

Letter on ship sanitation. No. 12 : addressed to the members of the Special Commission on Immigration into the United States, at present in Europe, on a tour of inspection.

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LETTER ON SHIP SANITATION. (10)

No. 12.

Addressed to the Members of the Special Commission on Immigration into the United States, at present in Europe, on a tour of Inspection.

SEAFORTH, LIVERPOOL,

19th AUGUST, 1891.

GENTLEMEN,

I have the honour to submit for your careful perusal the following statement* recording my professional experience whilst Medical Officer in the Atlantic Emigration Service of the British Merchant Navy, and to express my conviction that your advent in Europe will mark the commencement of a new epoch in the history of International Hygiene and of Marine Sanitation in trans-oceanic passenger ships.

I have taken a continuous interest in the subject of alien Immigration into the United States during my ship surgery of four years dating down to 1889, in two of the most fashionable of the Atlantic passenger lines.

Having been obliged to relinquish Medical Practice in Liverpool through ill-health and to seek recovery by a life on the ocean wave, I had ample opportunities of recording facts bearing upon the Medical inspections and sanitary environment on ship board of the steerage passengers *en route* to the United States.

Before describing the more technical and professional side of the subject it is desirable to take a glance at the attitude taken up by the American people in regard to alien immigration, and to what extent the European Governments, particularly our own, have rendered them assistance in this matter.

On the one hand the regulations controlling alien immigration into the United States have been reasonable and judicious. The American Government with paternal anxiety bearing in mind what far-reaching effects upon the vital statistics, morality and civilization of their young country would ensue from the unrestricted admission of the lowest classes of Europeans. On the other hand it must be confessed that the European Governments have treated with masterly inactivity the frequent and earnest appeals of the Americans for co-operation in their laudable efforts at selection of desirable Immigrants for American citizenship.

As on other questions of international honour and goodwill, Great Britain's example has been watched and followed by the Continental States, but alas how much have we to boast of in this matter on the score either of honour or goodwill? The British Government has been little better than languid spectators of the fierce competition amongst her own Atlantic Passenger Steamship Companies for the lions share of the carriage of emigrants, regarding the Shipowners simply from the legal standpoint of "Common Carriers," who have a right to ply their trade in this traffic in human flesh undisturbed by hygienic restrictions or sanitary supervision on ship board. Our Government has been led to adopt this cowardly attitude towards the powerful Shipowners of England, recollecting the passive resistance firmly maintained by the latter for the past quarter of a century to the beneficent provisions of the Merchant Shipping Act of 1867, grudging their own seamen, their honest toilers afloat, the cubic space ventilation, lighting and dryness which is even far inferior to that provided for the criminal ashore; nay more, for the truth must be spoken, the "smart" shipowner of to-day will haggle over every foot of crew space with that Board of Trade Surveyor who may have the unpleasant duty of surveying his ship prior to her registration.

Can then the Board of Trade expect more righteous dealings at the hands of the Shipowners in the case of foreigners, the poor unprotected emigrants? and yet the Passengers Acts of both America and England embody no unreasonable sanitary requirements, a fact which should impress the Board of Trade with the importance of its duties and insist upon the shipowners doing what is right and just, because it is right and just. My experience in our British Atlantic Emigration traffic has led me to regard the successful Steamship Manager as a kind of hypnotist exercising a mesmeric power over weaker wills, his suggestions readily accepted by his shipping officials, and indeed the officers of H.M. Board of Trade at Liverpool have also been very susceptible subjects, the Executive, as well as the Medical, Inspecting Officers of Emigration. According to my observations the clever manager was most successful with his spell at the saloon table, when exhausted human nature rendered these officials easy victims, but at last an edict was issued by the President of the Board in London, that the Medical Inspectors must perform their official duties aboard these hospitable ships, *without partaking of the luncheons*. The President himself made a remarkable statement from his official seat in Parliament last month, on 14th July, 1891, in reference to this matter, informing the House that in 1888 "one of the highest officers of the Board of Trade made an exhaustive inquiry at Liverpool, but was utterly unable to discover any evasions by the Steamship Managers of the Board's Emigration Sanitary Requirements."

* The Medical Member of your Commission invited me to write a practical statement.

Doubtless the true explanation of the President's statement can be readily found upon the theory of hypnotic suggestion, namely, that his highest inspecting official having succumbed to the Ship-owner's spell at Liverpool, and whilst under that influence returned to London and hypnotised the President himself, whose eyes ever since have been closed to such very serious and long-standing evasions of the Board's instructions as are detailed in the following letter to the Editor, *British Medical Journal*, (July 25th, 1891):—

SHIP SANITATION AND SHIP SURGEONS.

SIR,—When so far back as July 14th, 1888, you directed public attention in the *BRITISH MEDICAL JOURNAL* to this subject of international importance, you showed that the President of Her Majesty's Board of Trade tried in Parliament to shift the blame of evasions of the Board's sanitary requirements in Atlantic passenger steamships on to the ship surgeons, they having, in his opinion, failed in their duty by not reporting evasions, if any such evasions had occurred.

Now, again, on the same day of the month three years after—July 14th, 1891—the same President of the Board of Trade in the same sceptical spirit calls for facts in proof of such evasions, triumphantly asserting before the world that, when in 1888 he directed an inquiry to be made at Liverpool by “one of the highest officers of the Board,” he was then, as he is still, utterly unable to discover any evidence that the steamship companies had broken the sanitary regulations of the Board of Trade.

I was in the medical service of one of the most fashionable and experienced Atlantic passenger steamship companies in 1888-1889. May I then beg for a little space to submit to that Liverpool inspector one or two questions relative to his inquiry, and taking for discussion the Board's printed document of sanitary instructions* which is handed by the Liverpool emigration officer to every ship surgeon on appointment under the provisions of Section 42 of the Passengers' Act, 1855? This document requires the surgeon to “keep a record of any sickness on the voyage, whether among saloon passengers, emigrants, or crew. Making special mention of the following particulars” (amongst others): Has the ship been disinfected after infectious or contagious disease? Was the ventilation sufficient? If not, state where it was defective. Were any complaints made by emigrants? If so, state what complaints, and what steps were taken in each case.

I would ask the inspector, did he examine at the Emigration Office of the Board of Trade, Liverpool, these medical reports from each of the great Atlantic lines? If so, did he carefully take note of the serious fact that the reports from one company were conspicuous by the absence of special mention of the three above-named subjects, namely, Disinfection, Ventilation, Complaints of Emigrants? Did the general manager of that company inform him that he “was angry with me on May 14th, 1888, for inserting in my report of the April-May voyage of ss.—that the ship had been disinfected after an outbreak of measles, and, further, that he said to me on that occasion, ‘We don't give any information on sanitary matters to the Board of Trade.’”† Did the inspector trace back these omissions in the surgeon's reports to September, 1885? Did the general manager read to the inspector out of the company's printed book of instructions (copy is handed to each of their ship surgeons on appointment) that the ships' hospitals, when unoccupied, are to be at the captain's disposal?—implying that they may be, and are, appropriated to passengers or members of the crew.

I would now ask the President of the Board of Trade the following questions: Why were the hospitals of ss.—, December, 1888, to January, 1889, misappropriated by passengers embarked in excess of the regulation number? Compelling me, as surgeon of that ship, to turn them out for the admission of sick steerage passengers sent home to Europe by the Boston State Charity, one of whom, on arrival, died at the Bootle Borough Hospital, too ill to proceed to Norway.

I would further ask, when my report of that voyage was received by the Liverpool Emigration Officer—since it was conspicuous for the three omissions above alluded to—why was there no correction of that irregularity?

Lastly, I would ask the President, has he not read my letters to Mr. Swanston, Assistant Secretary Marine Department, Board of Trade, dated August 15th and 17th, 1889 (M 15,933 and 15,990), practically charging the emigration officers at Liverpool with conniving at this irregularity since 1885?‡

Why should not a medical M.P. ask in the House for copies of my reports while ship surgeon in that Atlantic line in 1888-1889?—I am, etc.,

Seaforth.

C. H. LEET, F.R.C.S.

* *BRITISH MEDICAL JOURNAL*, November 23rd, 1889.

† *Ship's Surgeon of To-day*, p. 41.

‡ *Ibid.*, p. 22-27.

The shrewd shipowners are careful to reward consistent hypnotism on the part of their Medical officials—the obedient ship surgeons. How? by exerting their influence with the aristocracy to induce the President of the Queen's Board of Trade to fill up vacancies in the Emigration Medical Staff from hypnotised ship surgeons. Two such appointments were recently made, and these gentlemen accepted at the Government Emigration Office, Liverpool, from the ship surgeons, their successors (I myself was one of these successors) the mutilated Sanitary Reports of the Atlantic voyages, similar to the mutilated sanitary reports these gentlemen themselves furnished to the Board when ship surgeons under the spell of the clever manager.

Indeed, so subtle and persistent is the hypnotic suggestion that it establishes in its subjects a kind of grovelling loyalty to King Shipowner, capable even of warping the judgment of these inspecting Emigration Medical Officers recently promoted from the ranks of ship surgeon, inducing them on the sailing day to pass as "fit for emigration to America" individuals with suspicious symptoms of disease. Here are two examples, not to mention the historical leprosy case:—

"On one occasion, on sailing day, I objected, as ship surgeon, to a female steerage emigrant as of unsound mind. The Emigration Medical Officer replied, 'oh, nothing of the kind, the woman is only suffering from drink, she may embark'; when three days out at sea she jumped overboard and was drowned (insane). Another case—A Sister of Mercy I objected to on sailing day because she had been constantly in the company of another Sister who had been removed from the Ship on the morning of that sailing day ill with measles, the Emigration Medical Officer replied, 'oh, there is no danger of her carrying infection, she may embark.' Nevertheless, after a few days out at sea she developed measles, and was instantly isolated." I now beg leave to record as briefly as possible the influence upon myself of this subtle hypnotic infection, which seems to permeate all grades of shipping officials with the constant suggestion: *DO ALL YOU CAN TO FILL UP THE SHIP AND MAKE HER PAY OR YOU WILL LOSE YOUR BILLET*. To avoid mentioning the names of the Steamship Companies I will speak of them as "Company A" and "Company B."

"COMPANY A."

During my three years service in a very fashionable ship of this line, I abstained for two years from reporting to the Manager any evasions of sanitary regulations until the voyage when the Assistant Manager happened to cross over with us to New York. "He inspected the steerage accommodation with the purser and myself, and we brought to his notice the fact that the regulation, air ~~and~~ space between decks for the steerage passengers had been encroached upon by mails and cargo, but before the Surveyor's inspection at New York the latter would be removed and so no adverse report could be substantiated." See the whole circumstances recorded in a letter to that official on landing at New York, published in "Ship Surgeon of To-day," page 14. That letter—my virgin communication—was treated with silent contempt. For another twelve months I closed my eyes to all abuses, the Ship's Officials saying in effect wait till our ship comes out of the graving dock after undergoing thorough alterations—the addition of an intermediate compartment and all the new improvements for the steerage passengers, she will then be re-surveyed and re-registered, and re-commissioned, and you will probably have nothing to report. I waited, but alas, the ship came out in a worse sanitary condition than when she went into dock, so I threw off the hypnotic spell and wrote two moderate reports in July and October, 1886, regardless of the penalty of losing my appointment, and what was worse, of the black mark set against my name as a warning to other Steamship Companies.*

Read the following extracts from these reports:—

July 30th, 1886.

"GENTLEMEN,

I beg leave to express my regret that during the recent alterations in this ship I was not called upon for any sanitary suggestions after an experience of **THREE YEARS IN MEDICAL CHARGE**, particularly as I had noticed, amongst other defects, that quite recently her ventilation had been seriously curtailed—a matter of vital importance to the health and comfort of the passengers. On calling attention to this subject last voyage, I was duly referred to the steerage passenger clerk; but I shall be able more comfortably to feel that my responsibility ceases, if I submit in writing the chief insanitary conditions." . . . "Two large ventilators on the starboard and port side respectively leading from the newly added intermediate saloon to the first-class saloon forward, have been cut away. Were two of these ventilators *accidentally* removed upon recently enlarging the chief engineer's room and the engineers' mess? Staterooms forward of saloon:—On starboard side defective ventilation, no ingress of pure air when ports are closed, no ventilation to upper deck, air secondhand through steerage hatchways, neither pure nor sweet-smelling. Ventilation of intermediate compartment:—No downtake (no direct ingress of pure air into saloon, which is always full of passengers at meal times and in the evenings), all the more serious as there is free ingress of the vitiated cabin air into the saloon when the brassbound

* How could these defects have escaped the Surveyors' inspection when re-surveyed and re-commissioned.

ventilators are closed. The skylight is not made to open! The two entrance doors from the deck do not open direct into saloon—are generally crowded with passengers gasping for fresh air in rough weather, and even these doors are shut in heavy weather. Yet the steerage passenger clerk is of opinion that these doorways do sufficiently ventilate the saloon. On the three nights going out when all was shut down, the air was foul and stagnant—sea-sickness greatly aggravated, the complaints numerous. The foul air from the intermediate overflows into stateroom passages, particularly when the wind is aft. Large hospital steerage main deck:—No ventilator, boarded up to roof all round, &c. Steerage foul air:—Stewards, whose duties detain them between decks night and day, suffer in their health. The late head steerage steward, J.I., died of lung disease, connected with blood poisoning by foul air. His successor, our present man, J.A., a fine looking young fellow of splendid physique and strictly temperate, nearly died of the same disease. Glory-hole:—Lower deck, 35 berths—number of stewards at night in bed 34—no ingress of air, no egress of foul air, no windsail. The foul air quite stagnant must develop blood poisoning and lung disease. The second cook, J.H., died of it. Steward W. broke down under it. A temptation to the stewards to sleep on deck or in the saloon; passengers talk about their ‘pale faces.’”

SANITARY REPORT FOR OCTOBER VOYAGE, 1886, OF S.S.—.

Outward Passage.—Oct. 11. Forward hospital on main deck was taken down at Queenstown, the space being required for mails, etc.

Oct. 12. Fracture case; single steerage male passenger. No forward hospital; obliged to turn the stewardesses out of the large after-hospital for his admission, the small after-hospital being occupied with stewards’ utensils used in the steerage, there being no cupboards in the steerage.

Oct. 16. Case of measles amongst the “sisters” in the intermediate. Removed the young girl at once to forward-deck (male) hospital; absolutely necessary to isolate her away from main deck crowded with 1,082 passengers, and stormy weather with ventilators all shut down; obliged to carry her along the open deck in rain and spray. Why was the after-deck (female) hospital removed? (*vide* letter of July, 1886.)

Oct. 17. Measles case complains of sea getting through forward port and wetting her bed, and the deck of this hospital is floating with water at pump end. She also says she cannot sleep with the “pump going continually through the hospital walls.” The intermediate stewardess cheerfully visits frequently with food, etc., regardless of the seas and rain along the decks.

Homeward Passage.—Oct. 22. R. B., steerage passenger, drunk and incapable; may fall and break his leg, so removed him to deck hospital, the “refrigerator man,” M., having to turn out of it and sleep in after small steerage hospital with A. (head steerage steward). No other available accommodation. M. complained to purser of these frequent “shifts,” and it is much to be regretted that no berth is allotted to this important official.

Oct. 27. Annie S., rheumatic fever (temperature 103.4), must be transferred from orlop (*i.e.* lower) deck-room to large hospital, turning out intermediate stewardess, who, for want of a berth, I must allow to sleep in the surgery! Mrs. B., steerage stewardess, remaining on in this hospital and will attend on patient.

Married people (steerage passengers), single men and single women were located all together in married compartment, orlop (*i.e.* lower) deck; as this irregularity occurred on last homeward voyage, it should be noted. Of course, the allotted portion of main deck was filled up first with single men, but the accommodation was insufficient for the number embarked. (*Here ends the Report.*)

Immediately I got my *congé*, yet I wrote another respectful letter, December, 1886, practically charging the managers with accelerating the death of head steerage steward A,* through disregard for months previously of Medical warnings repeated in my monthly “Surgeon’s Log Books.” This letter was treated with silent contempt, as were the other three, for I wrote only three sanitary letters in my three year’s service in A Company.

“B COMPANY.”

The hypnotic poison was administered most unblushingly to all newly-joined surgeons in this Company by the General Manager himself. For example read the following extract from “The Ship’s Surgeon of To-day,” page 41:—

The General Manager orders ME to suppress Sanitary information, 14th May, 1888, viz.:— (from my Diary *verbatim.*)

“Reported myself (May 14) to General Manager—wrote out Report afresh, in the office, for Board of Trade. The General Manager was angry that I had stated in the Report that (after the infectious case of measles had been removed to Hospital by Castle Garden Authorities) ‘her bedding had been thrown overboard, and the berth thoroughly disinfected on the day—28th April, 1888—

* The same man, J. A., alluded to above as having contracted blood poisoning and lung disease whilst head steerage Steward, through the bad ventilation of the steerage.

the disease was detected." The General Manager said, "WE DON'T GIVE ANY INFORMATION ABOUT SANITARY MATTERS TO THE BOARD OF TRADE, you must carry out our usual Form of Report, furnished to the Ships' Surgeons on this subject. Sit down and write this Report afresh, leaving out the clause about the disinfection."

The manager's mutilation of H.M. Board of Trade's orders has been already described, but it should be here mentioned that these Reports of the Ship Surgeons to the Board of Trade are ordered, in this Company, to be "forwarded in the ship's despatch box under cover to the general manager." What for? To be further mutilated by that official as exemplified in my own case on the 14th May, 1888, before mentioned. This antagonism of the general manager towards H.M. Board of Trade could not fail to set a bad example to his subordinates, the shipping officials, throughout the entire fleet.

As the ship surgeon of three passenger ships in this line, although I was the only sanitary officer carried by these ships, yet I had no *locus standi*, no authority to advise on the ventilation between decks, etc. The steerage passengers on the upper deck would sit all day on the iron grating, causing the rooms between decks to be filled with stagnant foul air, and descending vapours from the emigrants' unclean bodies and clothes. At night the ventilation between decks was so defective that the stench became abominable.*

"Complaints of Emigrants" were never allowed to reach me, either in A Company or in this Company, in fact, any sanitary supervision on my part in these two companies, was discouraged by the shipping officials on board as interference with their departments. This great company has no Shore Medical Superintendent of whom the young surgeons can seek advice, instruction and protection in the discharge of their duties in the difficult position as servants to two masters—the Board of Trade and the General Manager. The selection of ship surgeons is very unwisely left by the Directors in the hands of the General Manager, who prefers young men, that is, persons who can be easily hypnotised, and consequently unreliable, from the standpoint of the American Emigration Commissioners.

The General Manager promised officially, and in writing, to re-appoint me in the spring of 1889, but dishonourably wrote in the spring that he "gave the preference to younger men." I then submitted to the Directors a long list of the insanitary conditions with well-considered recommendations for improving the medical and sanitary arrangements too long under the control of a lay official, ignorant of such professional matters.

MEDICAL INSPECTION OF STEERAGE PASSENGERS.

This is the chief duty of the Ship Surgeon on sailing days at Liverpool. Very responsible work, so that he should be thoroughly unfettered in the discharge thereof. Whereas he has to be on constant guard against the following draw-backs, having no *locus standi* or authority:—

1st. Undue haste on the part of the Company's Officials to get the passengers on board from the Landing Stage or tender, the females pressing upon each other along the gangway, many carrying children in their arms covered up in shawls, making it well-nigh impossible for the Surgeon to detect the various classes of cases prohibited by U.S. Regulations and H.M. Board of Trade.

2nd. Medical objections often frivolous in the lay eyes of the passenger clerks (anxious to "fill up the ship") may cause friction and tempt the professional conscience to join in the general hurry, be popular, and secure his own berth in the Company.

3rd. At this primary inspection on sailing days the Ship Surgeon has no power to send off the ship any suspicious cases of Eruptive Fevers, &c., until the Government Emigration Medical Officer has also inspected them, who may over-rule the Ship Surgeon (though the latter is *the* responsible man, having to guard against the possibility of out-break of Contagious disease, or of lunacy in the crowded steerage) tempted to do so by having himself possibly been formerly Ship Surgeon in that Company and intimate with their "shore boss."

Why should "Boss Steerage Clerks" even attempt to dictate to the Ship Surgeon (unfortunately *young* Surgeons are untrained, and afraid, by asserting their position, to risk their billet) as to the fitness or otherwise of a Steerage Passenger?

How were the Steerage Passengers at Queenstown inspected medically in the summer of 1888?

The Emigration Officials would come aboard, the Executive Officer would say unto me: "Please, doctor, come round the Hospitals with me, Dr. Minchin (The Board of Trade Medical Officer) has already seen the Queenstown Steerage Passengers." Round the Hospitals and Steerage Decks we would march, and on my return to the upper deck half or all the "low Irish Emigrants" would be aboard! What was the extent of Dr. Minchin's inspection? Did he only survey them from the paddle box of the tender as they stood, men, women and children crowded together on the deck, or even struggle through them, or did he inspect them on shore severally as they passed along the gangway on to the tender? His own duties were heavy enough without assuming those of every Surgeon of Passenger Atlantic Steamer calling at Queenstown for Emigrants *en route* to U.S.A.

* Increased cubic space, and proper system of ventilation independent of the weather, should be demanded.

AMERICAN DOLLARS REQUIRED FOR HER OWN PAUPERS.

How long are the Boston State Charity and New York similar institutions to be spending dollars required for their own domestic paupers upon the maintenance of alien immigrants thrown upon public support through ill health caused by change of climate, the consumptives, idiotic, decrepit, deaf mutes, intemperate, home sick, and indolent, who after months of residence in the American Almshouses, can only be got rid of by paying their return passage to Europe, and that often within twelve months of their landing in the United States? I have a strong impression that many of these invalids through consumption and blood-poisoning, contracted the germs of disease in the foul steerage shipboard atmosphere on their outward voyage from Great Britain and Ireland.

Is there any difficulty in obtaining transportation for these dregs of Europe back to their homes in the Old World? Yes, Mr. Wrightington, Labour bureau, Boston, Mass., informs us "that the Ship's Surgeon whose decision in the matter is final often declines to receive returning immigrants on the ground that they are so sick, decrepit, insane, or feeble-minded, as to make extra care and attendance necessary during the voyage." Many of them thus become "life-long burdens upon the American Community." Every candid Atlantic Steamship Surgeon will endorse the truth of this statement.

MEDICAL INSPECTOR FOR U.S.A., AT QUEENSTOWN.

It has been my settled conviction for a long time that a British Medical Inspector on behalf of the U.S.A., is required at Queenstown far more urgently than at Liverpool, because "the low Irish Emigrants," so-called, in the U.S.A. are most of all objected to by the American people, and such should be minutely inspected for consumption, insanity, idiocy or feeble mind, deformity, pregnancy in unmarried females, blindness, deafness, dumbness, skin diseases, blood diseases, &c.

Gentlemen, I must apologise for the great length of this communication, the vital importance of the subject to the American people must be my excuse.

I have the honour to be, Gentlemen,

Your obedient servant,

CHARLES HENRY LEET, F.R.C.S., Eng.

Late Surgeon-Major, Royal Engineers.

APPENDIX.

"B COMPANY."

Insanitary conditions, etc. reported in official letters to the Directors in 1889.

The ventilators on upper deck for up-take and down-take to steerage decks are in charge of the deck officer, but as he has had no training or examination in the science of ventilation, the surgeon should constantly advise him at sea. No ship's orders to that effect.

The lavatories in use by emigrants should be visited twice daily by the surgeon. No orders to that effect.

The water-ways, between decks, should be personally examined daily by the surgeon. In S.S.——, the water-way, where it passes through the purser's and doctor's cabins, had been choked up, probably for months, and a drawer in purser's room firmly nailed over it, the carpenter having to saw it open for my inspection of the said waterway.

Steerage passengers should not be allowed to purchase or borrow mattresses from the ship steward's department nor blankets from saloon linen closet issued on loan to firemen or stewards.

Members of the crew should not be berthed in saloon cabins, when their rooms are given up to steerage passengers. Dryness of the cushions of deck saloon, deck smoking room, &c., is neglected. Indeed, two of these three old ships are very damp throughout and injurious to health in the cold foggy Atlantic trade.

(N.B.—To prove how little the Directors valued these sanitary letters, the ship's hospitals of S.S. B., July, 1890, were appropriated to members of the crew, their berths having been given up to passengers embarked in excess of the regulation number.)

The plan of berthing the medicines in the doctor's cabin in these three ships is disgusting to the passenger, degrading to the profession. The little cupboard with its two or three little rows of little medicine bottles on each shelf, arranged behind each other, renders dispensing irksome and unsafe. Steerage passengers on homeward voyage require a great deal of medicine, at which the manager should not grumble. The surgeon should hand over surgery stock drugs to his successor in good condition, fit for use—in two ships I was obliged to heave overboard decomposed drugs. (*vide* inventory of drugs in S.S.——, December 10th, 1888).

Attention to quality of vaccine is urgent—A vaccine tube supplied by the druggist to S.S.—November, 1888, contained blood. No thigh or arm splints are supplied—I always brought my own splints. The ship's carpenter has no time in a smash to make splints.

THE SURGEON'S LOG BOOK (improperly styled in this company "The Surgeon's Journal of Practice") is a tiny pamphlet, six inches and a half by four inches, containing three sheets of ruled paper far too small for the purpose; no instructions given to the young surgeon how to write it up.

The port hospital, between decks of S.S.—, had a leaky roof prior to, and during December voyage, 1888, so much for putting the hospital "at the captain's disposal." Steerage passengers require strong healthy attendants, weakly men should not be sent on board by chief stewards for this duty (as was R.P., August 5th, 1888).

Female steerage passengers should be sent down below at sundown, as in A company—9 p.m. is too late. The familiarity on deck between the males and females is disgusting.

Steerage stewardesses should go through a course of hospital instruction, and when on duty (at sea), should be total abstainers, not to be turned out of their cabins for passengers.

Read paper at late International Congress of Hygiene, by the medical officer of health of Liverpool, recommending the transfer, from the Board of Trade to the Local Government Board, and Port Sanitary Authorities, of the control of Marine Emigration Sanitation and Ship Surgeons, *Lancet*, August 15th, 1891.

RESTRICTED IMMIGRATION INTO THE UNITED STATES.

TO THE EDITOR OF THE LIVERPOOL COURIER.

SIR,—The present official visit of the American Emigration Commissioners to Europe marks the commencement of a new epoch in international sanitation. Heretofore the new world has been receiving year after year with open arms, strangely unconscious, for shrewd people, of the evil consequences, all sorts and conditions of men. Vast numbers of these immigrants without health, character, morals, education, or brains, hundreds of them incapable of learning or of doing any work on landing in the United States, lazy, drunken, sickly, and depraved, living on the public charities, then scheming to return home in a more debased condition than ever. But Columbia wakes up at last, puts her foot down, and the revised regulations, the outcome of the Emigration Commission, will shortly exclude from American soil and citizenship all such undesirable immigrants.

The Medical Commissioner kindly discussed the subject with me in London on the 24th instant, expressing his desire that the British public might be made acquainted with his chief instructions bearing upon the sanitary standpoint. The European Shipowners on their side having been informed of the new regulations bearing upon contract labour, crime, pauperism, and the growing tendency of steamship agencies to solicit the purchase of passengers tickets to the United States, apart from the vital question of the physical and moral fitness of the individual solicited.

The revised sanitary regulations include in the intending immigrant personal hygiene, *mens sana in corpore sano*, an age limit, soundness in wind and limb, rigid exclusion of consumption, infectious and contagious diseases, insanity, leprosy, &c., and, to ensure that the medical inspections prior to embarkation shall be carried out by capable and high-principled medical officers, the shipping officials are required to afford the doctors sufficient time and every facility, or to accept the alternative of defraying the passages of "returned unsuitables."

The Medical Commissioner impressed upon me the fact that one million bonâ fide farmers can be accommodated with farms in the United States, and that should be good news for our farmers, who are steadily losing faith in this wet and sunless climate. Judging from the success of my own son, a delicate youth up to seventeen, now after some five years residence in North America a robust man with a valuable farm bought with his own earnings, without a call at any time on his father's purse, I should strongly advise other young men to go and do likewise. The delicate young men will pass the doctor and be pronounced fit for that climate, as in the case of my son, if they start before consumption has commenced.—

Yours, &c.,

C. H. LEET, F.R.C.S.

Seaforth, 30th July, 1891.

OPINIONS OF THE PRESS ON "THE SHIP'S SURGEON OF TO-DAY."

"The Pamphlet throws a lurid light on the discomfort and petty insolence a Surgeon who attempts to do his duty by his employers, the passengers, and the crew is exposed to from the Officer in command, UNLESS HE IS CONTENT TO CLOSE HIS EYES TO ALL ABUSES." *The Lancet*, December 28th, 1889.

"Dr. LEET is doing good service by drawing attention to the present very unsatisfactory position of the Ships' Surgeons." "The manner in which Dr. LEET's career afloat was brought to an end is probably an example of the impatience with which the officials regard anything like criticism of the sanitary arrangements of their ships."—*British Medical Journal*, November 26rd, 1889.

"Judging from the numerous testimonials that he publishes we gather that Dr. LEET stands high, both professionally and socially."—*Liverpool Journal of Commerce*, October 22nd, 1889.

"There does indeed seem to be a need for reform in the cases to which you allude in your pamphlet."—Mrs. SAMUEL PLIMSOLL.

"Your pamphlet will bear fruit."—GOVERNMENT EMIGRATION OFFICER.

"We have drawn attention in preceding numbers to his excellent pamphlet on "The Ship Surgeon of To-day." DR. LEET is like a veritable Paladin, and is out single-handed to fight one of the most powerful trade combinations, viz., ship owners. But the contest is unequal. He has suffered, and must suffer, in consequence of his zeal. The British Medical Association should come to his assistance, and take the work off his shoulders."—*British Provincial Medical Journal*, July 1st, 1890.

PROFESSOR SAYRE of New York, writing to DR. FRED SHATTUCK, Boston, Mass., says:—"You will find in DR. LEET an accomplished gentleman and a very well posted practitioner."