations to be prescribed by him. It directs that such officers shall go on board vessels arriving from abroad, and if, on examination, they shall find any convict, lunatic, idiot, or any person unable to take care of himself or herself, without becoming a public charge, they shall report to the collector, and such person shall not be permitted to land.

It is also enacted that convicts, except for political offences, shall be returned to the nations to which they belong. And the Secretary is directed to prepare rules for the protection of the immigrant who needs it, and for the return of those who are not permitted to land.

This act of Congress is similar in its essential features to many statutes enacted by States of the Union for the protection of their own citizens, and for the good of the immigrants who land at sea-ports within their borders.

That the purpose of these statutes is humane, is highly beneficial to the poor and helpless immigrant, and is essential to the protection of the people in whose midst they are deposited by the steamships, is beyond dispute. That the power to pass such laws should exist in some legislative body in this country is equally clear. This Court has decided distinctly and frequently, and always after a full hearing from able counsel, that it does not belong to the States. That decision did not rest in any case on the ground that the State and its people were not deeply interested in the existence and enforcement of such laws, and were not capable of enforcing them if they had the power to enact them; but on the ground that the Constitution, in the division of powers which it declares between the States and the General Government, has conferred this power on the latter to the exclusion of the former. We are now asked to decide that it does not exist in Congress, which is to hold that it does not exist at all—that the framers of the Constitution have so worded that remarkable instrument that the ships of all nations, including our own, can, without restraint or regulation, deposit here, if they find it to their interest to do so, the entire European population of criminals, paupers, and diseased persons, without making any provisions to preserve them from starvation, and its concomitant sufferings, even for the first few days after they have left the vessel.

This Court is not only asked to decide this, but it is asked to overrule its decision, several times made with unanimity, that the power *does* reside in Congress, is conferred upon that body by the express language of the Constitution, and the attention of Congress called to the duty which arises from that language to pass the very law which is here in question.

That these statutes are regulations of commerce—of commerce with foreign nations—is conceded in the argument in this case; and that they constitute a regulation of that class which belongs exclusively to Congress is held in all the cases in this Court. It is upon these propositions that the Court has decided in all these cases that the State laws are void. Let us examine those decisions for a moment.

In the Passenger Cases, so called, the report of which occupies the pages of 7 Howard from page 283 to 573, mostly with opinions of the Judges, the order of the Court is that “It is the opinion of the Court that the statute of New York, by which the Health Commissioner of the City of New York is declared entitled to demand and receive from the master of every vessel from a foreign port that shall arrive in the port of that city the sum of one dollar for each steerage passenger brought in such vessel is repugnant to the Constitution and laws of the United States, and therefore void.” An examination of the opinions

of the Judges shows that if the majority agreed upon any one reason for this order it was because the law was a regulation of commerce, the power over which that Constitution had placed exclusively in Congress. The same examination will show that several Judges denied this, because they held that this power belonged to the class which the States might exercise until it was assumed by Congress. It is very clear that if any such act of Congress had existed then as the one now before us, the decision of the Court would have been nearer to unanimity.

In the case of *Henderson vs. The Mayor of New York*, 97 U. S. R., 259, the whole subject is reviewed, and, in the light of the decision in this Court in the Passenger Cases, it is considered, on principle, as if for the first time. In that case, after the statute of New York had been modified in such a manner as was supposed to remove the objections held good against it in the Passenger Cases, the question of its constitutional validity was again brought before this Court, when it was held void by the unanimous judgment of all its members. And this was upon the distinct ground that it was a regulation of commerce solely within the power of Congress.

"As already indicated," says the Court, "the provisions of the Constitution of the United States, on which the principal reliance is placed, is that which gives to Congress the right 'to regulate commerce with foreign nations.'"

The Court then, referring to the transportation of passengers from European ports to those of the United States, says: "It has become a part of our commerce with foreign nations, of vast interest to this country as well as to the immigrants who come amongst us, to find a welcome and a home within our borders." "Is the regulation of this great system a regulation of commerce? Can it be doubted that a law which prescribes the terms on which vessels shall engage in it, is a law regulating this branch of commerce?"

The Court adds: "We are of opinion that this whole subject has been confided to Congress by the Constitution; that Congress can more appropriately and with more acceptance exercise it than any other body known to our law, State or National; that, by providing a system of laws in these matters, applicable to all ports and to all vessels, a serious question, which has long been matter of contest and complaint, may be effectually and satisfactorily settled." And for this reason the statute of New York was held void.

In the case of *Commissioners of Immigration vs. North German Lloyd*, a similar statute of Louisiana was held void for the same reason. And in the case of *Chy Lung vs. Freeman*, decided at the same term, 92 U. S. R., 275, the statute of California on the same subject was also held void, because, in the language of the head note to the report, "it invades the right of Congress to regulate commerce with foreign nations."

In the case of *People vs. Compagnie Generale Transatlantique*, 107 U. S. R., 59, where the State of New York, having again modified her statute, it was again held void; the Court said: "It has been so repeatedly decided by this Court that such a tax is a regulation of commerce with foreign nations, confided by the Constitution to the

exclusive control of Congress" (referring to the cases just cited), "that there is little to say beyond affirming the judgment of the Circuit Court, which was based on those decisions."

It cannot be said that these cases do not govern the present, though there was not then before us any act of Congress whose validity was in question, for the decisions rest upon the ground that the State statutes were void only because Congress and not the States was authorized by the Constitution to pass them, and for the reason that Congress could enact such laws, and for that reason alone, where the acts of the State held void. It was, therefore, of the essence of the decision which held the State statutes invalid, that a similar statute by Congress would be valid.

We are not disposed to reconsider those cases, or to resort to other reasons for holding that they were well decided. Nor do we feel that further argument in support of them is needed.

But counsel for plaintiffs, assuming that Congress, in the enactment of this law, is exercising the taxing power conferred by the first clause of Section 8 of Article I. of the Constitution, and can derive no aid in support of its action from any other grant of power in that instrument, argues that all the restraints and qualifications found there in regard to any form of taxation are limitations upon the exercise of the power in this case. The clause is in the following language:

"The Congress shall have power to lay and collect taxes, duties, imposts and excises, to pay the debts and to provide for the common defence and the general welfare of the United States; but all duties, imposts and excises shall be uniform throughout the United States."

In this view it is objected that the tax is not levied to provide for the common defence and general welfare of the United States, and that it is not uniform throughout the United States.

The uniformity here prescribed has reference to the various localities in which the tax is intended to operate. "It shall be uniform throughout the United States." Is the tax on tobacco void, because in many of the States no tobacco is raised or manufactured? Is the tax on distilled spirits void, because a few States pay three-fourths of the revenue arising from it?

The tax is uniform when it operates with the same force and effect in every place where the subject of it is found. The tax in this case, which, as far as it can be called a tax, is an excise duty on the business of bringing passengers from foreign countries into this by ocean navigation, is uniform and operates precisely alike in every port of the United States where such passengers can be landed. It is said that the statute violates the rule of uniformity and the provision of the Constitution; that "no preference shall be given by any regulation of commerce or revenue to the ports of one State over those of another," because it does not apply to passengers arriving in this country by railroad or other inland mode of conveyance. But the law applies to all *ports* alike, and evidently gives no preference to one over another, but is uniform in its operation in all ports of the United States. It may be added that the evil to be remedied by this legislation has no existence on our inland borders, and immigration in that quarter needed no such regulation. Perfect uniformity and perfect equality of taxation, in all

the aspects in which the human mind can view it, is a baseless dream, as this Court has said more than once. *State Railroad Tax Cases*, 92 U. S. R., 612. Here there is substantial uniformity within the meaning and purpose of the Constitution.

If it were necessary to prove that the imposition of this contribution on owners of ships is made for the general welfare of the United States, it would not be difficult to show that it is so, and particularly that it is among the means which Congress may deem necessary and proper for that purpose, and beyond this we are not permitted to inquire.

But the true answer to all these objections is that the power exercised in this instance is not the taxing power. The burden imposed on the ship-owner by this statute is the mere incident of the regulation of commerce—of that branch of foreign commerce which is involved in immigration. The title of the act, “An act to regulate immigration,” is well chosen. It describes, as well as any short sentence can describe it, the real purpose and effect of the statute. Its provisions, from beginning to end, relate to the subject of immigration, and they are aptly designed to mitigate the evils inherent in the business of bringing foreigners to this country, as those evils affect both the immigrant and the people among whom he is suddenly brought and left to his own resources.

It is true not much is said about protecting the ship-owner. But he is the man who reaps the profit from the transaction, who has the means to protect himself and knows well how to do it, and whose obligations in the premises need the aid of the statute for their enforcement. The sum demanded of him is not, therefore, strictly speaking, a tax or duty within the meaning of the Constitution. The money thus raised, though paid into the Treasury, is appropriated in advance to the uses of the statute, and does not go to the general support of the Government. It constitutes a fund raised from those who are engaged in the transportation of these passengers, and who make profit out of it, for the temporary care of the passengers whom they bring among us and for the protection of the citizens among whom they are landed.

If this is an expedient regulation of commerce by Congress, and the end to be attained is one falling within that power, the act is not void, because, within a loose and more extended sense than was used in the Constitution, it is called a tax. In the case of *Veazie Bank vs. Fenno*, 8 Wall., 549, the enormous tax of eight per cent. per annum on the circulation of State banks, which was designed, and did have the effect, to drive all such circulation out of existence, was upheld because it was a means properly adopted by Congress to protect the currency which it had created, namely, the legal-tender notes and the notes of the national banks. It was not subject, therefore, to the rules which would invalidate an ordinary tax pure and simple.

So, also, in the case of the *Packet Co. vs. Keokuk*, 95 U. S. R., 80, the City of Keokuk having by ordinance imposed a wharfage fee or tax for the use of a wharf owned by the city, the amount of which was regulated by the tonnage of the vessel, this was held not to be a tonnage tax within the meaning of the constitutional provision that “no

State shall, without the consent of Congress, lay any duty of tonnage." The reason of this is, that, though it was a burden, or tax, in some sense, and measured by the tonnage of the vessel, it was but a charge for services rendered, or for conveniences furnished by the city, and was not a tonnage tax within the meaning of the Constitution. This principle was reaffirmed in the case of the same plaintiff *vs.* City of St. Louis, 100 U. S. R., 423.

We are clearly of opinion that, in the exercise of its power to regulate immigration, and in the very act of exercising that power, it was competent for Congress to impose this contribution on the ship-owner engaged in that business.

Another objection of the validity of this act of Congress is, that it violates provisions contained in the numerous treaties of our Government with friendly nations. And several of the articles of these treaties are annexed to the careful brief of counsel. We are not satisfied that this act of Congress violates any of these treaties, on any just construction of them. Though laws similar to this have long been enforced by the State of New York in the great metropolis of foreign trade, where four-fifths of these passengers have been landed, no complaint has been made by any foreign nation to ours of the violation of treaty obligations by the enforcement of those laws.

But we do not place the defence of the act of Congress against this objection upon that suggestion.

We are of the opinion that, so far as the provisions in that act may be found to be in conflict with any treaty with a foreign nation, they must prevail in all the judicial courts of this country. We had supposed that the question here raised was set at rest in this Court by the decision in the case of the Cherokee Tobacco, 11 Wall., 616. It is true, as suggested by counsel, that three judges of the Court did not sit in the case, and two others dissented. But six judges took part in the decision, and the two who dissented placed that dissent upon the ground that Congress did not *intend* that the tax on tobacco should extend to the Cherokee tribe. They referred to the existence of the treaty, which would be violated if the statute was so construed as persuasive against such a construction, but they nowhere intimated that, if the statute was correctly construed by the Court, it was void because it conflicted with the treaty, which they would have done if they had held that view. On the point now in controversy it was, therefore, the opinion of all the judges who heard the case. See *United States vs. McBratney*, 104 U. S. R., 621-3.

The precise question involved here, namely, a supposed conflict between an act of Congress imposing a customs duty and a treaty with Russia on that subject, in force when the act was passed, came before the Circuit Court for the District of Massachusetts in 1855. It received the consideration of that eminent jurist, Mr. Justice Curtis, of this Court, who, in a very learned opinion, exhausted the sources of argument on that subject, holding that if there were such conflict the act of Congress must prevail in a judicial forum. 2 Curtis C. C. R., 454; *Taylor vs. Morton*. And Mr. Justice Field, in a very recent case in the Ninth Circuit, that of *Ah Lung*, on a writ of *habeas corpus*, has delivered an opinion sustaining the same doctrine in reference to a

statute regulating the immigration of Chinamen into this country. 18 Federal Reporter, 28. In the Clinton Bridge Case (Woolworth R., 156) the writer of this opinion expressed the same views as did Judge Woodruff, on full consideration, in *Roper vs. Clinch*, 8 Blatchford, 304, and Judge Wallace, in the same circuit, in *Bertram vs. Robertson*, 12 Federal Reporter, 212.

It is very difficult to understand how any different doctrine can be sustained.

A treaty is primarily a compact between independent nations. It depends for the enforcement of its provisions on the interest and the honor of the governments which are parties to it. If these fail, its infraction becomes the subject of international negotiations and reclamations, so far as the injured party chooses to seek redress, which may in the end be enforced by actual war. It is obvious that with all this the judicial courts have nothing to do and can give no redress. But a treaty may also contain provisions which confer certain rights upon the citizens or subjects of one of the nations residing in the territorial limits of the other, which partake of the nature of municipal law, and which are capable of enforcement as between private parties in the courts of the country. An illustration of this character is found in treaties, which regulate the mutual rights of citizens and subjects of the contracting nations in regard to rights of property by descent or inheritance, when the individuals concerned are aliens. The Constitution of the United States places such provisions as these in the same category as other laws of Congress by its declaration that this "Constitution and the laws made in pursuance thereof, and all treaties made or which shall be made under authority of the United States, shall be the supreme law of the land." A treaty, then, is a law of the land, as an act of Congress is, whenever its provisions prescribe a rule by which the rights of a private citizen or subject may be determined. And when such rights are of a nature to be enforced in a court of justice, that court resorts to the treaty for a rule of decision for the case before it as it would to a statute.

But even in this aspect of the case there is nothing in this law which makes it irrevocable or unchangeable. The Constitution gives it no superiority over an act of Congress in this respect, which may be repealed or modified by an act of a later date. Nor is there anything in its essential character, or in the branches of the government by which the treaty is made, which gives it this superior sanctity.

A treaty is made by the President and the Senate. Statutes are made by the President, the Senate, and the House of Representatives. The addition of the latter body to the other two in making a law certainly does not render it less entitled to respect in the matter of its repeal or modification than a treaty made by the other two. If there be any difference in this regard, it would seem to be in favor of an act in which all three of the bodies participate. And such is, in fact, the case in a declaration of war, which must be made by Congress, and which, when made, usually suspends or destroys existing treaties between the nations thus at war.

In short, we are of opinion that, so far as a treaty made by the United States with any foreign nation can become the subject of

judicial cognizance in the courts of this country, it is subject to such acts as Congress may pass for its enforcement, modification or repeal.

Other objections are made to this statute. Some of these relate, not to the power of Congress to pass the act, but to the expediency or justice of the measure, of which Congress, and not the courts, are the sole judges—such as its unequal operation on persons not paupers or criminals, and its effects in compelling the ultimate payment of the sum demanded for each passenger by that passenger himself. Also, that the money is to be drawn from the Treasury without an appropriation by Congress. The act itself makes the appropriation, and even if this be not warranted by the Constitution, it does not make void the demand for contribution, which may yet be appropriated by Congress, if that be necessary, by another statute.

It is enough to say that, Congress having the power to pass a law regulating immigration as a part of the commerce of this country with foreign nations, we see nothing in the statute, by which it has here exercised that power, forbidden by any other part of the Constitution.

The judgment of the Circuit Court in all the cases is affirmed.

EXPENSES OF THE EMIGRATION COMMISSION.

From the establishment of the Emigration Commission in 1847 to 1876 the funds used in support of the Commission were chiefly derived from an Immigrant Head Tax, levied by the State of New York. In March, 1876, the State Head Tax was declared unconstitutional by the United States Court. Owing to the destruction of the records by fire the statistics, showing the amount collected from 1847 to 1856, cannot be given; from 1856 to 1876 the total amount of the gross receipts was \$8,615,679.53, the gross expenses \$7,946,039.47, and the net expenses of the Commission for the care of immigrants \$6,046,937.28. During this period the Commission received to its care 3,443,768 alien passengers, at an average cost per capita of \$1.75. From 1876 to 1880 the funds for the support of the Commission were derived chiefly from appropriations from the Treasury of the State of New York, and amounted to \$615,030.24. During this period the gross expenses were \$681,818.34, and the net expenses for care were \$625,050.78. There were received during this period by the Commission 336,218 alien passengers at an average cost per capita of \$1.86.

PRESENT BOARD OF COMMISSIONERS OF EMIGRATION. STATE OF NEW YORK RELIEVED OF ALL EXPENSE FOR THE COMMISSION.

In 1880 the present Board of Commissioners of Emigration was appointed by His Excellency, Governor Cornell. From 1880 to 1882, inclusive, the appropriations from the Treasury of the State of New York were \$436,723.83 for the support of the Commission. In 1881 the Commissioners of Emigration undertook to relieve the State of New York from the expense of the Commission, and secured the passage by the Legislature of the State of a law imposing an *inspection tax* of \$1.00 per capita on alien passengers arriving at the ports of the State, but

this law was contested by the steamship lines in the courts, and finally decided unconstitutional and void by the Supreme Court of the United States. The Commissioners of Emigration then turned to the Congress of the United States for relief of the State. By repeated visits to Washington, and much zeal in urging the subject upon the attention of members of Congress, the Commissioners finally secured the enactment of a law by Congress, on August 3d, 1882, for supervising immigration. This act regulates immigration, and levies on the carriers of immigrants a tax of 50 cents per capita on the immigrants brought to the ports of the United States. It authorized the Secretary of the Treasury to contract with the Commissioners of Emigration, or other officers or persons designated by the several Governors of the States to superintend immigration.

The present Commissioners of Emigration were designated as the superintendents of immigration at the port of New York on September 2d, 1882, and entered into contract with the Secretary of the Treasury of the United States to execute the law of Congress regulating immigration at the port of New York, in consideration of receiving the tax collected upon immigrants arriving at that port. From the revenue thus derived the Commissioners of Emigration have administered their trust, and executed the laws regulating immigration, and the State of New York has been entirely relieved of the burden of the care of immigrants arriving at the port of New York. Since 1882 no appropriation has been made for the support of the Emigration Commission from the Treasury of the State of New York.

ECONOMY OF THE COMMISSION.

During the term of office of the present Commissioners, beginning in 1880, the Emigration Commission has expended the sum of \$1,129,252.06, of which \$73,940.66 has been expended for buildings and permanent repairs, making the net expenses \$1,055,311.40; during this period the Commission has received and cared for 2,286,143 alien passengers, at an average costs per capita of \$0.46, while the average cost per capita under previous commissions since 1856, was \$1.76.

INCREASED PROTECTION OF IMMIGRANTS.

In 1882 the present Commissioners arranged with the various trunk line railroads entering New York City, and largely transporting immigrants, to bring all their offices for the sale of tickets to immigrants into Castle Garden, and abolish all commissions to runners and other agents. By this arrangement all arriving immigrants going beyond the City of New York may exchange their orders purchased in foreign countries and obtain their railroad tickets for the interior, and have their baggage checked within Castle Garden and under the protection of the officers of the Commission without exposing themselves to the sharpers of a great city. Moreover, the Commission derives a revenue of \$4,000 per annum as rent from the joint agency of the various railroad companies. The benefits of this arrangement are shown by the fact that previous to its adoption many pieces of baggage were lost, while during last year (1885) the Commission landed and sent to their destination with their baggage, 281,000 immigrants, without in-

juring an immigrant or loosing a single piece of baggage. By this arrangement, swindling by bogus railroad tickets and other devices for cheating immigrants, has been very largely diminished, and instances of such imposture are now quite rare.

REVENUE FROM PRIVILEGES AT CASTLE GARDEN.

For the first time in the history of the Commission, since its establishment in 1847, the present Commissioners, in 1882, determined that the various parties enjoying the privileges of the express, restaurant, telegraph, money exchange, railroad and boarding-house business at Castle Garden, should regularly contribute to the revenues of the Commission, and they accordingly fixed rentals upon these privileges.

The Commission has received, since 1882, the sum of \$44,408.07 for the privileges granted. The amount received from these privileges in the year 1885, was \$20,233.14.

ENABLING ACT, 1882.

On request of the Commissioners of Emigration, on June 5, 1882, the Legislature of the State of New York passed a law giving power to them to exclude from the benefits of the State Emigrant Institutions at Castle Garden and Ward's Island, such steamship companies as refused to pay to the Commissioners not less than fifty cents for each alien passenger landed by them at Castle Garden. This act was enforced until the national law imposing a similar tax of fifty cents was enacted, when the Commissioners ceased to collect the tax permitted by this enabling act.

REDUCED PERIOD OF CARE OF IMMIGRANTS.

In their annual report for 1882, the Commissioners of Emigration recommended to the Legislature of the State of New York to reduce the period for which the commission should be charged with the care of immigrants, from five years, the time then prescribed by law, to one year. Such a law was enacted by the Legislature of 1883. By this reduction of the period of care the Commissioners have been enabled to reduce the number of immigrants in their refuges and hospitals from 434, on December 31, 1884, to 251, on December 31, 1885. While it is probable that this reduction of the period of care of immigrants by the Commission at New York City has increased the number of immigrants cared for by the various other charities of the State and country, yet the Commissioners believe it has reduced the number of re-shipments of immigrant paupers from other States to New York, and that the needy immigrants can be cared for at less expense in the more rural refuges, and when discharged can more readily obtain employment in the vicinity where they are cared for.

PAUPER IMMIGRATION CHECKED.

In 1883 evidence came to Commissioners of Emigration that large numbers of assisted and pauper immigrants were coming to our shores. Investigation showed that large amounts of money were being distributed among the officers of the alms-houses of Ireland and Great Britain to assist paupers and enfeebled persons to emigrate to America.

The Commissioners determined to check this alarming evil, and by the utmost vigilance and a vigorous execution of the law in returning persons liable to become a public charge to the countries whence they came, pauper immigration at the port of New York has been almost wholly suppressed.

WARD'S ISLAND CHANGES.

Previous to 1882 the Ward's Island Department was under the charge of a superintendent and the Medical Department under the charge of a physician-in-chief and a surgeon-in-chief. The present Board of Commissioners decided, in 1881, to abolish the office of surgeon-in-chief and place the whole medical and surgical department under the charge of a physician-in-chief with a competent staff of assistants. The Commissioners also organized a board of consulting physicians and consulting surgeons who should give advice without pay when called upon in reference to the medical conduct and sanitary condition of the institutions. The services of five eminent physicians and surgeons were obtained. The new plan was eminently successful and under its operations the medical department on Ward's Island has attained a very high degree of efficiency. The attention of the Legislature is directed to the report of the board of consulting physicians and surgeons accompanying this annual report.

In 1884 the Board of Commissioners decided to abolish the office of Superintendent of Ward's Island, and place both the medical and executive departments under the charge of the physician-in-chief.

Now the whole department is under the charge of an educated and competent physician, and the department has been brought by him to a high degree of efficiency and sanitary condition. This arrangement has demonstrated that a superintendent or deputy commissioner for the Ward's Island Department, at a large salary, besides the physician-in-chief, who must be employed, is entirely unnecessary. The department is administered better by the one person, who should be a physician.

RECOMMENDATION AS TO WARD'S ISLAND PROPERTY.

The Ward's Island property consists of 120 acres of land, with hospitals and other buildings thereon, capable of accommodating 2,500 inmates. The lands were purchased and the buildings erected by the Commissioners of Emigration out of the moneys collected under Section 2, Chapter 195 of the Laws of 1847 and the several amendments thereto.

The property is encumbered by a mortgage of \$200,000, made in 1874, and held by the State Comptroller for the United States Deposit Fund. The interest on the mortgage has been unpaid since July 1, 1883, because the State has made no provision for its payment.

By reason of the decreased immigration at this port, and the reduced period for the care of immigrants, as provided by Section 8 Chapter 286 of the Laws of 1883, and the effective measures taken by the Commissioners to prevent the landing of pauper immigrants, the number of inmates of the Ward's Island Institution has now been reduced to 251.

The Commissioners, therefore, recommend that the Ward's Island

property south of the main road be sold or leased, the money derived from such sale or lease to be applied as follows: First, to pay mortgage of \$200,000 held by the State Comptroller; second, to pay the present indebtedness of the Commission to the several counties and institutions of the State. The balance remaining to be invested, and the interest of such investment to become available for the uses of this Commission, or to be turned into the State Treasury.

The Commissioners are informed that the City of New York is in need of additional buildings for the care of sick and destitute persons under the charge of the Commissioners of Public Charities and Correction, and that the City of New York would probably purchase or lease the Ward's Island property if the State should offer it.

SUIT FOR RETURN OF COMMUTATION OR HEAD MONEYS.

In January, 1877, suit was brought by the Liverpool, New York and Philadelphia Steamship Company against the Commissioners of Emigration, to recover the sum of one million and ninety-three thousand dollars, alleged to have been paid as commutation or head moneys under the laws of the State of New York, and as an assumpsit for moneys unlawfully demanded, exacted and received by the defendant under color of said laws to and for the use of the plaintiff.

The Commissioners of Emigration referred the matter to the then Attorney-General, and on his declining to act, retained Mr. Lewis Sanders to defend.

Mr. Sanders drew up and secured the passage of an act of Congress entitled "A bill to legalize the collection of head moneys already paid," approved June 19th, 1878, and pleaded in bar of the suit.

On the 6th of May, 1881, the case was brought for trial before Mr. Justice Shipman and a jury, and a verdict was given for the defendant. On appeal to the Supreme Court of the United States, that Court, after holding the case under advisement for a year, decided that the record did not present for decision the questions argued, and without passing upon the merits, awarded a new trial.

The case came up for trial in the Circuit Court on the 6th ultimo and was dismissed, the plaintiffs having concluded to abandon the suit. From this dismissal no appeal lies, hence it is a final determination of the suit. For his services Mr. Sanders presents a bill of \$5,000, which has been approved by this Board. As the Commission has no funds at its disposal applicable to the purpose, it is respectfully asked that an appropriation be made by the Legislature to pay the claim.

Mr. Sanders' report of the suit will be found in the appendix.

HENRY A. HURLBUT,
President,
 GEORGE J. FORREST,
 GEORGE STARR,
 CHARLES F. ULRICH,
 EDMUND STEPHENSON,
 CHARLES N. TAINTOR.
 CHARLES HAUSELT,
President German Society,

NEW YORK, February 18th, 1886.

STATE OF NEW YORK :

OFFICE OF THE COMMISSIONERS OF EMIGRATION, }
 CASTLE GARDEN. }

CITY AND COUNTY OF NEW YORK, ss. :

Henry A. Hurlbut, George J. Forrest, George Starr, Charles F. Ulrich, Edmund Stephenson, Charles N. Taintor and Charles Hauselt, being duly sworn and affirmed, in accordance with the requirements of section ten of an act entitled "An Act for the protection of immigrants arriving in the State of New York," passed 11th of April, 1848, depose and say, each for himself, that the report annexed is correct, to the best of the knowledge, information and belief of each and every one of them, and that he has not, directly or indirectly, been interested in the boarding of immigrants, in the transportation of any immigrant passenger through any portion of the interior of this country ; nor has he made or received, directly or indirectly, any gain, profit or advantage, by or through the purchase of supplies, the granting of any contract or contracts herein, or licenses, privilege or privileges, or the employment of any officer, servant or agent, mechanic, laborer, or other person in business under the control of said commissioners.

HENRY A. HURLBUT,
President,
 GEORGE J. FORREST,
 GEORGE STARR,
 C. F. ULRICH,
 EDMUND STEPHENSON,
 CHARLES N. TAINTOR,
 CHARLES HAUSELT.

Sworn to before me by Henry A. Hurlbut, George J. Forrest, George Starr, C. F. Ulrich, Edmund Stephenson, Charles N. Taintor and Charles Hauselt on the 18th day of February, 1886.

[L. s.] OTTO HEINZMAN,
Notary Public, City and County of New York.

APPENDIX

TO THE

REPORT OF THE COMMISSIONERS OF EMIGRATION OF
THE STATE OF NEW YORK.

CASTLE GARDEN, N. Y., *January 28, 1886.*

Hon. HENRY A. HURLBUT,

President Board of Commissioners of Emigration :

SIR:—I transmit herewith the reports of the various officers of the department, with tables of statistics giving the nature and amount of business transacted during the year 1885.

I am, sir, your obedient servant,

H. J. JACKSON,

Secretary.

R E P O R T

OF

MR. LEWIS SANDERS, *Counsel*, IN RELATION TO COMMUTATION OR HEAD-MONEY SUITS.

Hon. HENRY A. HURLBUT,

President of the Commissioners of Emigration.

SIR:—As your counsel and attorney in the head-money suits of the Liverpool, New York and Philadelphia Steamship Company and the Inman Steamship Company against your honorable body I have the honor to report :

The Liverpool, New York and Philadelphia Steamship Company brought suit against the Commissioners of Emigration in February, 1877, in the United States Circuit Court for the Southern District of New York, at common law, for the recovery of one million and ninety-three thousand dollars, alleged to have been unlawfully exacted from the company as commutation moneys on emigrants landed at the Port of New York, under laws of the State of New York declared to be unconstitutional by the Supreme Court of the United States, in case of *Henderson vs. The Mayor of New York*, reported in 92 U. S. Reps., 261. The company claimed that the moneys, being unlawfully exacted and being paid under protest, were recoverable by the company; and this opinion, it is said, was fortified by eminent counsel both in England and America. In the United States among the counsel for the steamship companies were ex-Judge Emott of the Court of Appeals, Judge Ashbel Green of Messrs. Alexander & Green, and the late Henry Nichol. The sum claimed would now amount, with interest, to two million dollars. On behalf of the Commissioners I prepared, advocated, and thereby effected the passage of an Act of Congress legalizing and ratifying the collection of these commutations or head-moneys, said act being passed June 19th, 1878. The three chief questions then raised in the answer interposed by me for the Commissioners were :

First.—Was the payment of the commutation moneys voluntary, although illegally exacted, and paid under protest ?

Second.—Was the act constitutional ? And,

Third.—Could the money be recovered from the Commissioners, they not having collected it, but having disbursed it for the State ?

There was also a defense of the Statute of Limitations as to part of the company's claim.

An equitable counter-claim was also set up for moneys expended on paupers brought over by plaintiff.

The suit came on for trial before Mr. Justice Shipman and a jury, on the 10th day of May, 1881. I moved for the direction of a verdict for the Commissioners, on the ground that the suit was barred by the Act of Congress. Mr. Justice Shipman so held, and judgment was entered in favor of the Commissioners of Emigration. The steamship company appealed to the Supreme Court of the United States. Messrs. Alexander & Green prepared an elaborate set of points for the company of forty-five printed pages, covering all the points involved, and citing no less than one hundred and thirteen authorities and law.

I, with the aid of Mr. George N. Sanders as associate counsel, prepared an equally complete set of points for the Commissioners, covering forty-four pages. Copies of both briefs are herewith submitted. The case was fully argued before the Court by the same counsel, in December, 1883.

It will be seen that there was much room for argument, and that the discussion of the issues required an extended review of common law authorities and a thorough analysis of the Constitution of the United States, as the power of the State and Federal governments in the premises.

The constitutionality of the validating Act of Congress was attacked on several grounds. It must be remembered here that the act validated head-moneys of varying amounts in different States. Hence the counsel for the company said: "It violates the constitutional requirement of uniformity in all imports, and duties. It violates the constitutional prohibition against preferences in any regulation of commerce of the ports of one State over those of another State. * * * It interferes with the obligation of contracts, inasmuch as its operation amounts to a denial of rights already vested by forbidding the use of remedies to enforce such rights."

The learned counsel further contended that in any case the act could not be construed as retrospective, and is not a bar to this action, commenced before its passage.

These positions were certainly specious, and not easily disposed of. In answer, we maintained that the head-money was neither an import nor a duty nor an excise, but simply a regulation of commerce, and therefore could not violate the rule of uniformity prescribed only for duties, imports and excises; and this view was favoured by the subsequent decision of the Court in *Edye against Robertson, Collector, (U. S.)*.

We further maintained that as a regulation of commerce the head-moneys did not give any preference to the ports of New York, because a tax is the opposite of a preference; and the State of New York consenting, no one else can object. Again, that the head-moneys only lacked the consent of Congress to validate them, and that consent could be given as well *after* as *before* their collection. The other points already adverted to were likewise argued *in extenso*, and the review of authorities on voluntary payments will be found particularly full.

To show how difficult of solution were the points involved, the Supreme Court held them under consideration for over a year, and then, in January, 1885, found that they were not sufficiently presented

by the company's declaration or complaint, and held that the case must go back to the Court below for a fuller presentation of the issues without deciding any of them, the opinion, rendered by Mr. Justice Mathews, saying: "These questions, particularly that which challenges the constitutionality of the Act of Congress, it is manifest, are of very grave importance; and after much consideration, we feel constrained to reverse the judgment without deciding any of them." This reopened the case for trial on the merits.

I pressed the company to trial again in the Circuit Court. The company, after several delays, being finally compelled to go to trial or abandon the suit, concluded to abandon it, and the case was dismissed on the 6th instant. From this dismissal no appeal lies; hence it is a final determination of the suit.

The other suit was in equity, by the Inman Steamship Company, by the same attorneys, for the same amount. It required the preparation of a lengthy answer and the study of further points of equity law. After the final dismissal of the first suit the attorneys consented to the dismissal of this one also, and this is the end of the head-money litigation.

It may well be inferred that our argument in the Supreme Court discouraged our opponents, if it did not reach a decision of the Court. I received two fees, amounting in all to five thousand dollars, before the appeal by the Liverpool, New York and Philadelphia Steamship Company to the Supreme Court in 1881; but it will be observed that was while the result was still in suspense, and that the greater part of the work has been performed since, and that there has as yet been no fee paid in the suit of the Inman Steamship Company.

In these suits, of great magnitude and difficulty, sustained by eminent counsel, and opposed as to the leading case with great labor and assiduity during their pendency of nine years, I herewith submit my bill, which, for the gravity of the questions and interests involved, the amounts in suit, the responsibility sustained and the labor incurred, I deem very moderate, and respectfully request that your honorable body request from the Legislature an appropriation to pay the same, knowing that you are not in funds for that purpose.

Respectfully,

LEWIS SANDERS.

NEW YORK, January 27th, 1886.

NEW YORK, January 27th, 1886.

The Commissioners of Emigration :

To LEWIS SANDERS. *Dr.*

For legal services in suits brought by the Liverpool, New York and Philadelphia Steamship Company and the Inman Steamship Company, Limited, against The Commissioners of Emigration..... \$5,000 00

Report of Consulting Board of Physicians and Surgeons.

HON. HENRY A. HURLBUT,

President of the Commissioners of Emigration :

SIR:—Some days since, the following communication was received by the chairman of the Consulting Board of Ward's Island Emigrant Hospital.

CASTLE GARDEN,
NEW YORK, January 5th, 1886. }

DR. S. OAKLEY VANDERPOEL,

Chairman Consulting Board :

DEAR SIR:—The Board of Commissioners of Emigration request that the consulting Board of Physicians and Surgeons will make a report to them of the operations of the Ward's Island Hospital Department during the past year, and as to the condition of the hospitals, together with any recommendations they may deem proper to make.

Very respectfully,

H. J. JACKSON,
Secretary.

In compliance with the above request, the committee of the consulting Board have made a careful inspection of all the wards of the hospital. It was their privilege to find nothing but what to commend. The visit was made without previous notice. So that no special preparations for inspection could be made. All the physicians were found on duty, and all actively employed. The wards, beds and clothing were scrupulously clean, the rooms well ventilated, and the sick had a contented well-cared-for appearance.

Indeed it may be affirmed no hospital in the city is better conducted. No suggestions, regarding their care or administration, are called for.

The smoothness with which the institutions on Ward's Island under your care have run during the past year, and their continued efficiency has demonstrated the wisdom of your board, in abolishing the separate office of superintendent, and placing the management directly under the supervision of the chief medical officer. This change has undoubtedly resulted in great benefit to the institution, as it has made the medical staff, who best understand the needs of the hospital, directly

responsible for its success or failure. As the entire direction is vested in one person, measures important for the welfare of the hospital, and which may at any time become urgent, are quickly accomplished. It is to be hoped that the advantages resulting from the present management are so apparent that no thought will again occur of returning to the old way of having a superintendent independent of the medical staff. Such a course would be a step backward.

The institution is now doing efficiently the work to which it is devoted. By the readiness of your board to carry out promptly the suggestions of the medical staff, it is now well equipped, and nothing is left undone for the care and comfort of the inmates. Whenever in the future improvements suggest themselves your consulting board will promptly call your attention to the same.

In conclusion, we must commend and give our unqualified approval to the recent action of your Board in granting a leave of absence to Dr. A. M. Thomas, who met with an accident so disastrous to his health some months since, while in the discharge of his duties as surgeon. The faithful and zealous manner in which he has always discharged his duties while in the service of your Board have merited at your hands nothing less—more you could not do. We tender him our sincere sympathy in his misfortune, and express the hope that he will be ultimately restored to his former health.

NEW YORK, January 21st, 1886.

Respectfully yours,

S. OAKLEY VANDERPOEL,
JAMES W. McLANE,
EDWARD G. JANEWAY,
WM. S. HALSTEAD,
DANIEL M. STIMSON.

ANNUAL REPORT OF THE TREASURER.

CASTLE GARDEN, *January 18, 1886*

GEORGE J. FORREST, Esq., *Chairman Finance Committee :*

SIR :—I have the honor to submit herewith a detailed report of the receipts and expenditures of the Commission for the year ending December 31, 1885.

1885, January 1. Cash balance..... \$13,697 72

RECEIPTS.

Received from the Secretary of the Treasury of the U. S. on account of the "Immigrant Fund".....	\$139,269 36
Received from rentals, viz.:	
Scully & Devitt for Dec., 1884	\$75 00
L. Semler " "	75 00
Murray & Nugent " "	100 00
Bernard Biglin " "	100 00
John Wood (express contract), 1 year, ending Dec. 31, 1885	5,499 96
Geo. H. Metzgar (restaurant contract), 1 year, ending Dec. 31, 1885.....	6,249 96
Scully & Devitt (exchange brokers), 1 year, ending Dec. 31, 1885.....	2,599 93
Baltimore & Ohio Telegraph Co., 1 year, ending Dec. 31, 1885.....	600 00
Western Union Telegraph Co., 12 months, ending Nov. 30, 1885.....	600 00
Joint Trunk Lines Railroad Agency, 13 months, ending Dec. 31, 1885.....	4,333 29
	<u>\$20,233 14</u>
Received from boarding-house keepers for permits.....	1,750 00
	<u>\$161,252 50</u>
Total.....	<u>\$174,950 22</u>

DISBURSEMENTS.

Ward's Island Account.

Apples, dried.....	\$136 85
Asylum expenses, transfer of patients, &c..	69 47
Awnings.....	56 00
Agricultural implements.....	48 05
Butter, 3,367 lbs.....	842 25
Bread, 4,354 loaves.....	261 24
Barley.....	99 49
Brooms, brushes, &c.....	185 60
Blacking.....	11 90
Beans.....	331 34
Blankets.....	72 00
Bedding.....	150 35
Carpet for office.....	186 62
Cartage.....	8 90
Coffee, 8,284 lbs.....	1,118 35
Cheese, 1,204 lbs.....	152 08
Crackers.....	64 22
Coal, gas, 512,920 tons.....	2,054 87
Coal, hard, 2,185½ tons.....	8,652 94
Commitment of insane patients.....	435 00
Cook house supplies, sundry.....	623 93
Candles.....	23 42
Crockery.....	61 09
Coffins.....	93 00
Clothing.....	604 89
Drugs and apothecaries' supplies.....	3,699 18
Dry goods.....	1,162 14
Eggs, 4,509 doz.....	1,142 88
Float for Ferry.....	335 00
Feed.....	38 50
Flour, 650 bbls.....	2,966 25
Fruit.....	55 75
Fertilizers.....	146 53
Glass.....	106 00
Hardware.....	425 19
Harness.....	7 40
Hominy.....	96 55
Hats and caps.....	37 78
Iron.....	92 18
Lemons.....	62 30
Lumber.....	335 50
Leather.....	18 00
Lime and cement.....	110 23
Milk, cows', 84,578 qts.....	3,489 20
Milk, condensed, 9,346 qts.....	1,977 40
Molasses.....	93 32
Carried forward.....	\$32,741 13

Brought forward.....	\$32,741	13
Mustard.....	72	85
Meat, 204,415 lbs.....	20,246	16
Fish, 16,021 lbs.....	1,121	47
Meal.....	122	10
Malt.....	9	74
Matches.....	16	20
Needles and pins.....	16	91
Office expenses, fares, &c.....	613	98
Oars.....	12	00
Oil.....	104	68
Oats.....	125	75
Potatoes.....	155	00
Pepper.....	54	95
Peas.....	196	13
Prunes.....	44	88
Plumbing and steam fitting material.....	401	08
Paints.....	202	86
Quilts.....	28	50
Rice, 10,312 lbs.....	640	53
Rent of ferry premises at 110th St., E. R., 18 months, ending Nov. 1, 1885.....	750	00
Repairs, sundry, to buildings and machinery	330	64
Rope.....	11	75
Rubber hose.....	26	36
Sundries.....	203	31
Sardines.....	76	00
Soap.....	1,114	64
Straw.....	208	24
Salt.....	57	80
Seeds.....	286	00
Shoes.....	1,413	70
Sugar, 31,254 lbs.....	1,758	92
Starch.....	49	13
Soda.....	82	41
Stationery and printing.....	342	60
Stock.....	9	00
Stoves, repairs to.....	42	95
Steamboat, repairs to.....	117	62
Salaries and wages.....	29,235	08
Surgical instruments and repairs thereto...	143	52
Surgical dressing.....	384	55
Tea, 3,348 lbs.....	981	01
Tobacco, 868 lbs.....	253	58
Thread.....	60	77
Vinegar.....	32	21
Woodenware.....	52	00
Water rent.....	1,000	00
Wagon.....	76	00
Ferry-boat.....	285	00
Carried forward.....	\$96,311	69

Brought forward..... \$96,311 69

Credit.

Received from Superintendent of
Ward's Island and others:

For ferriage.....	\$819 79
“ refuse material.....	341 05
“ groceries sold officers.....	263 30
“ stock sold.....	475 00
“ vegetables sold.....	42 75

Received from steamship com- panies for board of immigrants	4,914 50
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\$6,856 39

\$89,455 30

DISBURSEMENTS.

Castle Garden Account.

Ambulance service.....	\$161 40
Brooms and brushes.....	61 88
Bedding.....	109 38
Blankets	36 66
Coal and wood.....	1,221 15
Coffins.....	52 25
Clocks.....	20 00
Drugs and hospital supplies.....	272 10
Disinfectant.....	22 85
Dry goods.....	7 50
Expressage.....	48 45
Expenses of officers arresting immigrant swindlers.....	59 74
Expenses of boarding officers	138 65
Furniture.....	13 50
Fares of messengers and immigrants.....	184 90
Gas.....	1,537 99
Hardware.....	245 76
Ice.....	256 86
Lumber.....	456 96
Lime.....	26 00
Newspapers and advertising.....	39 45
Plumbing.....	458 43
Postage.....	169 60
Paints.....	78 55

Carried forward..... \$5,680 01

Brought forward.....	\$5,680 01	\$89,455 30
Repairs, sundry.....	284 49	
Sundries.....	225 40	
Stationery and printing.....	988 00	
Soda.....	6 72	
Salaries, office.....	9,217 37	
Salaries and laborers' wages, landing de- partment.....	30,440 41	
Stoves and repairs to same.....	321 82	
Telephone, rent of.....	195 00	
Traveling expenses.....	9 90	
Telegrams.....	154 19	
Sandy Hook Telegraph Company reporting steamers.....	120 00	
Water rent.....	542 00	
	<hr/>	\$48,185 31

Rent Account.

Paid Corporation City of New York for rent of Castle Garden for 13 months, ending Dec. 31, 1885.....	\$8,666 74
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Insurance Account.

Paid for insurance on property at Castle Garden and at Ward's Island.....	1,196 30
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Forwarding Account.

Paid passages inland and to Europe for im- migrants.....	7,143 52
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Credit.

By amount received from immigrants and their friends for part payment of passages.....	3,633 45	
	<hr/>	3,510 07

Relief Account.

For meals, provisions and cash furnished immigrants at Castle Garden.....	2,728 46
Carried forward.....	<hr/> \$153,742 18

Brought forward..... \$153,742 18

General Expense Account.

Legal expenses disbursed by the Secretary of the Treasury in suit testing the Constitutionality of the Act of Congress to regulate immigration, viz.:

Mr. Elihu Root, legal services.. \$1,000 00

Same, expenses..... 22 00

Mr. A. W. Tenney, legal services 3,500 00

4,522 00

For Liverpool, N. Y. and Philadelphia S.S.

Co. costs..... 78 41

For Messrs. Kelly & MacRae for legal

services in various suits..... 1,230 74

For steamboat hire, conveying passengers

and freight to and from Ward's Island.. 2,336 63

8,167 78

Balance..... 13,040 26

\$174,950 22

H. J. JACKSON,
Treasurer.

STATEMENT

Showing the amount of moneys and value of other remittances received by the Treasurer of the Commissioners of Emigration, with which to forward recently arrived emigrants to their friends or relatives to whom application was made for funds and from whom such funds were received for that purpose, together with a statement of the amounts disbursed, returned and remaining on hand January 1, 1886.

RECEIPTS—1885.

MONTH.	Amount received in cash.	Amount received in checks.	Amount received in post-office orders.	Value of passage orders and railroad tickets.	Total Amount.
January.....	\$63 00	....	\$16 00	\$36 16	\$115 16
February.....	57 50	....	35 29	12 30	105 09
March.....	58 25	\$25 00	68 00	24 20	175 45
April.....	110 50	71 00	32 50	145 83	359 83
May.....	143 85	61 15	29 00	67 40	301 40
June.....	171 00	27 50	123 89	39 34	361 73
July.....	117 00	25 65	39 10	32 00	213 75
August.....	97 30	27 75	51 00	28 00	204 05
September.....	80 15	41 50	....	11 00	132 65
October.....	333 00	55 00	66 90	102 40	557 30
November.....	95 00	255 00	92 50	4 00	446 50
December.....	63 50	21 00	31 00	35 00	150 50
Total.....	\$1,390 05	\$610 55	\$585 18	\$537 63	\$3,123 41

DISBURSEMENTS—1885.

MONTH.	Amount paid in cash, checks and post-office orders.	Value of passage orders and railroad tickets.	Amount returned to senders in cash, checks and post-office orders.	Value of passage orders and railroad tickets returned to senders.	Total amount paid for forwarding and returned to senders.
January.....	\$39 00	....	\$40 00	....	\$79 00
February.....	87 79	....	....	\$12 30	100 09
March.....	63 25	\$1 00	2 00	....	66 25
April.....	143 00	47 88	10 00	1 00	201 88
May.....	185 50	81 90	49 25	29 20	345 85
June.....	110 40	70 00	204 49	....	384 89
July.....	175 65	6 00	13 60	3 50	198 75
August.....	172 80	35 29	65 75	....	273 84
September.....	119 40	10 00	35 00	10 00	174 40
October.....	182 00	114 60	89 00	....	385 60
November.....	527 50	4 00	80 40	....	611 90
December.....	105 50	26 55	....	....	132 05
Total.....	\$1,911 79	\$397 22	\$589 49	\$56 00	\$2,954 50

RECAPITULATION.

Receipts.

There was received in cash.....	\$1,390 05	
“ “ checks.....	610 55	
“ “ post office orders.....	585 18	
“ “ passage orders, value...	537 63	
Add balance on hand January 1, 1885.....	358 03	
	<hr/>	\$3,481 44

Disbursements.

There was paid in cash, checks and post-office orders.....	\$1,911 79	
And in passage orders, value....	397 22	
Cash, checks and post-office orders returned to senders.....	589 49	
And passage orders returned to senders.....	56 00	
Balance on hand January 1, 1886.....	526 94	
	<hr/>	\$3,481 44
		<hr/>

Passengers Landed at the Port of New York from January 1, 1885, to December 31, 1885.

NATIONALITY.	Deaths at Sea.	Births at Sea.	ALIENS.				CITIZENS.				Grand Total.
			Steerage.		Cabin.	Total.	Steerage.		Cabin.	Total.	
			Landed at Castle Garden.	Landed by Coast Vessels.			Landed at Castle Garden.	Landed by Coast Vessels.			
England	18	6	23,349	.....	9,660	33,009	2,308	.....	2,178	4,486	37,495
Ireland.....	17	9	33,118	.....	2,479	35,597	2,159	.....	1,396	3,555	39,152
Scotland	5	2	5,258	.....	2,639	7,897	538	.....	659	1,197	9,094
Wales.....	2	1	931	.. . . .	177	1,108	180	.....	33	213	1,321
Total British Isles	42	18	62,656		14,955	77,611	5,185	.....	4,266	9,451	87,062
Germany	58	43	92,807	.....	5,304	98,111	5,106	.....	3,197	8,303	106,414
Austria.....	2	2	10,726	.....	525	11,251	156	.....	59	215	11,466
Hungary	12	6	11,062	.....	67	11,129	543	.....	10	553	11,682
Sweden	10	5	15,297	.....	410	15,707	748	.....	92	840	16,547
Norway	6	2	9,543	.....	243	9,786	431	.....	79	510	10,296
Denmark.....	7	.....	7,198	.....	238	7,436	309	.....	47	356	7,792
Netherlands	2	.....	2,215	.....	243	2,458	58	.....	57	115	2,573
Belgium . . . . .	.....	.....	1,609	.....	195	1,804	93	.....	34	127	1,931
Switzerland	4	1	5,467	.....	1,019	6,486	272	.....	65	337	6,823
France	1	.....	3,616	.....	1,444	5,060	198	.....	256	454	5,514
Italy.....	10	7	15,194	.....	839	16,033	546	.....	170	716	16,749
Roumania.....	.....	.....	280	.....	19	299	4	.....	.....	4	303
Malta.....	.....	.....	68	.....	5	73	.....	.....	.....	.....	73
Greece.....	.....	.....	41	.....	15	56	3	.....	1	4	60
Spain . . . . .	.....	.....	194	.....	869	1,063	5	.....	103	108	1,171
Portugal . . . . .	.....	.....	24	.....	24	48	1	.....	4	5	53

Armenia.....			16		16				16
Russia.....	10	2	16,394	184	16,578	441	27	468	17,046
Bohemia.....	12	6	6,637	60	6,697	175	15	190	6,887
Finland.....			16		16				16
Luxemburg.....			262	12	274	10	1	11	285
Turkey in Europe.....			96	7	103				103
Total Europe, not British Isles.....	134	74	198,762	11,722	210,484	9,099	4,217	13,316	223,800
India.....			8	2	10				10
China.....			80	30	110		3	3	113
Japan.....			5	28	33		3	3	36
British East Indies.....			74	47	121				121
Total Asia.....			167	107	274		6	6	280
Arabia.....			26		26			6	26
Total Africa and Adjacent Islands.....			26		26				26
Quebec and Ontario.....			88	495	583	1	101	102	685
Nova Scotia.....			11	144	155		2	2	157
New Brunswick.....			1	38	39	3	15	18	57
Total British North American Possessions ..			100	677	777	4	118	122	899
Cuba.....			1		1				1
West Indies, not specified.....			216	1,053	1,269	4	82	86	1,355
Total West Indies.....			217	1,053	1,270	4	82	86	1,356
Mexico.....			6	29	35		13	13	48
Central America, not specified.....			32	272	304		2	2	306
Total Central America.....			32	272	304		2	2	306

Passengers Landed at the Port of New York—(Continued).

NATIONALITY.	Deaths at Sea.	Births at Sea.	ALIENS.				CITIZENS.				Grand Total.
			Steerage.		Cabin.	Total.	Steerage.		Cabin.	Total.	
			Landed at Castle Garden.	Landed by Coast Vessels.			Landed at Castle Garden.	Landed by Coast Vessels.			
South America, not specified			17		211	228			15	15	243
Total South America			17		211	228			15	15	243
Total America	I						4,869		26,229	31,098	31,098
Australia			17		13	30	2		1	3	33
New Zealand					13	13					13
Total Islands of the Pacific			17		26	43	2		1	3	46
Iceland, Greenland, &c.			14			14					14
Total arrivals			14			14					14
RECAPITULATION.											
Europe	176	92	261,418		26,677	288,095	14,284		8,483	22,767	310,862
Asia			167		107	274			6	6	280
Africa			26			26					26
America	I		149		1,160	1,309	4,873		26,364	31,237	32,546
All other			254		1,108	1,362	6		96	102	1,464
Total	177	92	262,014		29,052	291,066	19,163		34,949	54,112	345,178

Number of steerage passengers landed at Castle Garden, 281,177. Number of steerage passengers reported in Manifests, 283,492.

From January 1st, 1885, to December 31st, 1885, arrived—142,928 adult males; 87,961 adult females; 60,177 children under 12 years of age; total, 291,066.

DESTINATION OF IMMIGRANTS *landed at Castle Garden during*
year 1885.

Arizona	85	Montana.....	431
Arkansas	174	Mexico.....	56
Alabama.....	157	Massachusetts.....	7,162
Australia	8	Manitoba.....	12
Alaska.....	4	New Hampshire.....	183
British Columbia.....	91	North Carolina.....	41
Connecticut	5,269	Nebraska.....	6,013
Colorado.....	2,189	Nevada.....	364
California.....	5,638	New Jersey.....	8,211
Canada.....	2,134	New York.....	83,839
Cuba.....	23	New Mexico.....	77
Delaware.....	196	New Brunswick.....	8
District of Columbia....	332	New Zealand.....	1
Dakota.....	4,936	Ohio.....	13,228
East Indies.....	29	Oregon.....	618
Florida.....	233	Pennsylvania.....	26,621
Georgia.....	248	Rhode Island.....	2,213
Indiana.....	4,189	South Carolina.....	162
Illinois.....	35,308	South America.....	86
Iowa	10,304	Tennessee.....	317
Idaho.....	50	Texas.....	3,575
Indian Territory.....	21	Utah.....	1,788
Kentucky.....	1,243	Vermont.....	262
Kansas.....	5,383	Virginia.....	238
Louisiana	663	West Virginia.....	292
Maine.....	229	Wisconsin.....	15,330
Maryland.....	1,715	Washington Territory....	175
Michigan	8,733	Wyoming.....	159
Missouri.....	7,521	West Indies.....	11
Minnesota.....	12,564		
Mississippi.....	35	Total.....	281,177

TABLE showing the number of Steerage Passengers landed at Castle Garden during the year 1885; also Cabin Passengers landed at the Port of New York.

Name of Steamship Line.	Where From.	Agents.	Cabin.	Steerage.	No. of Trips.
North German Lloyd.....	Bremen.....	Oelrichs & Co.....	8,858	68,395	107
Hamburg American Packet Co.....	Hamburg.....	Kunhardt & Co.....	3,109	38,943	76
White Star Line.....	Liverpool.....	R. J. Cortis.....	5,653	24,123	52
Inman Steamship Co.....	Liverpool.....	Peter Wright & Sons.....	5,300	21,185	51
Red Star Line.....	Antwerp.....	Peter Wright & Sons.....	2,714	21,112	52
Cunard Line.....	Liverpool.....	Vernon H. Brown & Co.....	12,026	16,556	52
General Transatlantic Co.....	Havre.....	Louis de Bebian.....	3,559	11,551	52
Carr Line.....	Hamburg.....	Phelps Bros. & Co.....	.....	11,137	33
Anchor Line.....	Glasgow.....	Henderson Bros.....	3,088	11,032	42
Liverpool & Great Western Steamship Co.....	Liverpool.....	A. M. Underhill & Co.....	3,216	10,258	42
State Steamship Co.....	Glasgow.....	Austin Baldwin & Co.....	2,020	8,046	48
National Steamship Co.....	Liverpool.....	F. W. J. Hurst.....	323	6,702	24
Thingvalla Line.....	Copenhagen.....	Funch, Edye & Co.....	645	5,860	26
Anchor Line.....	Liverpool.....	Henderson Bros.....	2,378	4,035	8
Netherlands American Steam Navigation Co...	Rotterdam.....	Funch, Edye & Co.....	575	3,822	25
Fabre Line.....	Mediterranean.....	James W. Elwell & Co.....	44	3,680	15
Stettin Lloyd Steamship Co.....	Stettin.....	Charles L. Wright & Co.....	67	3,212	9
Anchor Line.....	Mediterranean.....	Henderson Bros.....	11	3,146	18
I. & V. Florio Steamship Co.....	Mediterranean.....	Phelps Bros. & Co.....	166	2,790	15
Netherlands American Steam Navigation Co...	Amsterdam.....	Funch, Edye & Co.....	279	2,723	22
Bordeaux Steam Navigation Co.....	Bordeaux.....	Funch, Edye & Co.....	177	1,157	13
National Steamship Co.....	London.....	F. W. J. Hurst.....	8	473	6
Monarch Line.....	London.....	Patton, Vickers & Co.....	825	393	25
Great Western Steamship Co.....	Bristol.....	W. D. Morgan.....	35	187	15
Miscellaneous.....	.....	.....	84	659	15
			55,160	281,177	843

JANUARY 1st, 1886.

JOHN E. MOORE, *Landing Agent.*

TABLE showing the numbers and nationalities of alien passengers who arrived at the port of New York from May 5th, 1847, to January 1st, 1886.

NATIONALITY.	1847	1848	1849	1850	1851	1852	1853	1854	1855	1856	1857	1858	1859	1860
Ireland.....	52,946	98,061	112,591	117,038	163,306	118,131	113,164	82,302	43,043	44,276	57,119	25,075	32,652	47,330
Germany.....	53,180	51,973	55,795	45,535	69,919	118,611	119,644	176,986	52,892	56,113	80,974	31,874	28,270	37,899
England.....	8,864	23,069	28,321	28,103	28,553	31,551	27,126	30,578	22,938	23,787	28,622	12,334	10,375	11,361
Scotland.....	2,354	6,415	8,340	6,772	7,395	7,604	6,456	4,909	4,770	4,773	5,170	2,718	2,325	1,617
France.....	3,330	2,174	2,683	8,462	5,964	4,499	7,470	7,986	4,174	2,984	3,069	1,786	1,532	1,549
Switzerland.....	1,947	1,622	1,405	2,380	4,499	6,471	4,604	8,883	3,273	2,559	2,454	1,345	791	1,422
Holland.....	3,611	1,560	2,447	1,174	1,798	1,223	1,085	1,460	822	1,666	1,734	348	261	440
Wales.....	472	1,054	1,782	1,520	2,189	2,531	1,182	1,288	1,118	1,376	887	566	500	810
Norway.....	882	1,207	3,300	3,150	2,112	1,889	377	81	203	438	62	3	36	53
Sweden.....	139	105	1,007	1,110	873	2,008	1,630	1,859	304	918	619	237	318	361
Italy.....	197	321	602	476	618	359	553	785	667	690	596	609	399	542
Belgium.....	551	253	214	257	278	471	659	398	1,301	850	444	253	57	76
Spain.....	101	253	214	257	278	471	659	398	1,301	850	444	253	57	76
West Indies.....	299	392	449	554	575	265	.....	11	19	225	330	344	416	523
Denmark.....	95	52	159	90	229	157	94	102	174	469	453	284	493	495
Sardinia.....	.....	.....	172	165	98	69	72	148	67	426	405	324	164	89
South America.....	.....	31	33	104	121	120	175	111	112	163	66	92	138	110
Portugal.....	.....	37	287	65	26	37	237	205	24	30	93	27	45	19
Nova Scotia.....	34	.....	151	164	81	73	6	128	9	30	40	18	81	23
Russia.....	10	28	38	18	23	33	39	55	20	56	42	19	69	61
Canada.....	.....	.....	59	61	50	48	.....	2	64	57	30	17	25	25
Mexico.....	.....	23	33	41	42	23	51	34	20	19	11	13	13	22
Sicily.....	.....	21	21	28	12	42	37	58	18	10	26	10	1	4
China.....	.....	2	9	11	22	14	53	20	18	8	11	15	4	13
East India.....	23	.....	32	82	10	18	.....	.....	5	.....	.....	7	.....	4
Greece.....	.....	1	6	4	1	11	1	7	3	3	8	2	6	2
Turkey.....	1	.....	6	4	1	5	10	6	2	4	.....	6	3	3
Arabia.....	.....	.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Africa.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Australia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Japan.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central America.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Austria.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Luxemburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Poland.....	26	79	133	188	422	188	186	169	346	142	245	88	114	80
Unknown.....	.....	95	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	129,662	189,176	220,603	212,796	289,601	300,992	284,945	319,223	136,233	142,352	183,773	78,589	71,322	105,162

TABLE—(Continued).

NATIONALITY.	1861	1862	1863	1864	1865	1866	1867	1868	1869	1870	1871	1872	1873
Ireland.....	25,784	32,217	92,157	89,399	70,462	68,047	65,134	47,571	66,204	65,168	65,506	68,747	68,612
Germany.....	27,139	27,740	25,002	57,446	83,451	106,716	117,591	101,989	99,605	72,350	88,601	132,705	104,214
England.....	5,632	7,975	19,757	23,710	27,286	36,186	33,712	29,695	41,090	38,340	36,965	36,299	33,189
Scotland.....	659	692	1,937	1,126	3,962	4,979	6,315	7,390	10,643	10,731	10,154	9,014	8,392
France.....	1,200	1,187	1,303	1,804	2,059	3,264	3,204	2,811	2,765	2,210	4,245	10,093	6,102
Switzerland.....	1,398	1,254	1,194	1,652	2,513	3,685	3,985	3,302	2,999	1,925	2,630	3,630	2,979
Holland.....	331	456	407	615	729	1,506	1,247	1,265	1,247	525	929	2,154	4,287
Wales.....	697	1,062	1,143	659	505	540	142	609	1,111	545	.....	644	621
Norway	93	22	238	88	158	583	369	1,008	3,465	2,678	2,718	5,039	6,417
Sweden.....	382	663	1,370	1,516	2,237	3,907	4,843	14,529	22,453	11,551	10,749	10,978	8,090
Italy.....	750	487	444	475	591	918	1,032	993	1,548	2,081	2,300	6,593	6,847
Belgium.....	105	195	450	186	97	157	1,623	149	146	93	161	430	648
Spain.....	190	124	202	196	224	315	203	210	210	156	130	179	221
West Indies.....	105	156	256	236	283	246	214	171	378	140	215	194	345
Denmark.....	612	1,689	1,580	565	727	1,526	1,372	1,087	2,600	2,441	3,210	3,234	3,759
Poland.....	43	50	137	198	423	231	268	268	598	577	763	2,833	2,406
Sardinia.....	67	39	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
South America.....	88	92	60	124	100	155	97	134	102	34	85	89	119
Portugal.....	14	13	3	34	42	96	79	13	60	5	48	110	15
Nova Scotia.....	11	67	77	40	77	40	22	52	119	23	53	45	14
Russia.....	36	46	37	37	93	154	185	145	376	433	713	1,217	1,817
Canada.....	19	33	17	35	43	28	42	33	27	34	68	48	71
Mexico.....	45	13	38	92	70	56	28	34	90	37	29	32	53
Sicily.....	1	9	1	3	3	1	.....	3	.....	.....	.....	42	.....
China.....	10	15	5	41	36	26	17	49	15	20	246	67	69
East India.....	2	1	2	1	7	15	4	2	25	13	6	11	69
Greece.....	1	6	2	13	5	5	8	10	7	14	7	59	14
Turkey.....	5	3	2	5	5	8	6	22	5	1	20	11	24
Africa.....	.....	.....	.....	.....	37	15	2	10	17	11	8	23	10
Australia.....	.....	.....	.....	.....	.....	.....	44	26	12	9	22	25	12
Hungary.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Japan.....	.....	.....	.....	.....	18	12	87	3	4	1	14	11	.....
Central America.....	.....	.....	.....	.....	.....	7	7	21	38	24	35	25	26
Austria.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,859
Luxemburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	517
Unknown.....	.....	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	.....	.....
	65,539	76,603	156,844	180,296	196,352	233,418	242,731	213,695	258,989	212,170	229,639	294,581	266,818

TABLE—(Continued).

NATIONALITY.	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	Grand Total
Ireland.....	35,908	19,924	10,314	8,321	13,013	22,624	66,399	63,537	52,768	55,184	39,966	35,597	2,355,497
Germany.....	40,302	25,559	21,035	17,753	23,051	33,574	104,264	198,933	198,468	176,691	141,922	98,111	3,113,787
England.....	20,112	11,180	8,447	6,652	9,344	21,555	33,768	38,809	40,849	41,525	32,086	33,009	981,797
Scotland.....	5,002	3,070	2,240	1,400	1,852	6,087	9,625	11,137	13,557	8,922	6,872	7,897	225,190
France.....	3,316	2,376	2,168	1,221	1,648	2,331	4,087	4,405	4,667	3,932	3,898	5,060	138,959
Switzerland.....	2,296	1,439	1,202	1,323	2,033	5,683	8,223	11,769	12,068	10,326	7,237	6,486	145,936
Holland.....	1,335	844	588	359	594	1,088	3,259	8,178	7,078	3,971	3,029	2,458	68,993
Wales.....	1,886	504	451	348	651	2,809	3,588	4,207	4,451	3,840	1,776	1,108	51,353
Norway.....	3,447	2,602	2,114	1,485	2,800	4,993	9,987	14,138	15,147	11,939	9,942	9,786	124,939
Sweden.....	3,743	3,303	3,693	3,710	4,162	12,394	35,217	36,368	42,517	19,076	16,722	15,707	393,427
Italy.....	5,034	2,575	2,618	2,831	4,208	7,220	11,190	16,528	27,484	25,485	14,076	16,033	167,824
Belgium.....	325	204	202	125	223	422	1,309	2,077	1,043	1,331	1,971	1,804	20,401
Spain.....	249	190	260	313	767	818	931	1,589	1,327	1,161	962	1,063	16,727
West Indies.....	307	146	464	644	669	390	1,298	1,037	1,517	1,091	1,104	1,269	17,337
Denmark.....	3,167	1,854	1,218	1,601	2,249	2,891	5,577	9,174	12,834	8,404	7,100	7,436	90,253
Poland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,201
Sardinia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,306
South America.....	174	102	136	114	182	137	355	233	424	353	427	228	5,529
Portugal.....	20	21	42	8	13	24	54	78	12	48	26	48	2,112
Nova Scotia.....	.....	13	87	26	83	163	239	214	122	77	30	155	2,653
New Brunswick.....	.....	.....	.....	.....	13	2	10	4	20	.....	20	39	136
Russia.....	7,565	3,125	5,626	2,391	3,346	3,103	7,693	10,563	15,900	7,577	12,432	16,578	101,709
Canada.....	.....	144	154	120	176	259	339	511	291	311	436	583	4,177
Mexico.....	27	20	49	114	109	99	126	170	313	228	242	35	2,473
Sicily.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	339
China.....	84	65	192	119	145	181	208	345	293	208	158	110	2,916
East India.....	26	26	33	12	25	29	82	91	18	26	25	121	678
Isle of Man.....	.....	.....	18	16	15	82	40	.....	.....	.....	.....	.....	222
Greece.....	27	15	21	13	10	28	49	15	126	63	64	56	684
Turkey.....	28	19	24	29	27	11	61	68	140	104	72	103	857
Arabia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	90	26	124
Bohemia.....	4,320	3,066	2,721	2,325	2,006	2,801	7,606	9,683	7,179	4,877	7,093	6,697	60,374
Africa.....	17	4	31	21	31	26	45	43	52	60	17	.....	486
Australia.....	.....	7	31	26	27	23	39	20	34	54	16	30	447
Hungary.....	.....	874	496	366	613	1,989	6,672	7,156	11,944	13,160	15,797	11,129	70,196
Japan.....	20	1	4	72	4	11	49	19	8	7	33	328	70,196
Central America.....	.....	28	91	112	130	95	163	185	130	300	304	1,827	328
Austria.....	1,001	1,030	1,210	642	1,001	1,727	4,461	4,147	2,707	3,095	3,731	11,251	42,862
Luxembourg.....	329	150	85	95	122	263	511	515	404	386	242	274	3,893
Asia.....	.....	2	4	.....	5	4	14	1	33	.....	20	10	93
Unknown.....	.....	.....	.....	.....	28	9	.....	77	195	1,166	122	432	2,126
	140,041	84,560	68,264	54,536	75,347	135,070	327,371	455,681	476,086	405,909	330,030	291,066	8,143,168

EXTRACT from the Report of Mr. WM. F. SWITZLER, Chief of the Bureau of Statistics, United States Treasury Department.

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Number and Nationality of Immigrants arrived in the United States during the twelve years ending June 30th, from 1874 to 1885, inclusive.

COUNTRIES.	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	Total.
England.....	50,905	40,130	24,373	19,161	18,405	24,183	59,454	65,177	82,394	63,140	55,918	47,332	550,572
Ireland.....	53,707	37,957	19,575	14,569	15,932	20,013	71,603	72,342	76,432	81,486	63,344	51,795	578,755
Scotland.....	10,429	7,310	4,582	4,135	3,502	5,225	12,640	15,168	18,937	11,859	9,060	9,226	112,073
Wales.....	665	449	324	281	243	543	1,173	1,027	1,656	1,597	901	1,127	9,986
Jersey Island.....	5	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
Guernsey Island.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Channel Islands, other.....	.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
Isle of Man.....	16	6	10	4	.....	.....	.....	4	4	5	.....	.....	49
Great Britain, not specified.....	.....	.....	.....	.....	.....	3	6	.....	.....	5	71	28	113
Total British Isles.....	115,728	85,861	48,866	38,150	38,082	49,967	144,876	153,718	179,423	158,092	129,294	109,508	1,251,565
Germany.....	87,291	47,769	31,937	29,298	29,313	34,602	84,638	210,485	250,630	194,786	179,676	124,443	1,304,868
Austria.....	7,888	6,882	5,646	5,023	4,504	5,331	12,904	21,109	13,619	10,923	13,534	11,574	118,937
Bohemia.....	.....	.....	.....	.....	.....	.....	.....	.....	6,602	5,462	8,239	6,352	26,655
Hungary.....	962	776	630	373	646	632	4,363	6,826	8,929	11,240	14,798	9,385	59,558
Sweden.....	5,712	5,573	5,603	4,991	5,390	11,001	39,186	49,760	64,607	38,777	26,552	22,228	278,902
Norway.....	10,384	6,093	5,173	4,588	4,759	7,345	19,895	22,795	29,101	23,398	16,974	12,356	162,721
Denmark.....	3,082	2,656	1,547	1,695	2,105	3,474	6,576	9,117	11,618	10,319	9,202	6,100	67,401
Netherlands.....	2,444	1,237	855	501	608	753	3,340	8,597	9,517	5,449	4,198	2,680	40,078
Belgium.....	817	615	545	488	354	512	1,232	1,766	1,431	1,459	1,576	1,653	12,400
Switzerland.....	3,093	1,814	1,549	1,686	1,808	3,161	6,156	11,293	10,844	12,751	9,366	5,805	69,436
France.....	9,643	8,321	8,002	5,856	4,759	4,655	4,313	5,227	6,003	4,821	3,608	3,493	68,101
Italy.....	7,596	3,570	2,910	3,143	4,131	5,759	12,327	15,387	32,077	31,784	16,473	13,599	148,756
Sicily.....	62	61	104	52	212	32	27	14	7	.....	37	43	659
Sardinia.....	8	.....	1	.....	1	.....	.....	.....	75	.....	.....	.....	85
Corsica.....	1	.....	2	.....	.....	.....	.....	.....	1	.....	.....	2	7
Malta.....	5	6	7	5	2	3	1	.....	3	.....	1	4	38
Greece.....	36	25	10	24	16	21	22	19	126	73	37	172	590
Spain.....	485	601	518	665	457	457	389	484	378	262	300	350	5,346

ANNUAL REPORT OF THE

Number and Nationality of Immigrants arrived in the United States, &c.—(Continued).

COUNTRIES.	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	Total.
Portugal.....	60	763	471	1,291	660	392	260	171	42	176	701	440	5,429
Gibraltar.....	5	3	10	9	1	1	14	5	7	.....	7	.....	62
Russia in Europe.....	3,960	7,982	4,764	6,579	3,037	4,434	4,854	4,856	16,321	9,186	11,854	16,603	94,439
Poland.....	1,795	984	925	533	547	480	2,177	5,614	4,672	2,011	4,536	3,085	27,368
Finland.....	113	15	10	20	11	19	160	176	597	723	835	555	3,234
Lapland.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Heligoland.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Turkey in Europe.....	62	27	38	32	29	1	24	72	69	86	150	138	756
Roumania.....	a.....	a.....	a.....	a.....	a.....	a.....	11	30	65	77	238	803	1,224
Europe, not specified.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Total Europe, not British Isles.....	145,504	95,774	71,237	66,942	62,750	83,103	202,871	373,723	467,341	363,062	322,912	241,980	2,497,199
Total Europe.....	261,232	181,635	120,103	105,092	100,832	133,070	347,747	527,441	646,764	521,154	452,206	351,488	3,748,764
China.....	13,776	16,437	22,781	10,594	8,992	9,604	5,802	11,890	39,579	68,031	279	22	147,787
All other Asia.....	81	61	162	46	22	56	37	92	50	82	231	176	1,096
Total Asia.....	13,857	16,498	22,943	10,640	9,014	9,660	5,839	11,982	39,629	8,113	510	198	148,883

SUMMARY.

From Europe.....	261,232	181,635	120,103	105,092	100,832	133,070	347,747	527,441	646,764	521,154	452,206	351,488	3,748,764
From Asia.....	13,857	16,498	22,943	10,640	9,014	9,660	5,839	11,982	39,629	8,113	510	198	148,883
From Africa.....	22	54	54	22	14	17	21	25	32	56	13	44	374
From America.....	35,339	26,642	24,686	24,065	27,204	33,025	101,681	127,535	100,063	71,699	63,310	41,159	676,408
From Pacific Islands.....	1,170	1,269	1,312	914	606	816	954	1,191	889	747	900	679	11,447
From all other, not specified.....	1,719	1,400	888	1,124	799	1,238	1,015	1,257	1,615	1,553	1,653	78	14,339
Aggregate.....	313,339	227,498	169,986	141,857	138,469	177,826	457,257	669,431	788,992	603,322	518,592	395,346	4,602,915

a Included in "Turkey in Europe."

b Of this number 6,613 arrived in July, prior to the date when the Chinese immigration act went into effect, viz., August 6th, 1882.

ANNUAL REPORT OF THE

IMMIGRATION.

(Extract from Report of Chief of Bureau of Statistics.)

The following table exhibits the total number of immigrants arrived at the ports of the United States named below, and from the principal foreign countries, during the month ending December 31st, 1885, and the twelve months ending the same, as compared with the same periods of the preceding year :

PORTS AND COUNTRIES.	For the month of December—		For the twelve months ending December 31—	
	1885.	1884.	1885.	1884.
PORTS.				
Baltimore, Md.	418	876	8,086	30,707
Boston, Mass.	366	442	19,919	26,792
New Orleans, La.	39	233	1,196	2,922
New York, N. Y.	9,611	9,250	273,594	322,675
Philadelphia, Pa.	978	685	22,745	19,064
San Francisco, Cal.	100	51	871	1,070
Total.	11,512	11,537	326,411	403,230
COUNTRIES.				
Great Britain and Ireland:				
England and Wales.	2,084	2,135	45,385	53,440
Ireland.	1,053	1,150	49,356	57,976
Scotland.	633	384	10,163	8,663
Total.	3,770	3,669	104,904	120,079
Germany.	3,072	3,650	106,910	154,497
France.	235	283	3,135	3,688
Austria.	304	332	10,602	12,728
Bohemia and Hungary.	603	622	14,752	18,291
Russia, Finland and Poland.	855	923	20,151	19,877
Sweden and Norway.	677	457	31,591	33,586
Denmark.	132	121	5,793	7,227
Netherlands.	63	67	2,499	3,731
Italy.	1,162	947	15,689	14,268
Switzerland.	242	220	5,126	8,215
All other countries.	247	246	5,259	7,043
Total.	11,512	11,537	326,411	403,230

TABLE OF STATISTICS giving nature and amount of business transacted in Bureau of Information.

1885.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Number of persons who received their relatives and friends.....	298	461	937	1,076	2,912	915	1,150	1,257	867	1,335	819	512	12,539
Number of emigrants delivered to their relatives and friends	326	591	1,266	2,292	4,479	2,471	1,696	2,357	1,418	2,169	1,021	723	20,809
Number of persons for whom records were searched, seeking information.....	31	53	87	191	312	148	115	105	61	99	53	27	1,282
Number of emigrants lodged in German board- ing-houses.....	255	607	1,966	3,428	5,914	3,222	2,915	3,750	2,324	3,498	1,109	674	29,662
Number of emigrants lodged in English board- ing-houses.....	75	188	393	1,092	1,665	739	512	579	466	1,046	371	221	7,347
Number of husbands.....	20	43	37	47	61	21	35	31	49	63	28	26	461
Number of wives.....	11	13	11	9	8	11	7	10	5	5	4	5	99
Number of parents.....	15	10	27	61	67	45	36	35	35	48	23	30	456
Number of sons and daughters.....	13	12	33	55	75	40	38	33	34	45	22	20	421
Number of brothers and sisters.....	35	94	149	235	610	344	504	224	38	299	159	79	2,770
Number of cousins.....	20	38	143	111	418	138	131	141	108	123	83	65	1,519
Number of uncles, aunts, nephews and nieces..	16	37	79	202	457	159	261	242	209	214	83	70	2,029
Number related by marriage.....	16	34	81	122	302	158	111	114	87	123	84	67	1,299
Number of friends.....	208	327	831	1,374	2,779	1,319	1,545	1,689	1,095	1,423	729	465	13,784

REPORT OF THE LABOR BUREAU.

CASTLE GARDEN,
NEW YORK, January 27th, 1886. }

H. J. JACKSON, Esq.,
Superintendent :

SIR—The undersigned beg leave to present herewith the report of the Labor Bureau for 1885.

Respectfully,
WILLIAM CONNOLLY,
Irish Emigrant Society.
L. P. REICHARD,
German Society.

I. NUMBER OF IMMIGRANTS EMPLOYED.

During the year employment was procured for 15,539 immigrants, of whom 8,643 were males and 6,896 females.

Included in the foregoing were 222 families, comprising 612 persons.

II. NATIVITIES OF THE EMPLOYED.

	Males.	Females.
Irish.....	2,343	5,307
German.....	5,491	1,024
English, Scotch and Welsh.....	230	361
Scandinavians.....	104	69
Swiss.....	169	12
Russians and Poles.....	154	42
Hungarians and Bohemians.....	83	60
Hollanders and Belgians.....	18	..
French.....	41	19
Italians.....	7	2
Arabs.....	3	..

III. GENERAL CHARACTER OF THE EMPLOYMENT OBTAINED.

Of the males 1,862 found employment in professional and mechanical pursuits, and 6,781 at agricultural and common labor.

The females were, for the most part, engaged for domestic work, the exceptions being 213 employed in the silk, woolen and cotton industries.

IV. OCCUPATIONS.

The occupations in which male immigrants, other than agricultural and common laborers, found employment, were :

Apprentices	23	Grocery clerks.....	64
Bakers.....	152	Gilders.....	4
Barbers.....	10	Hatters.....	40
Barkeepers.....	80	Horseshoers.....	23
Basketmakers	8	Ironmoulders.....	8
Bookbinders	10	Locksmiths	124
Brushmakers	2	Lithographers	2
Brewers	12	Miners	10
Butchers	60	Machinists	24
Brassfinishers.....	20	Masons.....	32
Brassmoulders.....	2	Millers.....	10
Brassturners.....	14	Painters.....	35
Carpenters.....	46	Potters.....	4
Cabinetmakers.....	154	Shoemakers	145
Cigarmakers	15	Stonecutters.....	7
Cooks	22	Saddlers	16
Confectioners	16	Tailors.....	166
Coopers	21	Tanners.....	30
Compositors.....	2	Tawers	4
Druggists.....	1	Tinsmiths.....	24
Dyers.....	4	Upholsterers.....	14
Florists.....	20	Weavers.....	10
Fresco-painters.....	4	Wheelwrights.....	23
Furriers.....	6	Waiters	212
Gardeners.....	60	Wagonsmiths	38
Glaziers.....	4	Woodturners.....	20
Goldsmiths.....	5		

V. DISTRIBUTION OF LABOR.

The extent of the distribution of the employed immigrants is shown by the following:

	Males.	Females.		Males.	Females.
Canada.....	4	2	Mississippi	2	..
Connecticut	872	149	Maryland	12	2
Delaware.....	8	1	Missouri.....	12	2
Dist. of Columbia..	4	2	New Jersey.....	1,410	938
Florida	28	11	New York.....	5,323	5,628
Georgia	10	..	New Hampshire...	5	1
Illinois	16	3	North Carolina....	11	3
Indiana.....	10	3	Ohio.....	57	8
Iowa	6	2	Pennsylvania.....	516	16
Kansas	3	4	Rhode Island.....	26	29
Kentucky.....	9	6	South Carolina....	18	4
Louisiana	5	..	Tennessee.....	3	1
Maine	16	4	Vermont.....	110	32
Massachusetts	74	31	Virginia.....	28	10
Michigan	33	2	West Virginia.....	5	1
Minnesota	2	..	Wisconsin.....	5	1

VI. WAGES.

The following are the monthly averages of wages registered at this Bureau for farm hands and female servants during the past year :

	Farm Hands.	Female Servants.
January.....	\$8 00	\$8 00
February.....	8 50	9 50
March.....	11 00	10 00
April.....	14 00	10 00
May.....	14 00	10 00
June.....	14 00	10 00
July.....	13 00	10 00
August.....	11 00	10 00
September.....	10 00	10 00
October.....	9 50	10 00
November.....	9 50	10 00
December.....	8 00	9 00

Report of the Resident Physician at Castle Garden

FOR THE YEAR ENDING DECEMBER 31ST, 1885.

CASTLE GARDEN HOSPITAL, }
JANUARY 1ST, 1886. }

H. J. JACKSON, Esq.,
Superintendent.

SIR:—I have the honor to submit to you the following report for the year 1885.

The number of sick and destitute emigrants sent to Ward's Island, including the passengers of the steamships "Weser" and "Polynesia," which were quarantined on account of small-pox breaking out during the month of June.....	3,694
The number of patients who were treated in the "Temporary Hospital" for terms varying from one day to two weeks....	547
The number of dispensary patients treated and who were furnished medicines.....	2,190
The number of deaths that occurred in the "Temporary Hospital" during the year.....	25
The number of deaths at sea and brought to Castle Garden for interment on Ward's Island.....	17
The number of deaths occurring in the emigrant boarding-houses and transferred to Ward's Island for burial.....	7
The number of births during the year.....	9
Still-born	2

Respectfully submitted,

LOUIS W. SCHULTZE,
Resident Physician.

REPORT OF BAGGAGE MASTER.

H. J. JACKSON, Esq.,

Superintendent, Castle Garden :

SIR :—I have the honor to submit in the annexed table the report of baggage landed at Castle Garden, stored and delivered during year 1885.

Name of Month.	Number received.	Number delivered.
January.....	3,405	3,399
February.....	5,454	5,444
March.....	13,208	13,178
April.....	25,532	25,464
May.....	34,452	34,373
June.....	22,209	22,145
July.....	16,013	15,969
August.....	16,737	16,688
September.....	17,103	17,047
October.....	15,821	15,784
November.....	11,266	11,242
December.....	6,152	6,136
Total.....	<u>187,352</u>	<u>186,869</u>

483 pieces remaining in baggage room, January 1st, 1886.

Yours respectfully,

MICHAEL GRANT,

Baggage Master.

1885.

ANNUAL REPORT
OF
WARD'S ISLAND DEPARTMENT
STATE EMIGRANT
Hospital, Asylum and Refuge.

Consulting Board of Physicians and Surgeons,

S. OAKLEY VANDERPOEL, M.D.	Prof. HERMANN KNAPP, M.D.
Prof. JAS. W. McLANE, M.D.	DANIEL M. STIMSON, M.D.
Prof. EDWARD G. JANEWAY, M.D.	WILLIAM S. HALSTEAD, M.D.

Physician-in-Chief,

ALLEN M. THOMAS, M.D.

Assistant Resident Physicians,

W. B. MARPLE M.D.,
Acting Physician-in-Chief.
A. J. FOX, M.D.
J. E. WALKER, M.D.

REPORT OF THE ACTING PHYSICIAN-IN-CHIEF.

STATE EMIGRANT HOSPITAL, ASYLUM AND REFUGE, }
WARD'S ISLAND, NEW YORK, JANUARY 1ST, 1886. }

Hon. HENRY A. HURLBUT,

President, and Board of Commissioners of Emigration :

GENTLEMEN:—Owing to the continued disability of Dr. A. M. Thomas, the duties of Physician-in-Chief still devolve upon me, and I respectfully present the subjoined annual report of Ward's Island Emigrant Hospital and Refuge for the past year.

Remaining in hospital Dec. 31st, 1884.....	208
Admitted during the year.....	1,574
Born alive.....	90
	<hr/>
Total treated.....	1,872
Discharged during year.....	1,602
Died " ".....	100
	<hr/>
	1,702
	<hr/>
Remaining in hospital Dec. 31st, 1885.....	170
Remaining in institution Dec. 31st, 1884.....	434
Admitted to institution during the year.....	2,109
Number of births.....	90
	<hr/>
Total number cared for.....	2,633
Discharged during the year.....	2,280
Deaths during the year.....	102
	<hr/>
	2,382
	<hr/>
Remaining in institution Dec. 31st, 1885.....	251
Daily average number inmates.....	294
Mortality rates.....	3.8
Mortality rates of hospital..	5.3

As during 1884, last year was one of gratifying health, throughout the hospital. Our continued favorable mortality rate still shows the beneficial effects on the hospital health of the numerous improvements instituted throughout the departments during the past four or five years.

In our obstetric department, during the year, there have been 92 births. 264 women have been delivered in this department during the past thirty months, and it is exceedingly gratifying to be able to report no death from puerperal causes among this number ; an exceedingly favorable showing. The plan of treatment of lying-in patients has continued the same as during last year.

The transfer of our insane patients to the building adjoining the Verplanck Hospital building has, I am glad to say, proven to be both beneficial to our patients as well as economical for the commission. I am convinced that our insane patients are under closer and more careful observation than formerly, and are just as well provided for as in the other building.

My acknowledgments are due the Consulting Board of Physicians and Surgeons for aid in difficult cases, and for advice in matters of interest to the hospital ; and to my associates in the medical staff for their willing and efficient coöperation at all times.

I wish also to acknowledge my obligation for the readiness on the part of your honorable Board to assist us in every way in carrying out measures calculated to improve the condition of our inmates.

I have the honor to remain, your obedient servant,

W. B. MARPLE,
Acting Physician-in-Chief.

STATISTICS OF THE STATE EMIGRANT HOSPITAL, WARD'S ISLAND, 1885.

TABLE NO. 1.

Statistics State Emigrant Hospital for the year ending December 31st, 1885.

Remaining in hospital December 31st, 1884.....	208
Admitted since.....	1,574
Born alive.....	90
	<hr/>
Total treated.....	1,872
Discharged during the year.....	1,602
Died during the year.....	100
	<hr/>
Total.....	1,702
	<hr/>
Remaining in hospital December 31st, 1885.....	170

TABLE NO. 2.

Obstetric Department.

Number of women delivered.....	94
Number of children born alive.....	90
Number of twins born.....	0
	<hr/>
Number of boys born alive.....	45
Number of girls born alive.....	45
	<hr/>
Total number of live births.....	90
	<hr/>
Number of boys still-born.....	1
Number of girls still-born.....	3
	<hr/>
Total number of still-births.....	4
	<hr/>
Total number of births....	94
	<hr/>

TABLE NO. 3.

	—Over 12 years of age—		—Under 12 years of age—		Total.
	Males.	Females.	Males.	Females.	
Remaining in hospital December 31st, 1884.....	106	67	14	21	208
Admitted since.....	874	489	126	85	1,574
Born alive.....	....	....	45	45	90
Total treated.....	<u>980</u>	<u>556</u>	<u>185</u>	<u>151</u>	<u>1,872</u>
Discharged since.....	864	466	142	130	1,602
Died during the year.....	41	26	24	9	100
Total.....	<u>905</u>	<u>492</u>	<u>166</u>	<u>139</u>	<u>1,702</u>
Remaining in hospital December 31st, 1885.....	<u>75</u>	<u>64</u>	<u>19</u>	<u>12</u>	<u>170</u>

TABLE NO. 4.

Census of Hospital Wards on January 1st, 1886.

MEDICAL.

WARDS.	Male Adults.	Female Adults.	Male Children.	Female Children.	Total.
1.....	..	17	3	3	23
2.....	..	10	6	6	22
3.....	..	10	4	5	19
5.....	..	13	..	..	13
7.....	23	..	..	..	23
Quarantine 1.....	5	..	..	..	5
“ 3.....	..	8	1	..	9
Total.....	<u>28</u>	<u>58</u>	<u>14</u>	<u>14</u>	<u>114</u>

SURGICAL.

WARDS.	Male Adults.	Female Adults.	Male Children.	Female Children.	Total.
6.....	..	9	1	2	12
8.....	18	..	..	..	18
10.....	26	..	..	..	26
Total....	<u>44</u>	<u>9</u>	<u>1</u>	<u>2</u>	<u>56</u>

TOTALS.

Male Adults.	Female Adults.	Male Children.	Female Children.	Total.
<u>72</u>	<u>67</u>	<u>15</u>	<u>16</u>	<u>170</u>

TABLE NO. 5.

State Emigrant Hospital, Ward's Island, Admissions and Discharges during the year 1885.

ADMISSIONS.

MONTHS.	Male Adults.	Female Adults.	Male Children.	Female Children.	Total.
January.....	124	36	5	7	172
February.....	115	30	4	6	155
March.....	84	52	18	16	170
April.....	93	43	27	6	169
May.....	45	61	21	21	148
June.....	42	47	19	21	129
July.....	55	40	10	13	118
August.....	70	41	15	9	135
September.....	68	22	12	4	106
October.....	64	34	14	2	114
November.....	45	35	12	13	105
December.....	69	48	14	12	143
	<u>874</u>	<u>489</u>	<u>171</u>	<u>130</u>	<u>1,664</u>

DISCHARGES.

MONTHS.	Male Adults.	Female Adults.	Male. Children.	Female Children.	Total.
January.....	106	36	3	4	149
February.....	111	20	7	8	146
March.....	89	39	9	12	149
April.....	100	59	13	16	188
May.....	66	57	21	18	162
June.....	47	53	28	23	151
July.....	50	45	8	10	113
August.....	46	44	11	14	115
September.....	62	23	7	4	96
October.....	88	34	11	6	139
November.....	42	21	8	6	77
December.....	57	35	16	9	117
	<u>864</u>	<u>466</u>	<u>142</u>	<u>130</u>	<u>1,602</u>

TABLE No. 6.

Table showing the nativity of the patients admitted 1885.

ADMISSIONS.

MONTHS.	Germany.	Ireland.	United States.	England.	Russia.	Italy.	Hungary.	Austria.	Sweden.	Poland.	Swiss.	Scotland.	France.	Denmark.	Norway.	Bohemia.	Slavonia.	At Sea.	Roumania.	Finland.	Arabia.	Holland.	Belgium.	Spain.	Cuba.	India.	Persia.	New Zealand.	Wales.	Turkey.	Total.
January ..	66	43	10	8	3	4	4	11	5	3	4	1	2	1	1	1	2	...	1	1	...	...	...	1	...	...	...	...	...	...	172
February ..	61	23	7	13	9	5	5	7	6	3	2	2	3	2	...	1	1	...	1	1	...	...	...	...	1	...	1	...	...	...	155
March ...	54	31	17	9	5	9	3	5	6	7	3	8	3	1	...	3	1	1	1	2	1	...	...	...	...	...	...	...	...	...	170
April	59	33	15	9	9	6	4	6	6	4	...	1	1	4	4	1	3	...	...	...	...	2	...	...	...	...	...	...	...	...	169
May	72	17	6	4	20	3	2	...	5	7	3	...	1	2	4	...	1	...	1	...	...	...	1	...	...	...	...	...	...	...	148
June	50	11	10	8	13	3	7	3	8	4	2	...	...	1	1	...	3	...	...	...	...	1	...	...	...	...	1	1	...	...	129
July	43	20	14	4	16	2	2	5	4	1	2	...	...	1	...	...	2	...	1	...	1	...	...	...	...	...	...	...	...	...	118
August....	52	25	9	14	7	5	1	6	3	2	7	...	...	1	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...	135
September	37	19	7	9	6	5	6	2	...	3	3	4	1	2	1	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	106
October ..	48	14	9	12	4	9	3	3	1	2	4	...	2	...	2	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	114
November	30	18	10	11	11	5	8	2	2	...	...	4	2	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	105
December	50	27	12	10	5	8	6	2	4	6	...	...	4	1	1	3	...	...	...	...	2	2	...	...	...	...	...	...	...	...	143
Total ..	622	283	126	111	108	64	53	51	49	42	30	20	19	16	14	11	10	7	4	4	4	4	4	4	2	1	1	1	1	1	1,664

TABLE No. 7.

Table showing the nativity of the patients discharged 1885.

DISCHARGES

MONTHS.	Germany.	Ireland.	England.	Russia.	United States.	Italy.	Austria.	Sweden.	Hungary.	Poland.	Swiss.	Scotland.	Denmark.	Norway.	France.	Slavonia.	Bohemia.	At Sea.	Belgium.	Roumania.	Finland.	Arabia.	Wales.	Spain.	Holland.	India.	Cuba.	Turkey.	Persia.	Total.
January ..	58	22	13	6	6	3	10	7	3	4	6	1	1	2		1	1	...	1	...	2	...	1	1	...	...	...	...	...	149
February ..	65	33	9	5	5	2	4	3	2	1	5	1	1	1	1	3	1	...	1	...	2	...	...	...	...	...	1	1	...	146
March	61	22	12	6	9	6	6	4	3	2	1	7	1	...	1	2	3	1	...	1	2	...	...	...	...	...	1	1	...	149
April	57	41	4	8	19	7	4	7	5	7	3	4	5	2	2	3	1	...	2	...	3	1	...	...	2	1	...	...	...	188
May	68	30	8	18	10	2	3	6	3	3	1	...	2	3	1	2	1	1	...	2	...	...	...	...	...	...	...	...	...	162
June	66	16	6	24	6	2	4	6	5	5	1	...	3	2	2	...	1	...	2	...	...	...	...	...	...	...	...	...	...	151
July	39	17	7	13	8	5	5	2	7	1	1	1	1	1	1	...	...	2	...	1	...	1	...	...	...	...	...	...	1	113
August	47	22	6	5	14	4	4	5	1	1	3	...	...	...	...	...	...	2	...	...	...	...	1	...	...	...	...	...	...	115
September ..	39	14	14	6	4	5	4	...	3	...	4	1	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	96
October ..	42	27	14	6	9	10	3	5	5	3	6	2	3	1	1	1	1	...	...	...	...	...	...	2	...	...	...	...	...	139
November ..	23	15	3	11	6	3	1	1	3	2	...	5	...	...	2	...	1	1	...	...	...	...	...	...	...	2	...	...	...	77
December ..	42	19	22	4	7	4	1	2	4	5	1	...	...	1	2	1	...	...	...	...	...	2	...	...	...	...	...	...	...	117
Total ..	607	278	118	112	103	53	49	48	44	34	32	22	17	14	14	10	10	7	6	5	5	4	2	2	2	1	1	1	1	1,602

TABLE No. 8.

Table showing the nativity of patients who died in the hospital 1885.

DEATHS.

MONTHS.	Germany.	United States.	Ireland.	England.	Italy.	Sweden.	Swiss.	Hungary.	Austria.	Denmark.	Norway.	France.	Finland.	Belgium.	Russia.	Total.
January	1	2		1					1							5
February.....	3	2	2		3			1		1						12
March	3	1	1		1							1				7
April	6	2	1	2												11
May	5	2	2			1	1									11
June	3	2				1	1							1		7
July.....	3	5	1			1					1		1			12
August	4	4	3						1							11
September	4		1	1				1								7
October.....	2	1														3
November.....	4	1	1	1		1									1	9
December.....	2	2	1													5
Total	40	24	13	5	4	4	2	2	1	1	1	1	1	1	1	100

TABLE No. 9.

Table showing the ages of those who died in hospital 1885.

MONTHS.	Male Adults.	Female Adults.	Male Child'n	Female Child'n	Total.	Over 12 years of age.	Betwe'n 12 and 1 year.	Under 1 year.	Total.
January.....	1	2	..	2	5	3	..	2	5
February.....	5	5	1	1	12	10	..	2	12
March.....	5	1	1	..	7	6	..	1	7
April.....	7	1	3	..	11	8	1	2	11
May.....	3	4	3	1	11	7	2	2	11
June.....	3	2	2	..	7	5	..	2	7
July.....	4	3	3	2	12	7	..	5	12
August.....	2	3	4	2	11	5	1	5	11
September....	5	1	1	..	7	6	1	..	7
October.....	1	1	..	1	3	2	..	1	3
November....	4	2	3	..	9	6	1	2	9
December....	1	1	3	..	5	2	1	2	5
Total.....	41	26	24	9	100	67	7	26	100

TABLE No. 10.

Table showing the diseases of those who died in the hospital, 1885.

Abcess, psoas; emphysema; chronic bronchitis.....	1	Cerebral hemorrhage.....	1
Asphyxia.....	1	Cholera infantum.....	2
Atelectasis.....	1	Diarrhoea, infantile.....	2
Bright's disease; pleurisy; pericarditis.....	1	Diphtheria.....	1
Bronchitis, capillary.....	2	Diphtheria, fatty heart.....	1
Cancer of liver and stomach.	1	Dysentery, acute.....	1
Cancer of stomach, intestine, pleura; pericarditis; neph- ritis diffuse.....	1	Dysentery, acute; parotiditis; acute suppurative; conges- tion of medulla.....	1
Cerebral atrophy from athe- roma nephritis, chronic dif- fuse.....	1	Empyema.....	3
		Empyema, double; periton- itis.....	1
		Endocarditis, chronic ulcera- tive.....	1

Enteritis.....	I	Pleuritis ; and pericarditis	
Enteritis; marasmus.....	I	acute.....	I
Entero-colitis.....	I	Pneumonia, broncho.....	I
Fever, continued; fatty heart; pregnancy.....	I	Pneumonia, broncho, enter- itis; marasmus.....	I
Fever, typhoid.....	4	Pneumonia, lobar.....	3
Fever, typhoid; acute lobar pneumonia.....	I	Pneumonia, lobar; fatty heart; liver, and kidneys.....	I
Fever, typhoid; perforation and peritonitis.....	I	Pneumonia, lobar; pleurisy, double.....	I
Fever, typhoid; pleuritis left	I	Pneumonia, lobar; rheumatic arthritis of knee-joint....	I
Fever, typhus; pneumonia...	I	Pneumonia, enteritis.....	I
Gastro-enteritis.....	I	Pneumonia, lobar; empyema.	I
Hæmoptysis.....	I	Pneumonia; pleurisy; peri- carditis.....	I
Hemorrhage from cord um- bilical.....	I	Pneumo-hydro-thorax; peri- typhlitis.....	I
Hernia, strangulated inguinal; herniotomy; gangrene of gut; peritonitis.....	I	Puerperium; mastitis.....	I
Inanition.....	I	Rheumatism, acute articular..	I
Indigestion.....	I	Rheumatism, acute articular; meningitis; valvular dis- ease of heart.....	I
Intussusception.....	I	Rheumatism, acute articular; pericarditis; pneumonia...	I
Laryngitis, diphtheritic.....	I	Rheumatism; pericarditis; ul- cerative endocarditis.....	I
Marasmus.....	I	Scurvy; fatty heart; hemor- rhagic diathesis.....	I
Marasmus; indigestion.....	I	Senility; bronchitis.....	I
Meningitis, acute simple; hy- postatic pneumonia.....	I	Senility; debility; bronchitis; emphysema.....	I
Meningitis, cerebro-spinal...	I	Syphilis, congenital.....	2
Meningitis, cerebral; hemor- rhage into cerebrum; right side.....	I	Thrombosis cerebral, and soft- ening.....	I
Meningitis, simple acute; dif- fuse nephritis.....	I	Tuberculosis, acute; gastro- enteritis.....	I
Meningitis, tubercular.....	I	Tuberculosis, acute miliary..	I
Nephritis, diffuse acute.....	I	Tuberculosis, acute miliary; pneumo-hydro-thorax.....	I
Peritonitis, acute.....	I	Tuberculosis, acute pulmon- ary.....	2
Pertussis; broncho-pneumo- nia.....	I	Tuberculosis general; menin- gitis, cerebro-spinal, acute.	I
Phthisis pulmonalis.....	II	Tumor of brain.....	I
Phthisis pulmonalis; Bright's disease.....	I	Uræmia; parenchymatous ne- phritis; pregnancy.....	I
Phthisis pulmonalis; erysip- elas, facial.....	I		
Phthisis pulmonalis, tuber- cular; ulcer of intestine...	I		
Pleuritis, double hemorrhagic; pericarditis; cirrhosis of liver; amoloid kidney.....	I		

TABLE No. II.

Diseases treated of patients discharged 1885.

Abortion.....	1	Cephalalgia, syphilitic.....	1
Abrasion of ankle.....	1	Chancroid.....	11
Abscess ischio rectal.....	5	Chilblains.....	1
Abscess multiple.....	1	Choroiditis.....	2
Abscess of ankle.....	3	Colic, intestinal.....	3
Abscess of arm.....	2	Colitis.....	1
Abscess of axilla.....	2	Congenital, absence of por- tion of ribs.....	1
Abscess of breast.....	6	Congestion of kidneys.....	1
Abscess of buttock.....	1	Conjunctivitis, catarrhal.....	10
Abscess of face.....	6	Conjunctivitis, phlyctenular..	1
Abscess of finger.....	1	Constipation.....	21
Abscess of foot.....	1	Cystitis.....	1
Abscess of hand.....	10	Debility.....	23
Abscess of leg.....	2	Dementia.....	3
Abscess of neck.....	3	Dermatitis of leg.....	1
Abscess of thigh.....	1	Diarrhœa.....	20
Abscess of thumb.....	1	Diphtheria.....	4
Abscess prepatellar.....	2	Dilated stomach.....	1
Adynamia.....	2	Disease of heart, functional..	1
Ankylosis of elbow.....	1	Dislocation, meta carpo phlan- gial joint.....	1
Ankylosis of wrist joint.....	1	Dislocation of elbow.....	1
Alcoholism.....	1	Dislocation of knee.....	1
Amenorrhœa.....	4	Dog bite.....	1
Anæmia.....	14	Dysentery, acute.....	14
Aneurism, femoral traumatic.	1	Dyspepsia.....	3
Apoplexy, cerebral.....	1	Dyspepsia, intestinal.....	2
Arthritis, chronic rheumatic of tarsus.....	1	Ecchymosis of leg.....	1
Arthritis of meta tarso, pha- langial joint of great toe..	1	Eclampsia.....	1
Ascarides lumbricoides.....	2	Eczema.....	32
Blennorrhœa, conjunctival...	1	Embolism, cerebral.....	1
Blepharitis ciliaris.....	3	Empyema.....	1
Bronchitis, acute.....	34	Enteritis, acute.....	7
Bronchitis, chronic.....	11	Enteritis, chronic.....	1
Bubo.....	10	Epididymitis.....	7
Bullae of wrist.....	1	Epilepsy.....	13
Burns.....	6	Epilepsy, hystero.....	4
Cancer of stomach.....	1	Epileptic mania.....	1
Carbuncle.....	2	Erythema, multiform.....	1
Caries of tarsus.....	1	Erythema, modosum.....	1
Cataract.....	2	Erysipelas.....	3
Cellulitis of arm.....	1	Erysipelas of face.....	23
Cellulitis of face.....	1	Erysipelas of hand.....	2
Cellulitis of hand.....	6	Erysipelas of leg.....	2
Cellulitis, pelvic.....	1	Fabricula.....	1
Cephalalgia.....	5	Fever, ephemeral.....	2

Fever, inter-irreg.	9	Impaction of fæces.	1
Fever, intermittent.	64	Impetigo.	6
Fever, remittent.	3	Inanition.	3
Fever, scarlet.	8	Incontinence of urine.	1
Fever, typhoid.	16	Intestinal obstruction, fecal..	2
Fever, typhus.	4	Iritis, specific.	1
Fistula in ano.	6	Jaundice, infantile.	1
Floating cartilage of knee joint.	1	Keratitis.	1
Fracture, comp., inferior maxilla.	1	Kidney, floating.	1
Fracture, comp., of femur. .	2	Laryngitis, acute.	2
Fracture, external malleolus. .	1	Lead poisoning.	6
Fracture of clavicle.	2	Lumbago.	6
Fracture of femur.	2	Lymphangitis.	1
Fracture of femur extra capsular.	1	Malingering.	1
Fracture of fibula, "Potts" .	3	Marasmus.	2
Fracture of humerus.	1	Mastitis, suppurative.	3
Fracture of humerus, surgical neck.	1	Measles.	82
Fracture of leg.	1	Melancholia.	2
Fracture of radius, "Colles" .	1	Meningitis, cerebral.	2
Fracture of radius and ulna..	1	Meningitis, spinal.	1
Fracture of tibia.	2	Menorrhagia.	2
Fracture of tibia and fibula..	2	Metritis.	1
Frost-bite.	13	Miscarriage.	3
Furunculosis.	4	Mitral, insufficiency.	2
Gangrene of finger.	1	Myalgia.	2
Gastralgia.	1	Necrosis, metatarsal.	1
Gastro-enteritis.	3	Necrosis of nasal bones.	1
Gastritis, acute.	7	Necrosis of tibia.	1
Gastritis, catarrhal.	1	Necrosis, upper maxilla.	2
Glossitis.	1	Nephritis, acute diffuse.	2
Gonorrhœa.	13	Nephritis, chronic diffuse. .	3
Gout.	2	Nephritis, parenchymatous..	2
Hæmatemesis.	1	Neuralgia.	14
Hæmoptysis.	1	Neuralgia, intercostal.	1
Hemiplegia.	2	Neuritis, optic.	1
Hemorrhoids.	3	Occlusion of pupil.	1
Hepatitis.	1	Oedema of feet.	1
Hernia.	2	Opacities of cornea.	1
Hernia, inguinal.	1	Otitis, media, catarrhal.	5
Hernia, oblique inguinal. .	7	Otitis, media, purulenta.	2
Herpes.	1	Panophthalmitis.	1
Hordeolum.	1	Papilloma of prepuce.	1
Hydrocele.	1	Paralysis of infantile.	1
Hypochondriasis.	4	Paronychia.	1
Hysteria.	1	Pediculosis.	1
Indigestion.	8	Pericarditis.	2
Imbecility.	2	Peritonitis.	2
		Perityphlitis.	2
		Pharyngitis, acute.	9
		Phimosis.	1
		Phtheiriasis.	7

Phthisis, pulmonalis	37	Sycosis.....	2
Phthisis, pulmonalis, hæmop- tysis	1	Synovitis, acute.....	1
Pleurisy, acute.....	7	Synovitis of knee joint.....	4
Pleurisy, chronic.....	1	Syphilis.....	38
Pleurodynia.....	2	Thrombosis, femoral.....	2
Pleuro-pneumonia	3	Thrush.....	5
Pneumonia, broncho.....	1	Tonsillitis.....	11
Pneumonia, lobar.....	28	Tonsillitis, acute.....	15
Pregnancy.....	43	Trachoma.....	4
Prolapse of rectum.....	1	Tuberculosis.....	1
Psoriasis.....	1	Tumor, abdominal.....	1
Puerperium.....	96	Tumor of clitoris and mym- phæ.....	1
Recently confined.....	3	Ulcer of arm.....	1
Retroversion of uterus.....	1	Ulcer of back.....	1
Rheumatism, acute articular.....	67	Ulcer of cornea.....	2
Rheumatism, chronic.....	33	Ulcer of foot.....	11
Rheumatism, gonorrhœal....	3	Ulcer of hand.....	3
Rheumatism, muscular.....	4	Ulcer of leg.....	43
Rheumatism, sub-acute.....	24	Ulcer, varicose of leg.....	2
Rupture of deltoid muscles..	1	Ulceration of gums.....	1
Rupture of perineum.....	1	Urtecaria.....	2
Salpingitis.....	1	Vaginitis.....	2
Scabies.....	22	Vaginitis, diphtheritic....	1
Sciatica.....	3	Valvular disease, aortic.....	1
Scrofula.....	7	Valvular disease, mitral....	4
Seasickness.....	3	Valvular disease, mitral and aortic.....	2
Senility.....	2	Varicella.....	1
Sinus of popliteal space....	1	Varicose veins.....	8
Smallpox.....	1	Vegetations, warty of vulva..	1
Spasmodic contraction diaph- ragm.....	1	Venereal warts.....	2
Sprain of ankle.....	14	Vertigo.....	2
Sprain of shoulder.....	1	Whooping cough.....	9
Sprain of wrist.....	2	Wounds, contused.....	21
Starvation.....	1	Wounds, incised.....	1
Stenosis of aortic valve.....	1	Wounds, lacerated.....	25
Strabismus.....	1	Wounds, punctured.....	1
Stricture, lachrymal.....	1		
Stricture, urethral.....	2		

1885.

ANNUAL REPORT

OF THE

State Emigrant Hospital, Asylum and Refuge

AT

WARD'S ISLAND.

NEW YORK CITY.

COMPILATION.

Number of inmates remaining in the institution December 31st, 1884.....	434	
Number of admissions in the institution during the year.....	2,109	
Number of births during the year.....	90	
	<hr/>	
Total number cared for.....		2,633
Number discharged during the year.....	2,280	
Number died during the year.....	102	
	<hr/>	
Total.....		2,382
		<hr/>
Number remaining on December 31st, 1885.....		251
Of these are in hospital.....	170	
Of these are in asylum.....	20	
Of these are in refuge.....	61	
	<hr/>	
Total.....		251
Number treated in hospital.....	1,872	
Number treated in asylum.....	229	
Number sheltered in refuge.....	875	
	<hr/>	
Total.....		2,976
		<hr/>
Number of days spent in hospital.....	64,675	
Number of days spent in asylum.....	14,581	
Number of days spent in refuge.....	26,733	
	<hr/>	
Total number of days spent.....		105,989
		<hr/>
In the cemeteries of the island were buried during the year from the institution (including 4 still- births and 17 persons from S.S. "Weser" and "Polynesia").....	123	
Sent from Castle Garden.....	59	
	<hr/>	
Total.....	182	
		<hr/>

In these cemeteries, begun in 1874, there is now buried a total of 3,374 persons.

APPENDIX.—In addition to the above, there were sheltered in refuge and treated in hospital, from June 9th, 1885, until June 19th, 1885, 892 persons per S.S. "Weser," from Bremen; and from June 10th, 1885, until June 26th, 1885, 740 persons per S.S. "Polynesia," from Hamburg. Number treated in hospital, 150; number deceased, 17. Measles, 6; tuberculosis, 1; diphtheria, 4; capillary bronchitis, 2; measles and stomatitis, 1; broncho-pneumonia, 3. Total, 17.

TABLE showing the admissions for 1885.

MONTHS.	Sex.		Age.			Distribution.		
	Males.	Females.	Adults.	Children between 1 and 12 years.	Infants under 1 year.	Hospital.	Asylum.	Refuge.
January.....	159	45	196	6	2	148	9	47
February.....	161	35	192	4	..	135	2	59
March.....	126	75	158	34	9	152	7	42
April.....	140	86	174	44	8	140	9	77
May.....	89	105	141	43	10	128	9	57
June.....	103	83	136	40	10	117	13	56
July.....	113	98	151	50	10	101	11	99
August.....	114	53	140	19	8	110	5	52
September.....	74	44	97	17	4	83	8	27
October.....	83	39	108	6	8	100	4	18
November.....	72	52	94	25	5	75	4	45
December.....	97	63	134	17	9	112	7	41
	1,331	778	1,721	305	83	1,401	88	620
	2,109		2,109			2,109		

TABLE showing nativity of persons admitted 1885.

Arabia.....	13	New Zealand.....	1
At Sea.....	6	Norway.....	24
Austria.....	101	Persia.....	1
Belgium.....	5	Poland.....	36
Bohemia.....	16	Roumania.....	4
Cuba.....	1	Russia.....	186
Denmark.....	22	Scotland.....	28
East Indies.....	1	Slavonia.....	10
England.....	160	Spain.....	2
Finland.....	4	Sweden.....	52
France.....	21	Switzerland.....	28
Germany.....	790	Syria.....	5
Holland.....	6	Turkey.....	4
Hungary.....	118	United States.....	39
Ireland.....	350	Wales.....	1
Italy.....	72	West Indies.....	1
Netherland.....	1		
Total.....			2,109

TABLE showing ports of departure of persons admitted 1885.

Amsterdam.....	26	Havana.....	2
Antwerp.....	166	Havre.....	70
Aspinwall.....	1	Liverpool.....	523
Bermuda.....	1	London.....	25
Bombay.....	1	Marseilles.....	7
Bordeaux.....	55	Naples.....	24
Bremen.....	419	Palermo.....	15
Bristol.....	3	Panama.....	2
Copenhagen.....	18	Rotterdam.....	37
Cuba.....	1	Stettin.....	13
Gibraltar.....	5	Swansea.....	1
Glasgow.....	188	United States.....	37
Hamburg.....	461	Unknown.....	8
Total.....		2,109	

TABLE showing the arrival by year of persons admitted during 1885.

MONTH.	1884.	1885.	Total.
January.....	179	25	204
February.....	111	85	196
March.....	85	116	201
April.....	89	137	226
May.....	33	161	194
June.....	29	157	186
July.....	29	182	211
August.....	28	139	167
September.....	12	106	118
October.....	9	113	122
November.....	3	121	124
December.....	..	160	160
Total.....	607	1,502	2,109

TABLE showing the number of days spent in the different departments during the year 1885.

MONTHS.	Departments.			Total.
	Hospital.	Asylum.	Refuge.	
January.....	6,953	3,096	3,217	13,266
February.....	6,005	1,124	3,443	10,572
March.....	7,146	1,203	3,473	11,822
April.....	6,373	1,227	2,617	10,217
May.....	6,033	1,205	1,960	9,198
June.....	4,849	1,395	1,548	7,792
July.....	4,388	1,408	1,796	7,592
August.....	4,856	1,001	1,514	7,371
September.....	4,740	798	1,503	7,041
October.....	4,170	801	1,608	6,579
November.....	4,312	652	2,076	7,040
December.....	4,850	671	1,978	7,499
Total.....	64,675	14,581	26,733	105,989

TABLE showing number of inmates discharged each month 1885.

MONTH.	Males.	Females.	Total.
January.....	177	88	265
February.....	148	30	178
March.....	168	60	228
April.....	180	91	271
May.....	125	103	228
June.....	109	99	208
July.....	125	115	240
August.....	82	61	143
September.....	84	45	129
October.....	88	49	137
November.....	62	37	99
December.....	100	54	154
	1,448	832	2,280

TABLE showing the daily average number of inmates for each week during the year 1885.

Week ending.	No. of persons.	Week ending.	No. of persons.
January 3	446	July 11	247
" 10	459	" 18	239
" 17	443	" 25	269
" 24	403	August 1	232
" 31	376	" 8	234
February 7	367	" 15	245
" 14	375	" 22	233
" 21	396	" 29	260
" 28	388	September 5	223
March 7	389	" 12	242
" 14	398	" 19	243
" 21	384	" 26	239
" 28	373	October 3	217
April 4	383	" 10	216
" 11	350	" 17	215
" 18	327	" 24	204
" 25	343	" 31	218
May 2	321	November 7	238
" 9	305	" 14	244
" 16	301	" 21	238
" 23	286	" 28	245
" 30	285	December 5	254
June 6	281	" 12	262
" 13	263	" 19	236
" 20	261	" 26	233
" 27	261	" 31	251
July 4	249		

Daily average number of inmates, 294.

INSANE ASYLUM,

WARD'S ISLAND, NEW YORK.

STATISTICS FOR THE YEAR 1885.

Hon. HENRY A. HURLBUT,

President, and Board of Commissioners of Emigration:

GENTLEMEN:—I have the honor to transmit the following statistical report of the State Emigrant Insane Asylum, for the year ending December 31st, 1885.

Very respectfully,

W. B. MARPLE,

Physician-in-Charge.

TABLE NO. I.

General Movement of the Population.

	Males.	Females.	Total.
Number remaining December 31st, 1884.....	70	55	125
Admitted during the year.....	58	46	104
Total treated.....	128	101	229
Number discharged, recovered.....	19	6	25
“ improved.....	13	6	19
“ unimproved.....	22	8	30
“ not insane.....	3	10	13
Total.....	57	30	87

Transferred to City Institutions—

	Males.	Females.	Total.			
Improved....	15	11	26			
Unimproved.....	48	46	94			
				63	57	120
Total discharged and transferred.....			120		87	207
Died.....					2	2
Grand total.....			120		89	209
Number remaining December 31st, 1885.....				8	12	20

TABLE NO. 2.

Admissions, Discharges and Deaths for each month during the year.

	Admissions.		Discharges.		Deaths.	
	Males.	Females.	Males.	Females.	Males.	Females.
January.....	6	6	49	42	..	1
February.....	1	1	7	2	..	1
March.....	5	3	3	4	..	..
April.....	8	3	8	1	..	..
May.....	3	6	5	3	..	..
June.....	11	4	4	2	..	..
July.....	4	8	13	12	..	..
August.....	5	3	12	5	..	..
September.....	6	4	3	6	..	..
October.....	2	2	6	5	..	..
November.....	3	3	4	1	..	..
December.....	4	3	6	4	..	..
Total.....	58	46	120	87	..	2

TABLE NO. 3.

Ages of those admitted during the year.

	Males.	Females.	Total.
Under 15 years of age.....	1	..	1
From 15 to 20 years.....	6	10	16
“ 20 to 25 “.....	11	23	34
“ 25 to 30 “.....	11	3	14
“ 30 to 35 “.....	13	4	17
“ 35 to 40 “.....	5	1	6
“ 40 to 45 “.....	6	4	10
“ 45 to 50 “.....	3	1	4
“ 50 to 60 “.....	2	..	2
Total.....	58	46	104

TABLE NO. 4.

Nativity of those admitted during the year.

	Males.	Females.	Total.
Germany.....	20	20	40
Ireland.....	9	13	22
England.....	7	1	8
Russia.....	5	1	6
Sweden.....	3	2	5
Hungary.....	3	1	4
Bohemia.....	3	1	4
Scotland.....	2	1	3
Switzerland.....	2	1	3
Poland.....	1	2	3
France.....	1	..	1
Austria.....	..	1	1
Norway.....	..	1	1
Wales.....	..	1	1
Jamaica.....	1	..	1
Italy.....	1	..	1
	58	46	104

TABLE NO. 5.

Term of Residence in U. S. of those admitted during the year.

	Males.	Females.	Total.
From shipboard.....	17	7	24
“ 9 days to 2 weeks.....	2	2	4
“ 2 weeks to 1 month.....	2	2	4
“ 1 month to 3 months.....	8	9	17
“ 3 months to 6 months.....	13	8	21
“ 6 months to 1 year.....	15	18	33
“ 1 year to 2 years.....	1	..	1
Total.....	58	46	104

TABLE NO. 6.

Occupation of those admitted during the year.

MALES.		No.		
Apothecary.....	1	Peddlers.....	4	
Baker.....	1	Saloonkeeper.....	1	
Blacksmiths.....	3	Shoemakers.....	2	
Brassfinisher.....	1	Stonecutter.....	1	
Bricklayers.....	4	Teachers.....	3	
Butchers.....	2	Watchmakers.....	2	
Carpenter.....	1	Wooldyer.....	1	
Clerks.....	5			
Cook.....	1	Total.....	58	
Cooper.....	1			
Gardener.....	1	FEMALES.		No.
Glaziers.....	2	Governess.....	1	
Grocer.....	1	Housekeepers.....	7	
Harnessmaker.....	1	Seamstresses.....	2	
Laborers.....	18	Servants.....	36	
Photographer.....	1	Total.....	46	

TABLE NO. 7.

Form of Mental Disorder in those admitted during the year.

	Males.	Females.	Total
Mania, acute.....	24	10	34
“ sub-acute.....	7	4	11
“ periodic.....	1	..	1
“ chronic.....	1	1	2
“ a potu.....	1	..	1
Melancholia.....	15	16	31
Dementia.....	3	4	7
Imbecility.....	1	..	1
General Paresis.....	2	..	2
Not insane.....	3	11	14
Total.....	58	46	104

TABLE NO. 8.

Cause of Insanity in those admitted during the year.

	Males.	Females.	Total.
Adversity.....	8	..	8
Domestic trouble.....	1	1	2
Epilepsy.....	7	..	7
Hereditary predisposition.....	4	2	6
Ill health.....	3	4	7
Intemperance.....	3	..	3
Masturbation.....	1	..	1
Nostalgia.....	1	2	3
Overwork and anxiety.....	..	1	1
Parturition.....	..	4	4
Religious excitement.....	2	1	3
No history of causation.....	28	31	59
Total.....	58	46	104

TABLE NO. 9.

Civil Condition of those admitted during the year.

	Males.	Females.	Total.
Single.....	37	37	74
Married.....	18	6	24
Widowed.....	2	3	5
Divorced.....	1	..	1
Total.....	58	46	104

TABLE NO. 10.

Form of Religion of those admitted during the year.

	Males.	Females.	Total.
Catholic.....	21	20	41
Protestant.....	28	22	50
Hebrew.....	9	4	13
Total.....	58	46	104

TABLE NO. 11.

Form of Insanity of those discharged during the year.

	Males.	Females.	Total
Mania, acute.....	25	11	36
“ sub-acute.....	10	5	15
“ chronic.....	15	5	20
“ puerperal.....	..	2	2
“ a potu.....	2	..	2
Melancholia.....	25	33	58
Dementia.....	33	14	47
“ partial.....	2	3	5
General paresis.....	3	1	4
Imbecility.....	1	3	4
Hypochondriasis.....	1	..	1
Total.....	117	77	194

TABLE NO. 12.

Duration of Treatment of those discharged during the year.

	Males.	Females.	Total.
Under 1 month.....	33	22	55
From 1 to 2 months.....	4	3	7
“ 2 to 3 “.....	5	1	6
“ 3 to 6 “.....	8	6	14
“ 6 to 9 “.....	6	8	14
“ 9 to 12 “.....	14	11	25
“ 12 to 18 “.....	12	11	23
“ 18 months to 2 years.....	13	9	22
“ 2 years to 3 “.....	10	11	21
“ 3 “ to 4 “.....	13	3	16
“ 4 “ to 5 “.....	2	2	4
Total.....	120	87	207

TABLE NO. 13.

Number returned to their native country.

	Term of Residence in U. S.	No.
Under 1 month.....		13
Over 1 month and under 3 months.....		5
“ 3 months “ 6 “.....		4
“ 6 “ “ 1 year.....		11
“ 1 year.....		2
Total.....		35

TABLE NO. 14.

Nativity and Sex of those returned.

	Males.	Females.	Total.
Germany.....	14	3	17
England.....	6	..	6
Ireland.....	2	3	5
Switzerland.....	2	..	2
Scotland.....	2	..	2
Hungary.....	2	..	2
Russia.....	1	..	1
Bohemia.....	1	..	1
Total.....	30	6	36

TABLE NO. 15.

Deaths.

Number.	Sex.	Age.	CAUSE OF DEATH.	Form of Mental Disorder.	Nativity.	Time Spent in Asylum.		
						Years.	Months.	Days.
1	F.	50	Exhaustion....	Dementia.....	Germany....	2	16	
2	F.	18	Phthisis Pulmon.....	Melancholia	Germany....	5	1	

Females, 2.

IMMIGRATION LAWS.

AN ACT to regulate the carriage of passengers by sea.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall not be lawful for the master of a steamship or other vessel whereon emigrant passengers, or passengers other than cabin passengers, have been taken at any port or place in a foreign country or dominion (ports and places in foreign territory contiguous to the United States excepted) to bring such vessel and passengers to any port or place in the United States unless the compartments, spaces, and accommodations hereinafter mentioned have been provided, allotted, maintained, and used for and by such passengers during the entire voyage; that is to say, in a steamship, the compartments or spaces, unobstructed by cargo, stores or goods, shall be of sufficient dimensions to allow for each and every passenger carried or brought therein one hundred cubic feet, if the compartment or space is located on the main deck or on the first deck next below the main deck of the vessel, and one hundred and twenty cubic feet for each passenger carried or brought therein if the compartment or space is located on the second deck below the main deck of the vessel; and it shall not be lawful to carry or bring passengers on any deck other than the decks above mentioned. And in sailing vessels such passengers shall be carried or brought only on the deck (not being an orlop deck) that is next below the main deck of the vessel, or in a poop or deck-house constructed on the main deck; and the compartment or space, unobstructed by cargo, store, or goods, shall be of sufficient dimension to allow of one hundred and ten cubic feet for each and every passenger brought therein. And such passengers shall not be carried or brought in any between-decks, nor in any compartment, space, poop, or deck-house, the height of which from deck to deck is less than six feet. In computing the number of such passengers carried or brought in any vessel, children under one year of age shall not be included, and two children between one and eight years of age shall be counted as one passenger; and any person brought in such vessel who shall have been, during the voyage, taken from any other vessel wrecked or in distress on the high seas, or have been picked up at sea from any boat, raft, or otherwise shall not be included in such computation. The master of a vessel coming to a port or place in the United States in violation of either of the provisions of this section shall be deemed guilty of a mis-

demeanor; and if the number of passengers other than cabin passengers carried or brought in the vessel, or in any compartment, space, poop, or deck-house thereof, is greater than the number allowed to be carried or brought therein, respectively, as hereinbefore prescribed, the said master shall be fined fifty dollars for each and every passenger in excess of the proper number, and may also be imprisoned not exceeding six months.

SEC. 2. That in every such steamship or other vessel there shall be a sufficient number of berths for the proper accommodation, as herein-after provided, of all such passengers. There shall not be on any deck, nor in any compartment or space occupied by such passengers, more than two tiers of berths. The berths shall be properly constructed, and be separated from each other by partitions, as berths ordinarily are separated, and each berth shall be at least two feet in width and six feet in length; and the interval between the floor or lowest part of the lower tier of berths and the deck beneath them shall not be less than six inches, nor the interval between each tier of berths and the interval between the uppermost tier and the deck above it less than two feet six inches; and each berth shall be occupied by not more than one passenger over eight years of age; but double berths of twice the above-mentioned width may be provided, each double berth to be occupied by no more and by none other than two women, or by one woman and two children under the age of eight years, or by husband and wife, or by a man and two of his own children under the age of eight years, or by two men personally acquainted with each other. All the male passengers upwards of fourteen years of age who do not occupy berths with their wives shall be berthed in the fore part of the vessel, in a compartment divided off from the space or spaces appropriated to the other passengers by a substantial and well-secured bulkhead; and unmarried female passengers shall be berthed in a compartment separated from the spaces occupied by other passengers by a substantial and well-constructed bulkhead, the opening or communication from which to an adjoining passenger space shall be so constructed that it can be closed and secured. Families, however, shall not be separated, except with their consent. Each berth shall be numbered serially, on the outside berth-board, according to the number of passengers that may lawfully occupy the berth; and the berths occupied by such passengers shall not be removed or taken down until the expiration of twelve hours from the time of entry, unless previously inspected within a shorter period. For any violation of either of the provisions of this section the master of the vessel shall be liable to a fine of five dollars for each passenger carried or brought on the vessel.

SEC. 3. That every such steamship or other vessel shall have adequate provision for affording light and air to the passenger-decks and to the compartments and spaces occupied by such passengers, and with adequate means and appliances for ventilating the said compartments and spaces. To compartments having sufficient space for fifty or more of such passengers at least two ventilators, each not less than twelve inches in diameter, shall be provided, one of which ventilators shall be inserted in the forward part of the compartment, and the

other in the after part thereof, and shall be so constructed as to ventilate the compartment; and additional ventilators shall be provided for each compartment in the proportion of two ventilators for each additional fifty of such passengers carried or brought in the compartment. All ventilators shall be carried at least six feet above the uppermost deck of the vessel, and shall be of the most approved form and construction. In any steamship the ventilating apparatus provided, or any method of ventilation adopted thereon, which has been approved by the proper emigration officers at the port or place from which said vessel was cleared, shall be deemed a compliance with the foregoing provisions; and in all vessels carrying or bringing such passengers there shall be properly-constructed hatchways over the compartments or spaces occupied by such passengers, which hatchways shall be properly covered with houses or booby hatches, and the combings or sills of which shall rise at least six inches above the deck; and there shall be proper companion-ways or ladders from each hatchway leading to the compartments or spaces occupied by such passengers; and the said companion ways or ladders shall be securely constructed, and be provided with hand-rails or strong rope, and when the weather will permit, such passengers shall have the use of each hatchway situated over the compartments or spaces appropriated to their use; and every vessel carrying or bringing such passengers shall have a properly located and constructed caboose and cooking-range, or other cooking apparatus, the dimensions and capacity of which shall be sufficient to provide for properly cooking and preparing the food of all such passengers. In every vessel carrying or bringing such passengers there shall be at least two water-closets or privies, and an additional water-closet or privy for every one hundred male passengers on board, for the exclusive use of such male passengers, and an additional water-closet or privy for every fifty female passengers on board, for the exclusive use of the female passengers and young children on board. The aforesaid water-closets and privies shall be properly enclosed and located on each side of the vessel, and shall be separated from passengers' spaces by substantial and properly constructed partitions or bulkheads; and the water-closets and privies shall be kept and maintained in a serviceable and cleanly condition throughout the voyage. For any violation of either of the provisions of this section, or for any neglect to conform to the requirements thereof, the master of the vessel shall be liable to a penalty not exceeding two hundred and fifty dollars.

SEC. 4. An allowance of good, wholesome and proper food, with a reasonable quantity of fresh provisions, which food shall be equal in value to one and a half navy rations of the United States, and of fresh water not less than four quarts per day shall be furnished each of such passengers. Three meals shall be served daily, at regular and stated hours, of which hours sufficient notice shall be given. If any such passenger shall at any time during the voyage be put on short allowance for food and water, the master of the vessel shall pay to each passenger three dollars for each and every day the passenger may have been put on short allowance, except in case of accident, where the captain is obliged to put the passengers on short allowance. Mothers with infants and young children shall be furnished the neces-

sary quantity of wholesome milk or condensed milk for the sustenance of the latter. Tables and seats shall be provided for the use of passengers at regular meals. And for every willful violation of any of the provisions of this section the master of the vessel shall be deemed guilty of a misdemeanor, and shall be fined not more than five hundred dollars, and be imprisoned for a term not exceeding six months. The enforcement of this penalty, however, shall not affect the civil responsibility of the master and owners of the vessel to such passengers as may have suffered from any negligence, breach of contract or default on the part of such master and owners.

SEC. 5. That in every such steamship or other vessel there shall be promptly built and secured, or divided off from other spaces, two compartments or space to be used exclusively as hospitals for such passengers, one for men and the other for women. The hospital shall be located in a space not below the deck next below the main deck of the vessel. The hospital spaces shall in no case be less than in the proportion of eighteen clear superficial feet for every fifty such passengers who are carried or brought on the vessel, and such hospital shall be supplied with proper beds, bedding and utensils, and be kept so supplied throughout the voyage. And every steamship or other vessel carrying or bringing emigrant passengers, or passengers other than cabin passengers, exceeding fifty in number, shall carry a duly qualified and competent surgeon or medical practitioner, who shall be rated as such in the ship's articles, and who shall be provided with surgical instruments, medical comforts and medicines proper and necessary for diseases and accidents incident to sea voyages, and for the proper medical treatment of such passengers during the voyage, and with such articles of food and nourishment as may be proper and necessary for preserving the health of infants and young children; and the services of such surgeon or medical practitioner shall be promptly given, in any case of sickness or disease, to any of the passengers, or to any infant or young child of any such passengers, who may need his services. For a violation of either of the provisions of this section the master of the vessel shall be liable to a penalty not exceeding two hundred and fifty dollars.

SEC. 6. That the master of every such steamship or other vessel is authorized to maintain good discipline and such habits of cleanliness among such passengers as will tend to the preservation and promotion of health, and to that end he shall cause such regulations as he may adopt for such purpose to be posted up on board the vessel, in a place or places accessible to such passengers, and shall keep the same so posted up during the voyage. The said master shall cause the compartments and spaces provided for, or occupied by, such passengers to be kept at all times in a clean and healthy condition, and to be, as often as may be necessary, disinfected with chloride of lime, or by some other equally efficient disinfectant. Whenever the state of the weather will permit, such passengers and their bedding shall be mustered on deck, and a clear and sufficient space on the main or any upper deck of the vessel shall be set apart, and so kept, for the use and exercise of such passengers during the voyage. For each neglect or violation of any of

the provisions of this section the master of the vessel shall be liable to a penalty not exceeding two hundred and fifty dollars.

SEC. 7. That neither the officers, seamen nor other persons employed on any such steamship or other vessel shall visit or frequent any part of the vessel provided or assigned to the use of such passengers, except by the direction or permission of the master of such vessel first made or given for such purpose; and every officer, seaman, or other person employed on board of such vessel who shall violate the provisions of this section shall be deemed guilty of misdemeanor, and may be fined not exceeding one hundred dollars and be imprisoned not exceeding twenty days for each violation; and the master of such vessel who directs or permits any officer, seaman, or other person employed on board the vessel to visit or frequent any part of the vessel provided for or assigned to the use of such passengers, or the compartments or spaces occupied by such passengers, except for the purpose of doing or performing some necessary act or duty as an officer, seaman, or other person employed on board of the vessel, shall be deemed guilty of a misdemeanor, and may be fined not more than one hundred dollars for each time he directs or permits the provisions of this section to be violated. A copy of this section, written or printed in the language or principal languages of the passengers on board, shall, by or under the direction of the master of the vessel, be posted in a conspicuous place on the forecastle and in the several parts of the vessel provided and assigned for the use of such passengers, and in each compartment or space occupied by such passengers, and the same shall be kept so posted during the voyage; and if the said master neglects so to do, he shall be deemed guilty of a misdemeanor, and shall be fined not more than one hundred dollars.

SEC. 8. That it shall not be lawful to take, carry, or have on board of any such steamship or other vessel any nitro-glycerine, dynamite, or any other explosive article or compound, nor any vitriol or like acids, nor gunpowder, except for the ship's use; nor any article or number of articles, whether as cargo or ballast, which, by reason of the nature, or quantity, or mode of storage thereof, shall, either singly or collectively, be likely to endanger the health or lives of the passengers, or the safety of the vessel; and horses, cattle, or other animals taken on board of or brought in any such vessel shall not be carried on any deck below the deck on which passengers are berthed, nor in any compartment in which passengers are berthed, nor in any adjoining compartment, except in a vessel built of iron, and of which the compartments are divided off by water-tight bulkheads extending to the upper deck. For every violation of any of the provisions of this section the master of the vessel shall be deemed guilty of a misdemeanor, and shall be fined not exceeding one thousand dollars, and be imprisoned for a period not exceeding one year.

SEC. 9. That it shall not be lawful for the master of any such steamship or other vessel, not in distress, after the arrival of the vessel within any collection district of the United States, to allow any person or persons, except a pilot, officer of the customs, or health officer, agents of the vessel, and consuls, to come on board of the vessel, or to leave the vessel, until the vessel has been taken in charge by an officer of the

customs, nor, after charge so taken, without leave of such officer, until all the passengers, with their baggage, have been duly landed from the vessel; and on the arrival of any such steamship or other vessel within any collection district of the United States, the master thereof shall deliver to the officer of customs who first comes on board the vessel and makes demand therefor a correct list, signed by the master, of all the passengers taken on board the vessel at any foreign port or place, specifying separately the names of the cabin passengers, their age, sex, calling, and the country of which they are citizens, and the number of pieces of baggage belonging to each passenger, and also the name, age, sex, calling, and native country of each emigrant passenger or passengers other than cabin passengers, and their intended destination or location, and the number of pieces of baggage belonging to each passenger, and also the location of the compartment or space occupied by each of such passengers during the voyage; and if any of such passengers died on the voyage the said list shall specify the name, age, and cause of death of each deceased passenger; and a duplicate of the aforesaid list of passengers, verified by the oath of the master, shall, with the manifest of the cargo, be delivered by the master to the collector of customs on the entry of the vessel. For a violation of either of the provisions of this section, or for permitting or neglecting to prevent a violation thereof, the master of the vessel shall be liable to a fine not exceeding one thousand dollars.

SEC. 10. That in case there shall have occurred on board any such steamship or other vessel any death among such passengers during the voyage, the master or consignees of the vessel shall, within forty-eight hours after the arrival of the vessel within a collection district of the United States, or within twenty-four hours after the entry of the vessel, pay to the collector of customs of such district the sum of ten dollars for each and every such passenger above the age of eight years who shall have died on the voyage by natural disease; and the master or consignees of any vessel who neglect or refuse to pay such collector, within the times hereinbefore prescribed, the sums of money aforesaid, shall be liable to a penalty of fifty dollars, in addition to the sum required to be paid, as aforesaid, for each passenger whose death occurred on the voyage. All sums of money paid to any collector under the provisions of this section shall be by him paid into the Treasury of the United States, in such manner and under such regulations as shall be prescribed by the Secretary of the Treasury.

SEC. 11. That the collector of customs of the collection district within which, or the surveyor of the port at which, any such steamship or other vessel arrives, shall direct an inspector or other officer of the customs to make an examination of the vessel, and to admeasure the compartments or spaces occupied by the emigrant passengers, or passengers other than cabin passengers, during the voyage; and such measurement shall be made in the manner provided by law for admeasuring vessels for tonnage; and to compare the number of such passengers found on board with the list of such passengers furnished by the master to the customs officer; and the said inspector or other officer shall make a report to the aforesaid collector or surveyor, stating the port of departure, the time of sailing, the length of the voyage, the

ventilation, the number of such passengers on board the vessel, and their native country, respectively ; the cubic quantity of each compartment or space, and the number of berths and passengers in each space ; the kind and quality of the food furnished to such passengers on the voyage ; the number of deaths, and the age and sex of those who died during the voyage, and of what disease ; and in case there was any unusual sickness or mortality during the voyage, to report whether the same was caused by any neglect or violation of the provisions of this act, or by the want of proper care against disease by the master or owners of the vessel ; and the said reports shall be forwarded to the Secretary of the Treasury at such times and in such manner as he shall direct.

SEC. 12. That the provisions of this act shall apply to every steamship or other vessel whereon emigrant passengers, or passengers other than cabin passengers, are taken on board at a port or place in the United States for conveyance to any port or place in a foreign country except foreign territory contiguous to the United States, and shall also apply to any vessel whereon such passengers are taken on board at any port or place of the United States on the Atlantic Ocean or its tributaries for conveyance to a port or place on the Pacific Ocean or its tributaries, or vice versa ; and whether the voyage of said vessel is to be continuous from port to port or such passengers are to be conveyed from port to port in part by the way of any overland route through Mexico or Central America ; and the said collector of customs may direct an examination of the vessel to be made by an inspector or other officer of the customs, who shall make the examination and report whether the provisions of this act have been complied with in respect to such vessel, and the said collector is authorized to withhold the clearance of such vessel until the coming in of such report ; and if the said report shall show that any of the provisions of this act have not been complied with, the collector is authorized and directed to withhold the clearance of such vessel until the said provisions are complied with ; and if any such vessel leaves the aforesaid port or place without having been duly cleared by the collector of customs, the master shall be deemed guilty of a misdemeanor, and may be fined not exceeding one thousand dollars, and be imprisoned not exceeding one year, and the vessel shall be liable to seizure and forfeiture.

SEC. 13. That the amount of the several fines and penalties imposed by any section of this act upon the master of any steamship or other vessel carrying or bringing emigrant passengers, or passengers other than cabin passengers, for any violation of the provisions of this act, shall be liens upon such vessel, and such vessel may be libeled therefor in any circuit or district court of the United States where such vessel shall arrive or depart.

SEC. 14. That this act shall come into operation and take effect ninety days after the passage of this act ; and sections forty-two hundred and fifty-two to forty-two hundred and seventy-seven, inclusive, of the Revised Statutes of the United States are, from and after said date, repealed ; and this act may be cited for all purposes as "The passenger act, eighteen hundred and eighty-two."

Passed the House of Representatives July 22d, 1882.

AN ACT to prohibit the importation and migration of foreigners and aliens under contract or agreement to perform labor in the United States, its Territories, and the District of Columbia.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the passage of this act it shall be unlawful for any person, company, partnership, or corporation, in any manner whatsoever, to prepay the transportation, or in any way assist or encourage the importation or migration of any alien or aliens, any foreigner or foreigners, into the United States, its Territories, or the District of Columbia, under contract or agreement, parol or special, express or implied, made previous to the importation or migration of such alien or aliens, foreigner or foreigners, to perform labor or service of any kind in the United States, its Territories, or the District of Columbia.

SEC. 2. That all contracts or agreements, express or implied, parol or special, which may hereafter be made by and between any person, company, partnership or corporation, and any foreigner or foreigners, alien or aliens, to perform labor or service or having reference to the performance of labor or service by any person in the United States, its Territories, or the District of Columbia previous to the migration or importation of the person or persons whose labor or service is contracted for into the United States, shall be utterly void and of no effect.

SEC. 3. That for every violation of any of the provisions of section one of this act the person, partnership, company, or corporation violating the same, by knowingly assisting, encouraging or soliciting the migration or importation of any alien or aliens, foreigner or foreigners, into the United States, its Territories, or the District of Columbia, to perform labor or service of any kind under contract or agreement, express or implied, parol or special, with such alien or aliens, foreigner or foreigners, previous to becoming residents or citizens of the United States, shall forfeit and pay for every such offence the sum of one thousand dollars, which may be sued for and recovered by the United States or by any person who shall first bring his action therefor including any such alien or foreigner who may be a party to any such contract or agreement, as debts of like amount are now recovered in the circuit courts of the United States; the proceeds to be paid into the Treasury of the United States; and separate suits may be brought for each alien or foreigner being a party to such contract or agreement aforesaid. And it shall be the duty of the district attorney of the proper district to prosecute every such suit at the expense of the United States.

SEC. 4. That the master of any vessel who shall knowingly bring within the United States on any such vessel, and land, or permit to be landed, from any foreign port or place, any alien laborer, mechanic, or artisan who, previous to embarkation on such vessel, had entered into contract or agreement, parol or special, express or implied, to perform labor or service in the United States, shall be deemed guilty of a misdemeanor, and on conviction thereof, shall be punished by a fine of not more than five hundred dollars for each and every such alien laborer,

mechanic or artisan so brought as aforesaid, and may also be imprisoned for a term not exceeding six months.

SEC. 5. That nothing in this act shall be so construed as to prevent any citizen or subject of any foreign country temporarily residing in the United States, either in private or official capacity, from engaging, under contract or otherwise, persons not residents or citizens of the United States to act as private secretaries, servants, or domestics for such foreigner temporarily residing in the United States as aforesaid; nor shall this act be so construed as to prevent any person, or persons, partnership, or corporation from engaging, under contract or agreement, skilled workmen in foreign countries to perform labor in the United States in or upon any new industry not at present established in the United States: *Provided*, That skilled labor for that purpose cannot be otherwise obtained; nor shall the provisions of this act apply to professional actors, artists, lecturers or singers, nor to persons employed strictly as personal or domestic servants: *Provided*, That nothing in this act shall be construed as prohibiting any individual from assisting any member of his family or any relative or personal friend, to migrate from any foreign country to the United States, for the purpose of settlement here.

SEC. 6. That all laws or parts of laws conflicting herewith be, and the same are hereby, repealed.

Approved, February 26, 1885.

CIRCULAR.

IMMIGRANT TAX LEVIED ON EACH RETURN OF ALIENS.

TREASURY DEPARTMENT, }
 Office of the Secretary, }
 WASHINGTON, D. C., June 10, 1885. }

To Collectors of Customs and others :

You are hereby instructed that, in accordance with an opinion of the Attorney-General, hereto annexed, payment of the duty prescribed by the Act of August 3, 1882, as limited by Section 22 of the Shipping Act of June 26, 1884, on account of alien passengers arriving in the United States, is to be exacted on each successive return of each and every one of such passengers to the United States.

DANIEL MANNING,
Secretary.

[Opinion of Attorney-General above referred to.]

DEPARTMENT OF JUSTICE, }
 WASHINGTON, 9th June, 1885. }

SIR : Your communication of the 6th June instant, referring to my opinion of the 21st May ultimo, holding that the duty of fifty cents a passenger, imposed by the Act of 3d August, 1882, is collectible on account of all itinerant persons, not citizens of the United States, coming to our ports in steam or sail vessels from foreign ports, asks whether such duty "should be collected on each successive return of any such person to the United States."

In my opinion, the duty is demandable as often as any such person enters one of our ports. The statute makes no express provision for exemption from the duty, and I see no ground for implying one.

It is hardly to be supposed that Congress could have intended such an exemption, and yet have failed to provide for it. When Congress, by the Act of 26th June, 1884 (Sess. Acts 1883-4, p. 57), was imposing a tonnage tax on foreign vessels entering our ports, it remembered that the tax would fall heavily on such of them as were constantly plying between the United States and the ports of other nations, and therefore especially provided that vessels hailing from some ports should

not be required to pay over fifteen cents a ton in any one year, and that vessels from other ports should not pay more than thirty cents a ton per annum. The total omission of Congress to make any such provision in the head-money law to meet the case of a passenger, not a citizen of the United States, repeatedly entering our ports from foreign ports, is, I think, conclusive that no such indulgence was in the mind of the Legislature.

I have the honor to be, &c.,

A. H. GARLAND,
Attorney-General.

THE SECRETARY OF THE TREASURY.

STANDING COMMITTEES, 1886.

CASTLE GARDEN.

GEORGE STARR,	<i>Chairman.</i>
GEORGE J. FORREST,	EDMUND STEPHENSON,
JAMES LYNCH,	CHARLES HAUSELT.

WARD'S ISLAND.

CHARLES N. TAINTOR,	<i>Chairman.</i>
CHARLES F. ULRICH,	GEORGE STARR,
CHARLES HAUSELT,	JAMES LYNCH.

FINANCE.

GEORGE J. FORREST,	<i>Chairman.</i>
EDMUND STEPHENSON,	GEORGE STARR,
CHARLES HAUSELT,	WILLIAM R. GRACE.

