

[Report 1909] / Medical Officer of Health, Manchester Port Health Authority.

Contributors

Manchester (England). Port Health Authority.

Publication/Creation

1909

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PORT OF MANCHESTER.

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT SANITARY AUTHORITY.

1909.

ORDERED BY THE PORT SANITARY AUTHORITY TO BE PRINTED
30th March, 1910



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PORT OF MANCHESTER.

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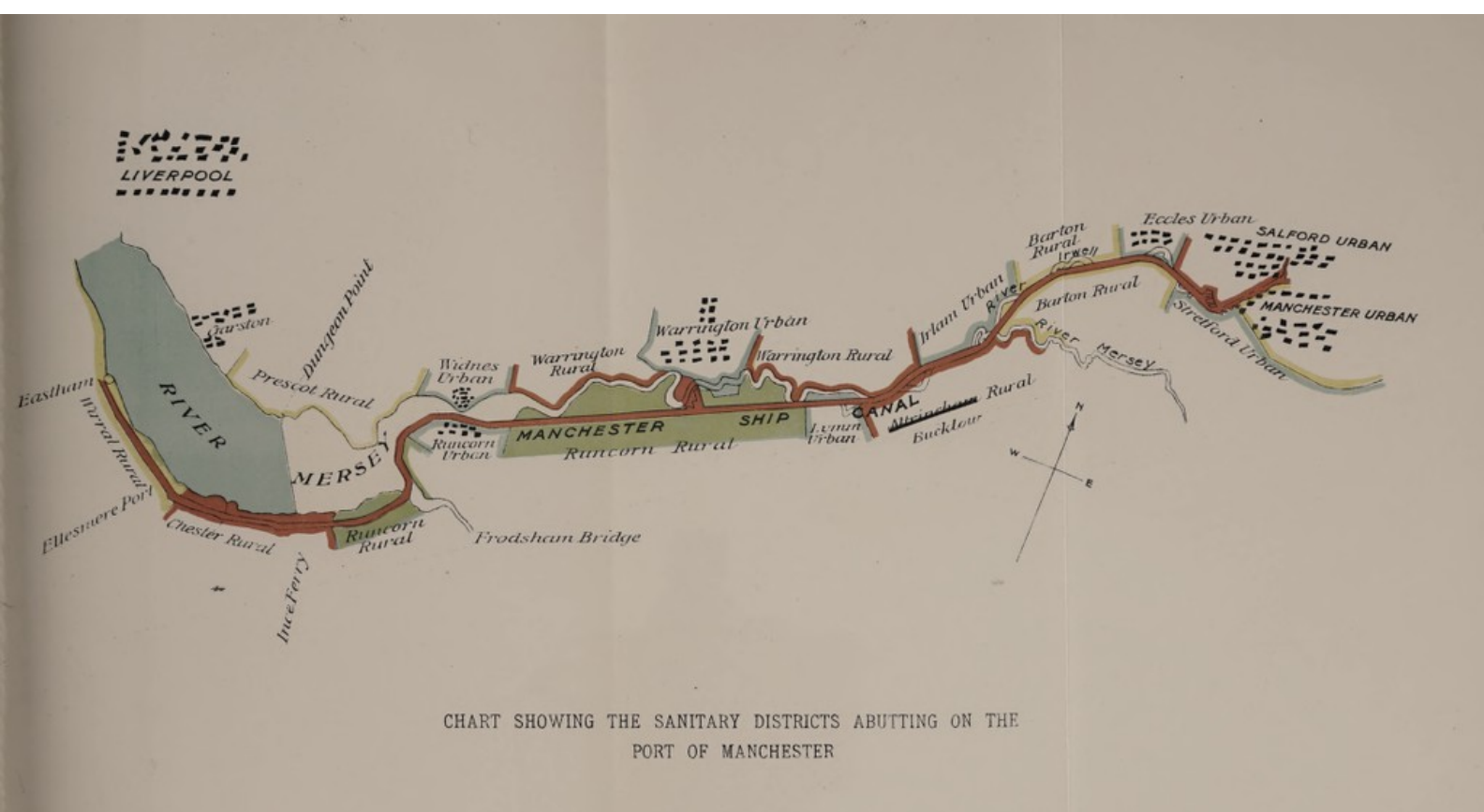
1. Liverpool Small-pox Hospital.
2. Liverpool Cholera, Plague and Yellow Fever Hospital.
3. Wirral Small-pox Hospital.
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PORT OF MANCHESTER.

TO THE CHAIRMAN AND MEMBERS OF THE
PORT OF MANCHESTER SANITARY AUTHORITY.

GENTLEMEN,

I have pleasure in presenting my Annual Report for the year 1909, this being the fourth which it has been my privilege to present to the Authority.

So far as concerns infectious disease you will be able to note with satisfaction that the Port has been comparatively free, the main cases dealt with, as usual, being typhoid. Although cholera has been rife in certain Baltic ports, and a considerable number of vessels have been passing between such and Manchester, there has not been the slightest suspicion of this disease being imported.

The sanitary condition of ships has been well attended to, and co-operation of owners in remedying defects has enabled the work to proceed without friction.

The work of food inspection has required the exercise of a great amount of tact, but I think it may be said, on the whole, that as importers are becoming better acquainted with the requirements of the Authority and the Local Government Board, the difficulties which do arise, on occasion, are becoming less frequent. The Foreign Meat regulations came into force on the 1st January, and I have taken the opportunity of explaining the working of them in the Report.

I have the honour to be,

Yours faithfully,

W. F. DEARDEN,

Medical Officer of Health.

MEDICAL OFFICER'S DEPARTMENT,
15, SALISBURY BUILDINGS,
TRAFFORD ROAD,
SALFORD.

March 30th, 1910.

MANCHESTER PORT SANITARY AUTHORITY.

The Authority is composed of the following Members:—

Mr. Alderman Walton Smith, J.P., Manchester,	<i>Chairman.</i>	
„ „ W. Huddart, J.P., Salford,	<i>Deputy Chairman.</i>	
Mr. Coun. C. G. L. Skinner, M.D., J.P.		} Manchester.
„ Alderman T. Hassall, J.P.		
„ Councillor W. T. Dagnall		
Alderman Sir Wm. Stephens, Kt., J.P.		} Salford.
Mr. Alderman E. Desquesnes		
Mr. Councillor W. H. Barrett, J.P. ...		
Mr. Councillor Thos. Robinson, J.P. ...		U.D. of Stretford.
Mr. Alderman Nathan Parr, J.P.	}	Borough of Eccles.
		R.D. of Barton-upon-Irwell.
		U.D. of Irlam.
Mr. Councillor Jas. Evans, J.P.	}	Borough of Warrington.
		R.D. of Warrington.
Mr. Councillor Geo. Pilling, J.P.	}	U.D. of Lymm.
		U.D. of Runcorn.
		R.D. of Runcorn.
		R.D. of Bucklow.
Mr. Alderman G. I Neil... ..	}	Borough of Widnes.
		R.D. of Chester.
		R.D. of Wirral.

The Officials of the Authority are as follows:—

Medical Officer of Health—W. F. DEARDEN, M.R.C.S., L.R.C.P., D.P.H.,
15, Salisbury Buildings, Trafford Road, Salford.

Telephones: Office, 114 Docks; Residence, 45 Urmston.

Clerk—A. HOLMES, Solicitor, Bexley Square, Salford. Tel. 5927 Central.

Sanitary Inspectors—H. ATKINSON, C.S.I. (and M.F.I.),

W. RICHMOND, C.S.I. Offices: 32, Leinster Gardens, Runcorn.

Food Inspectors—R. ADAMS, C.S.M.F.I. (succeeded by J. ALMOND,
C.S.M.F.I.); G. W. MASON, C.S.M.F.I.

Medical Officer's Clerk and Assistant Inspector—GEO. WHALLEY, C.S.M.F.I.

„ „ *Junior Clerk*—R. H. HIGGS.

SICKNESS DURING THE YEAR 1909.

The total number of cases of Sickness reported during the year was 132.

Reported Sickness from 1897-1909 inclusive.

1897	...	...	...	16
1898	...	..	...	65
1899	...	...	...	46
1900	...	...	...	71
1901	...	...	...	89
1902	...	...	...	144
1903	...	...	...	124
1904	...	...	...	159
1905	...	...	...	103
1906	...	...	...	174
1907	..	...	...	162
1908	...	...	...	138
1909	...	...	...	132

Cases of sickness of all kinds have been notified, as usual, by the Liverpool Port Sanitary Authority, the Manchester Ship Canal Co., H.M. Customs, Shipowners, and Medical Practitioners, but the bulk of information respecting this has been obtained by the Inspectors during their visits to the vessels in port.

Infectious cases are dealt with separately in Table VI., non-infectious sickness, injury, and death in Table VII., a general summary is supplied in Table I., and a useful classification is given in Table II.

INFECTIOUS DISEASES.

The diseases notifiable to the Authority under this heading are Smallpox, Diphtheria, Membranous Croup, Erysipelas, Scarletina, Typhus, Enteric or Typhoid, Relapsing, Continued, and Puerperal Fevers.

TYPHOID OR ENTERIC FEVER.

There was an increase in the incidence of this disease on Manchester bound vessels during the past year, the total number being 15, as against 10 in 1908. Of these cases one died shortly after leaving San Francisco; one was removed to hospital at Suez, one at Trinidad, and one at Liverpool. Of the remainder, eight were removed from vessels in the Port direct to Ladywell Sanatorium, one was removed from his own house at Runcorn by the local Authority, one had reached Poplar, and another Liverpool, before the illness was detected, but they were promptly removed to hospital in those localities. There was a very heavy death rate among the cases removed to Ladywell, this amounting to half of the cases removed. The case of a certain vessel arriving on December 1st is worthy of mention. On boarding at Mode Wheel, the ship's medical officer reported that, on November 6th, whilst in New York the chief steward was removed to hospital suffering from typhoid, the diagnosis being confirmed by Widal's test. The vessel left for Manchester the same day, and the second steward was taken ill on November 21st. The day following the boatswain was also taken ill, and on November 24th the cook commenced suffering with feverish symptoms. The cases were removed to Ladywell Sanatorium, where two died. It subsequently transpired that another sailor from this vessel was removed to hospital at Liverpool suffering from the same disease. This small epidemic could not be satisfactorily accounted for, but it may be noted that the stewards, cook, and boatswain are about on a level as regards rank, and that they would not only be thrown very much into one another's society but would use the same w.c. Before being removed to hospital the chief steward must have used the w.c. when in an infective state, and, as this could not be properly cleansed owing to being in port, the opportunity would be provided for the others to take infection. The break between the dates of incidence certainly make it appear that the infection had been introduced by the chief steward.

SMALLPOX.

It is gratifying to note that Manchester has been free from any importation of this disease. One case occurred on a Manchester bound

vessel, and was removed to hospital at Bunbury, Western Australia. All the crew were re-vaccinated at this place, and were in the best of health on arrival at Manchester.

SCARLET FEVER.

No cases of this fever were found on ocean going vessels during the year, but five cases occurred on one particular canal boat journeying between Weston Point and the Potteries. It was reported to the Inspector on July 30th. that three children who lived on the boat had been removed to hospital at Stoke, on the 2nd of the month, suffering from the complaint, and that two weeks later two other children, who went to live in the same cabin, contracted the disease, and were removed to hospital at Weston Point. All the cases recovered.

DIPHThERIA.

All three cases under this heading were removed from a canal boat lying in No. 8 Dock, and consisted of the master, his wife, and a child. Each of them made a good recovery in hospital.

CHOLERA, PLAGUE, AND YELLOW FEVER.

During the latter half of the year Cholera again became prevalent in the Baltic, chiefly St. Petersburg and Riga, and all vessels from these ports were carefully inspected at Liverpool. As usual, certificates of freedom from this disease were handed to the master, after examination of all hands, and these were examined at Eastham before allowing the vessel to enter the Canal. Arrangements have been made with the Ship Canal Co, to prevent any vessel from an infected port, arriving at Eastham without this certificate, from proceeding further until your Medical Officer has been communicated with and given his instructions. Only one vessel from a Cholera infected port reached Eastham without having undergone examination at Liverpool, but as all had been reported well on board by the Customs Authority, she was allowed to proceed to Mode Wheel where the necessary examination was made by the Medical Officer.

A number of vessels have arrived from Plague infected ports, and having undergone the usual inspection at Liverpool, received their certificates. On one occasion a Manchester bound vessel was detained off New Ferry owing to a suspicious case of glandular enlargement in the groin of an English seaman. The man was removed and the vessel disinfected, but, as the enlargement subsequently proved to be due to ordinary causes, the vessel was allowed to proceed to Manchester in due course. Although careful and systematic enquiry has been made as to the mortality of rats on these vessels, there has been no evidence of anything in the nature of a high death rate among the rodents. At the same time your Medical Officer is of opinion that it would be a useful practice to have all vessels coming from Plague infected ports cleared of their rats whilst in Manchester. The Authority is again obliged to the Zeba Co., of 66, Seel Street, Liverpool, for supplying the following table of rats destroyed by their employes on vessels within the Port.

NO. OF RATS DESTROYED IN THE PORT OF MANCHESTER,
DURING THE YEAR 1909.

Month.		No. of Vessels.		No. of Rats destroyed.
January	...	12	...	1052
February	...	9	...	931
March	...	12	...	1144
April	...	12	...	1303
May	...	9	...	647
June	...	9	...	369
July	...	13	...	1150
August	...	11	...	848
September	...	11	...	718
October	...	12	...	946
November	...	10	...	618
December	...	11	...	1109
		<hr/>		<hr/>
	Totals	131		10,835

The following table shews the Ports having communication with Manchester, that have been considered as infected, during the year, with

either Smallpox, Plague, Cholera, or Yellow Fever, also the total number of vessels from each Port of departure classed as infected under the particular heading.

Name of Port	Number of Vessels from Ports Infected with			
	Smallpox	Plague	Cholera	Yellow Fever
CALIFORNIA :				
San Francisco ...	1	—	—	—
CANADA :				
Halifax, N.S. ...	11	—	—	—
St. John, N.B. ...	10	—	—	—
EGYPT :				
Alexandria ...	28	28	28	—
INDIA :				
Bombay ...	6	6	6	—
Karachi ...	10	10	10	—
NETHERLANDS :				
Rotterdam ...	—	—	4	—
SPANISH, PORTUGUESE, AND ITALIAN Fruit Ports	46	—	—	—
SOUTH AMERICA :				
Bahia ..	6	6	—	6
Buenos Ayres ...	1	—	—	—
Rio de Janeiro ...	1	1	—	—
RUSSIA :				
Archangel ...	1	—	1	—
Libau ...	4	—	—	—
Riga ...	27	—	27	—
St. Petersburg	2	—	2	—
TOTAL ...	154	51	78	6

Only six vessels from a Yellow Fever infected port arrived in Manchester during the year.

SUMMARY OF THE CASES OF SICKNESS OCCURRING
DURING THE YEAR.

TABLE I.

Accidental Injuries	...	...	...	20
Drowning	...	...	...	3
Typhoid Fever	...	...	...	15
Cold and Influenza	...	...	...	12
Rheumatism	...	...	...	8
Heart Disease	...	...	...	7
Pneumonia	...	...	...	5
Scarlet Fever	...	...	...	5
Gastritis	...	...	...	4
Pleurisy	...	...	...	4
Venereal Diseases	...	...	...	4
Diphtheria	...	...	...	3
Dysentery	...	...	...	3
Malaria	...	...	...	3
Skin Diseases	...	...	...	3
Bronchitis	...	...	...	2
Debility	...	...	...	2
Diarrhœa	...	...	...	2
Glandular Affections	...	...	...	2
Hæmorrhoids	...	...	...	2
Hernia	...	...	...	2
Unknown	...	...	...	2
Apoplexy	...	...	...	1
Asthma	...	...	...	1
Boils	...	...	...	1
Bright's Disease	...	...	...	1
Constipation	...	...	...	1
Convulsions	...	...	...	1
English Cholera	...	...	...	1
Epilepsy	...	...	...	1
Hæmoptysis	...	...	...	1
Hæmorrhage	...	...	...	1

Inflammation of Bowels	...	...	1
Insanity	...	...	1
Paralysis	...	...	1
Phthisis	...	...	1
Senile Decay	...	...	1
Smallpox	...	...	1
Tonsillitis	...	...	1
Ulcers	...	...	1
Varicose Veins	...	...	1
Total			<hr/> 132 <hr/>

Constitutional Disease	..	...	...	...	...	13
Diseases of the Alimentary System				...	...	13
" " Circulatory		"		...	...	10
" " Integumentary		"		..	...	4
" " Locomotor		"		...	..	0
" " Nervous		"		..	..	5
" " Respiratory		"		...	...	12
" " Urinary		"		...	..	1
" " Lymphatic		"		...	...	3
Specific Fevers	...	...	..	..	...	24
Malarial	"	...	...	...	...	3
Dysentery	...	...	...	...	...	3
Influenza and Colds		...	...	...	...	12
Venereal Diseases	...	...	...	...	...	4
Unknown	...	...	...	...	...	2
Injuries—Fatal	2					
Non-Fatal	18					
	—					
	20					
Drowning	...	3				
	—		..	...	...	23
						—
				Total	...	132

TABLE III.

The following Table gives the number of cases which were removed to various hospitals, other than those within the Port of Manchester, from Manchester bound ships :—

Removed to Hospital at Liverpool	...	...	4
" " Stoke	...	...	3
" " New York	...	...	2
" " Pensacola	...	...	2
" " Alexandria	...	...	1
" " Antwerp	...	...	1
" " Bunbury	...	...	1
" " Chatham, N.B.	..	..	1
" " Halifax, N.S.	...	...	1
" " Fowey	...	...	1
" " Guernsey	...	...	1
" " Las Palmas	...	...	1
" " Palermo	...	...	1
" " Poplar	...	...	1
" " Rosario	...	...	1
" " St. John, N.B.	..	..	1
" " Suez	...	...	1
" " Trinidad	..	...	1
Total	...	...	<hr/>25 <hr/>

TABLE IV.

The number of cases removed to hospital within the Port of Manchester :—

Removed to Hospital at Manchester and Salford	18
„ „ Runcorn... ..	1
„ „ Weston Point	2
	—
Total	21
	—

TABLE V.

In this Table are included those who died at sea from Sickness, together with those who lost their lives through Drowning :—

Deaths at sea from Disease	... ..	2
„ „ Drowning	... ..	3
		—
		5
		—

TABLE VI.

Particulars of Cases of Infectious Disease on Manchester bound Vessels.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS ²
1909 Jan. 16	s.s. Ottawa ...	Philadelphia ...	Davyhulme ...	Typhoid Fever ...	On January 16th, an intimation was received from the Medical Officer of Health of Poplar, through the Manchester Health Office, to the effect that William Robinson, a fireman on this vessel, who had arrived in Manchester from Philadelphia, on December 30th, had been admitted into Hospital in Poplar, suffering from Typhoid Fever. This vessel was visited on December 31st, at Davyhulme, ¹⁷ when it was reported that there was no sickness on board on arrival in Port and that all had been well on the voyage. The vessel had previously been at Birkenhead, where a similar report had been given to the Liverpool Inspecting Officer.
Feb. 13	Milverton (ship) ...	San Francisco ...	Runcorn ...	Typhoid Fever (?)	The mate reported that the day the vessel left San Francisco, Sept. 13th, 1908, an apprentice was taken ill. The symptoms pointed to Typhoid Fever, and although the

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Feb. 20	s.s. Lena Petersen ...	Mediterranean Ports	Mode Wheel ...	Typhoid Fever (two cases)	<p>patient received every attention, he died on October 1st, and was buried at sea. The necessary disinfection was immediately carried out, and the water tanks emptied and cleansed at Runcorn.</p> <p>A telephonic communication was received from the Liverpool Port Sanitary Authority, at 10-30 p.m., on February 20th, to the effect that there were two cases of sickness, suggestive of Typhoid, on board this vessel which was coming up to Manchester from Mediterranean Ports. The Canal Co. were notified that this vessel would require inspection by the Medical Officer, and that no one must be allowed to board or leave until after inspection by him. The vessel was boarded at Mode Wheel, on the 21st instant, at 12-45 p.m., and as the symptoms appeared to be those of Typhoid, arrangements were made for the prompt removal to the hospital. The sick men were Germans, and named respectively Frdr. Sachs, aged 19, a sailor, and Helmuth Bradhering, aged 29, a fireman. The necessary disinfection was duly carried out. The fireman died on March 9th, and the sailor was discharged on April 2nd.</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Mar. 25	Liberator (steam tug)	Liverpool ...	Weston Point ...	Typhoid Fever ...	The master left the vessel at Weston Point, eight days before, on account of feeling unwell. He was attended by a Runcorn doctor who treated him for Influenza. Subsequently the man was discovered to be suffering from Typhoid, and was removed to hospital. The vessel was disinfected under the superintendence of Inspector Richmond.
Apl. 26	s.s. Karin ...	Stettin ...	Salford ...	Typhoid Fever ...	A telephone message was received from a local medical practitioner to the effect that he had called to see a fireman, and was of opinion that the man was suffering from Typhoid. The Medical Officer visited and gave instructions for removal to hospital. The patient recovered.
May 20	s.s. Albanian ...	Pensacola ...	Salford ...	Typhoid Fever ...	A message was telephoned by the Liverpool Port Sanitary Authority, to the effect that the 4th Engineer was suffering from Typhoid, and that the vessel was near Eastham Locks. The vessel was boarded on arrival at Salford, at 10 p.m., by the Medical Officer and Inspector Atkinson. Orders were given for the man's removal to hospital on the following day. The man recovered.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
July 30	Lily Queen (canal boat)	Potteries ...	Weston Point ...	Scarlet Fever (five cases)	The master's wife of the canal boat "Lily Queen," reported that three of her children who lived on the boat, had been removed to hospital at Stoke, four weeks ago, suffering from Scarlet Fever. Two weeks later two more children who went to live in the same cabin contracted the disease, and were removed to hospital from Weston Point on July 19th. The cabin was disinfected at Stoke and Weston Point after each removal. All the patients were recovering in hospital.
Sept. 20	s.s. Redbridge	Karachi ...	Salford ...	Smallpox	The master reported that whilst the vessel was at Bunbury, Western Australia, a fireman was removed to hospital suffering from Smallpox. The vessel was thoroughly disinfected, and the crew re-vaccinated.
Sept 21	s.s. Karma	Karachi ...	Salford ...	Typhoid Fever	The mate reported whilst on passage from Karachi, a sailor was taken ill and was removed to hospital, at Suez, on August 28th. The fore-castles were disinfected by the crew.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Sept. 23	s.s. Adalia ...	Karachi ...	Mode Wheel ...	Typhoid Fever ...	This vessel arrived at Salford docks at 2-30 p.m., on September 23rd, from Karachi. She had been boarded by the Medical Officer at Mode Wheel, at 2 p.m., in consequence of a message from the Liverpool Port Sanitary Authority, to the effect that there was a suspicious case of Typhoid Fever on board. On examination of the sick man (R. W. Butler, 3rd engineer), the Medical Officer came to the conclusion that the symptoms indicated Typhoid, and immediately the vessel tied up he was removed to Ladywell Sanatorium. The patient died in hospital.
Nov. 27	s.s. Manchester Miller	New Orleans ...	Salford ...	Typhoid Fever ...	The master reported that a sailor was removed to hospital at Trinidad on September 15th, suffering from this disease.
Dec. 1	s.s. Camoens ...	New York ...	Salford ...	Typhoid Fever (four cases)	A telephone message was received on December 1st, to the effect that there were several cases of fever on this vessel. The vessel was boarded at Mode Wheel, by the Medical Officer, when the ship's Medical Officer reported that

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					<p>whilst in New York, the chief steward was removed to hospital on November 6th, suffering from Typhoid, and the berth was disinfectd under supervision. The vessel left for Manchester the same day, and the 2nd steward was taken ill on November 21st. The day following the boatswain was also taken ill; and on November 24th, the cook commenced suffering with feverish symptoms. As all these men appeared to be suffering from Typhoid the Medical Officer ordered them to be removed to Ladywell Sanatorium, and disinfection was subsequently carried out under supervision of Inspector Atkinson. It was subsequently reported by the Liverpool Health Authority that another sailor from this vessel had been removed to hospital in that city suffering from the same disease. Two of the cases proved fatal.</p>
Dec. 17	s.s. Alert	... Poole	... Runcorn	... Typhoid Fever ...	<p>The master reported that the cook was removed to hospital at Liverpool, in September last, suffering from Typhoid.</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Dec. 20	Forget-me-Not (canal boat)		Salford	Diphtheria (three cases)	<p>Information was received by telephone at 5.5 p.m. from Messrs. Fellows, Morton & Clayton, that the Canal Boat "Forget-me-Not," belonging to them, lying at 2 Shed, 8 Dock, had on board two cases of sickness suspected to be Diphtheria. A few minutes afterwards a District Inspector of the Manchester Corporation called with the same information, and added that a child had been removed from the same boat the previous Saturday, and since died in hospital from Diphtheria. On visiting the boat, the master and his wife were both found to be suffering from Diphtheria, and a child, 15 months, was apparently starting with the same disease. All three were removed to Ladywell Sanatorium the same evening, and thorough disinfection of the boat was carried out on the day following. The cases recovered.</p>

TABLE VII.

Particulars of non-infectious sickness, injury and death occurring on Manchester-bound vessels during the year.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
1909 Jan. 5	Tynron (barquentine)	Rio Grande	Runcorn ...	Drowning	The mate fell into the river at Rio Grande and was drowned.
" 7	Elm (flat) ...	Runcorn ...	Widnes ...	Influenza	The mate had left the vessel and gone to his home suffering from influenza.
" 21	Britannic (canal boat)	Potteries ...	Runcorn ...	Bronchitis, &c. ...	A boy was suffering from bronchitis and inflammation of the lungs, and was receiving medical attention.
" 21	s.s. Manchester Trader	St. John and Halifax	Salford ...	Pleurisy ...	The chief officer reported that a fireman was removed to hospital at Halifax, N.S., on December 27th, 1908, suffering from pleurisy.
" 21	s.s. Briton ...	Holyhead	Runcorn ...	Accidental Injury	The master reported that the mate had his little finger accidentally cut off the previous day, and had left the vessel to go to his home.
" 22	Gertrude (steam flat)	Birkenhead	Wigg's Works ...	Pneumonia	The engineer had been off duty for a month suffering from pneumonia.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Feb. 1	Olive Branch (ketch)	Bideford ...	Runcorn ...	Accidental Injury	The mate reported that the master sprained his ankle at the latter place, two weeks ago, and had since been off duty.
" 8	Anna and Mathias (brig)	Rio Grande ...	Runcorn ..	Rheumatism ...	The mate reported that a sailor had been off duty for two weeks on the voyage, suffering from rheumatism.
" 13	Milverton (ship)	San Francisco ...	Runcorn ...	Unknown ...	A sailor was suffering from an internal complaint, and was advised by the Inspector to see a doctor.
" 15	s.s. Bloomfield ...	Port Arthur, Texas	Davyhulme ...	Rupture ...	A fireman was found to be suffering from rupture. ² 5
" 16	s.s. Westmoreland ..	Hamburg ...	Salford ...	Apoplexy ...	The mate reported that the cook had been in hospital at Hamburg for three days, and had been off duty on the voyage suffering from apoplexy.
" 16	Henrietta (schooner)	Newquay ...	Runcorn ...	Gastralgia ...	The cook was suffering from gastralgia, and was advised to see a doctor.
" 17	s.s. Suffolk ...	Avonmouth ...	Salford ...	Venereal Disease	A sailor was off duty, suffering from venereal disease.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Feb. 23	s.s. Lena Petersen ..	Castellon	Salford	Accidental Injury and Rheumatism	The 3rd engineer and a fireman were suffering from an injured leg and rheumatism respectively.
" 23	s.s. Prado	Huelva	Salford	Accidental Injury	A fireman had been suffering from an injured leg during the passage, and was paid off on arrival.
" 24	Leah (canal boat) ...	—	Ellesmere Port ...	Varicose Veins ...	The wife of the master was suffering from varicose veins in the leg.
Mar. 3	Excelsior (canal boat)	—	Ellesmere Port ..	Pleurisy	The master was suffering from pleurisy.
" 8	s.s. Woodleigh	Rosario	Grain Elevator ...	Cold	The mate reported that a sailor was suffering from a severe cold.
" 9	s.s. Fusilier	London	Pomona	Accidental Injury	The 2nd engineer was being attended by a doctor for a sprain of the dorsal muscles.
" 19	s.s. Ragna	Mediterranean Ports	Salford	Skin Disease ...	The mate reported that a sailor was off duty, suffering from a skin disease, and was being medically attended.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Mar. 22	s.s. Carbineer ...	London ...	Pomona ...	Rheumatism ...	The 3rd mate reported that the master was unwell whilst in London, and was examined by a doctor, who stated that he was suffering from rheumatism.
" 23	Mary Orr (schooner)	Poole ...	Runcorn ...	Cold ...	The cook was leaving the vessel, as he was suffering from a severe cold.
" 23	Lizzie (schooner) ...	Fowey ...	Weston Point ...	Pneumonia ..	The mate reported that a sailor was removed to hospital at Fowey, suffering from pneumonia.
" 30	s.s. Parkgate ...	Rosario ...	Salford ...	Diarrhoea ...	The mate reported that an apprentice was removed to hospital at Rosario, suffering from diarrhoea. ²⁷
" 31	s.s. Aston Hall ..	Alexandria ...	Salford ...	Heart Disease ...	The master reported that the cook was removed to hospital at Alexandria on March 7th, and died on March 10th from heart disease.
Apl. 2	Elma (schooner) ...	Limerick ...	Weston Point ...	Accidental Injury	The mate was landed at Arklow a week ago, suffering from a sprained arm.
" 3	s.s. Delaware ...	Philadelphia ...	Davyhulme ...	Influenza ...	The captain was being attended by a doctor for influenza.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
April 6	Olive Branch (schooner)	Bideford ...	Pomona ...	Accidental Injury	The mate reported that on March 17th, the mizzen mast was carried away and injured the master's son. The vessel put into Milford the following day, but he died on the ambulance when being conveyed to hospital,
" 10	Mary Orr (schooner)	Pooie ...	Runcorn ...	Pleurisy ...	The master was being attended by a doctor for pleurisy.
" 14	s.s. Ashford ...	Lough Swilly ...	Weston Point ...	Skin Disease ...	The master had been suffering from an eruption and swelling on the legs for the past ten days.
" 21	s.s. Bisley ...	Bahia Blanca ...	Grain Elevator ...	Ulcerated Leg ...	The master reported that the carpenter was removed to hospital at Las Palmas, on April 12th, suffering from an ulcerated leg.
" 22	s.s. Lena Petersen ...	Mediterranean Ports	Salford ...	Influenza...	The mate reported that on March 2nd, during the passage from Swansea to Palermo, a sailor was taken ill. He died on March 15th, two days after arriving at the latter place. The doctor said the cause of death was influenza. On March 8th, the 3rd engineer was taken ill and removed to hospital at Palermo, on March 16th, suffering from feverish symptoms.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
April 28	Olandi (canal boat) ...	—	Runcorn ...	Epilepsy ...	The master's wife was suffering from epileptic fits.
" 29	s.s. Gisla ...	Porsgrund ...	Salford ...	Cold ...	The 2nd mate was suffering from a cold.
May 10	s.s. Sailor Prince ..	Alexandria ...	Salford ...	Heart Failure ...	The master reported that a lady passenger died on the passage, on April 30th, from heart failure. The body was buried at sea.
" 15	Mary Miller (schooner)	Poole ...	Runcorn ...	Influenza...	The mate was attended by a doctor for influenza.
" 22	s.s. Bostonian ...	Boston ...	Salford ...	Insanity ...	On arrival, a fireman was removed to an asylum as he was mentally deranged.
" 22	s.s. Wellpark ...	London ...	Runcorn ...	Hæmoptysis ...	The master reported that a sailor had been spitting blood. He was examined by a doctor who said the man was not seriously ill.
" 25	s.s. City of Manchester	Glasgow ...	Salford ...	Pneumonia ...	The mate reported that a Lascar fireman was removed to hospital at Liverpool on May 5th suffering from pneumonia.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
June 1	s.s. Trooper ...	London ...	Pomona ...	Cold ...	The master reported that an apprentice had been confined to his berth suffering from a severe cold.
" 7	s.s. Wermland ...	Brunsvark ...	Salford ...	Glandular Affection	A sailor was off duty suffering from swollen glands.
" 10	s.s. Lena Petersen ...	Valencia ...	Salford ...	Accidental Injury	The mate reported that whilst the vessel was at Valencia, a sailor fell on a cask and injured himself internally. He had been off duty since, and was removed to hospital on arrival here.
" 15	s.s. Trooper ...	London ...	Pomona ...	Pneumonia ...	The chief engineer had left the vessel and gone to his home, suffering from pneumonia.
" 16	s.s. Jersey Moor ...	Bombay ...	Salford ...	Rupture ...	An apprentice was removed to hospital at London, on June 9th, suffering from rupture.
" 17	s.s. Ulefos ...	Kragero ...	Salford ...	Accidental Injury	The boatswain was off duty, suffering from an injury to his side.
" 17	s.s. Katherine ...	Fleetwood ...	Widnes ...	Rheumatism ...	A fireman left the vessel, suffering from rheumatism.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
June 29	s.s. Carbineer ...	London ...	Pomona ...	Rheumatism ...	The mate reported that an able seaman was removed to hospital at the latter place, on June 20th, suffering from rheumatism.
" 30	s.s. Pondo ...	Bombay ...	Salford ...	Enlarged Glands in the Groin	<p>A message was received from the Ship Canal Co. to the effect that this vessel had been detained by the Liverpool Authorities, at New Ferry, owing to a suspicious case of sickness existing on board. Your Medical Officer made enquiries by telephone from the Liverpool Authorities and ascertained that an English seaman was suffering from enlarged glands in the groin, that he had been removed to Hospital, and that all the living Quarters on board the vessel had been disinfected. Your Medical Officer made arrangements for the ship to be boarded at Eastham and placed in charge of an Inspector until arrival at Manchester, should she be allowed to proceed by the Liverpool Authority. He then went over to Liverpool and interviewed the Medical Officer in charge, and was informed that</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
July 1	Mary and Elizabeth (schooner)	Falmouth ...	Ellesmere Port ...	Heart Disease ...	after careful examination and enquiry the Senior Medical Officer had come to the conclusion that the case was not one of Plague. The vessel proceeded to Manchester in due course and was kept under observation during her stay.
" 2	s.s. Margaritha ...	Newry ...	Weston Point ...	Accidental Injury	It was reported that the master died three weeks ago, after being ill for 48 hours. The cause of death was found to be due to dropsy and heart failure.
" 10	s.s. Elysia ...	Glasgow ...	Salford ...	Venereal Disease	A sailor was suffering from a sprained ankle.
" 12	Amanda (schooner) ...	Newquay ..	Runcorn ...	Boils ...	A lascar was suffering from venereal disease.
" 13	s.s. City of Madras ...	Glasgow ...	Salford ...	Unknown ...	The master was suffering from boils on the neck.
					The mate reported that a Lascar sailor had died suddenly the day before. At an inquest a verdict of natural causes was returned.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
July 22	s.s. Manchester Commerce	Philadelphia ...	Salford ...	Influenza	Information was received from the Manchester Ship Canal Co. to the effect that one of the sailors on this vessel was off duty, suffering from feverish symptoms. The vessel was boarded at 12-30 a.m. by Inspector Atkinson and Dr. Fairweather (on behalf of the Medical Officer). The vessel was again visited in daylight, and the symptoms having subsided the patient, John Evans, ordinary seaman, aged 14, was allowed to proceed to his home.
" 24	s.s. Portland ...	Miramichi ...	Salford ...	Bright's Disease Venereal Disease Accidental Injury	<p>The mate reported that a fireman was removed to hospital, at St. Johns, on June 7th, suffering from Bright's disease, and that on July 3rd, an ordinary seaman was removed to hospital at Chatham, suffering from venereal disease. On May 28th, whilst on passage from Cadiz, an apprentice met with an accident and sustained an injury to his testicles. He went into hospital at St. Johns, on June 4th, and remained there until the 11th, when he re-joined the vessel. On</p>

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
July 27	s.s. Swansea Vale ...	Pomaron ...	Salford ...	Drowning ...	July 5th he went into hospital at Chatham until the 8th, when he again joined the ship. He was off duty on the inward passage and went to his home on arrival.
" 27	s.s. Kura ...	Philadelphia ...	Barton ...	Rheumatism ...	The master reported that the mate disappeared on June 30th, during his watch on deck, the weather at the time being fine.
" 27	Excelsior (canal boat)	—	Widnes ...	Rheumatism ...	The mate reported that a fireman had been off duty for some days before arrival, suffering from Rheumatism.
" 30	s.s. Dorisbrook ...	Grindstone Island	Salford ...	Malaria and Asthma	The master had been suffering from rheumatism for 10 days.
" 31	Laurie (canal boat) ...	—	Runcorn ...	Debility ...	The master reported that an Arab fireman had been suffering from malaria and asthma intermittently for the past twelve months.
					The wife of the master had been suffering from general debility for the past week.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Aug. 4	s.s. Kittiwake ...	Rotterdam ...	Salford ...	Malaria ...	A fireman was suffering from malaria.
" 13	s.s. Par ...	Par ...	Runcorn ...	Gastralgia ...	The master reported that a fireman was off duty suffering from gastralgia.
" 16	s.s. Olympia ...	Glasgow ...	Salford ...	Tonsillitis ...	A lascar was off duty suffering from tonsillitis. He was attended by the ship's doctor.
" 18	Tyrant (ketch) ...	Teignmouth ..	Runcorn ...	Bronchitis ... Skin Eruption ...	A sailor was removed to hospital at Guernsey four weeks ago, suffering from bronchitis. Another sailor was suffering from a skin eruption. 35
" 19	Malpas Belle (brigantine)	Antwerp ...	Ellesmere Port ...	Pneumonia ...	The master reported that a sailor was left in hospital at Antwerp, suffering from pneumonia.
" 24	Celerity (flat) ...	Widnes ...	Runcorn ...	English Cholera	The master left the vessel ten days ago and went to his home feeling unwell. He was attended by a doctor who said he was suffering from English cholera.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Aug. 25	s.s. Ballochmyle ...	Karachi ...	Salford ...	Phthisis ...	A lascar was suffering from phthisis. He had been examined by the Assistant Port Medical Officer at Liverpool.
Sept. 8	Gretchen Hartrodt (barque)	Tumby Bay, Australia	Runcorn ...	Accidental Injuries	The mate reported that on June 18th, on passage from Tumby Bay to Karachi, a sailor fell from aloft and sustained injuries to his head, from which he died two hours later.
" 18	s.s. Almerian...	Mobile ...	Mode Wheel ...	Senile Decay ...	The mate reported that the lamp trimmer had been suffering from senile decay on the homeward passage, and had gone to his home.
" 20	s.s. Baron Minto ...	Karachi ...	Salford ...	Dysentery ...	The mate reported that the captain was removed to hospital at the latter place suffering from dysentery.
" 20	s.s. Redbridge ...	Karachi ...	Salford ...	Heart Failure (three cases)	The master reported that on February 10th, whilst the vessel was on passage from Calcutta to Bunbury, Western Australia, the then captain died of heart failure, and was buried at sea. On April 22nd, on arrival at Colombo, the chief engineer and one of the firemen were paid off, also suffering from heart failure.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Sept. 23	s.s. Adalia ...	Karachi ...	Salford ...	Paralysis ...	On arrival a Lascar fireman, aged 18, was found to be suffering from paralysis of the lower extremities, and was removed to the Manchester Royal Infirmary.
" 27	s.s. Trafford Hall ...	Glasgow ...	Salford ...	Hæmorrhoids ...	A Lascar was being medically attended, as he was suffering from hæmorrhoids.
" 28	s.s. Incenore ...	Buenos Ayres ...	Salford ...	Diarrhœa. ...	The mate reported that a fireman had suffered intermittently on the voyage from diarrhœa.
" 29	s.s. Do set ...	Avonmouth ...	Salford ..	Hæmorrhoids and Constipation	The mate reported that the watchman had been suffering from hæmorrhoids and constipation. He was removed to Hope Hospital.
Oct. 11	s.s. Elys a ...	Glasgow ...	Salford ..	Malaria ...	A Lascar was being attended by the ship's doctor for malaria.
" 13	Hero (canal boat) ...	—	Ellesmere Fo t ...	Convulsions ..	A child was being attended by a doctor for convulsions.
" 19	s.s. Clan Fo bes ...	Glasgow ...	Salford ...	Heart Failure ...	The master reported that the chief Lascar cook died at Glasgow on October 12th, from heart failure.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Oct. 19	Enterprise (sloop flat)	Liverpool...	Widnes ...	Rheumatism ..	The master had been off duty for two weeks suffering from rheumatism.
" 22	s.s. Cundall ...	Savannah	Salford ...	Dysentery ...	A fireman left the vessel, after being examined by a doctor, suffering from dysentery,
Nov. 2	s.s. Manchester Merchant	Philadelphia	Salford ...	Cold and Cramp	The mate reported that a sailor was removed to hospital at the latter place on October 13th, suffering from cold and cramp.
" 13	Jove (canal boat) ...	—	Runcorn ...	Accidental Injury and Debility	The wife of the master was suffering from a broken wrist and general debility. ∞
" 13	s.s. Broomfield ...	Savannah ..	Salford ...	Accidental Injuries (two cases)	The mate reported that whilst the vessel was at Pensacola, on May 20th, a sailor fell off a stage into the hold, and was removed to hospital; another fell off the same stage and injured his leg, for which he was medically treated. On May 28th, the cook was removed to hospital suffering from severe vomiting.
"				Gastritis ...	...

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Nov. 15	s.s. Vestfos ...	Kragero ...	Salford ...	Inflammation of the Bowels	The mate reported that the boatswain was suffering from inflammation of the bowels. He was removed to the Salford Royal Hospital.
" 16	Sun (canal boat) ...	Liverpool ...	Widnes ...	Nasal Hamorrhage	The master had been in hospital at Bootle for a week, suffering from nasal bleeding.
" 24	s.s. Ellesmere ...	Valencia ...	Salford ...	Accidental Injury	The 2nd mate reported that on the passage from Valencia, the 2nd steward was struck with a sea, and had his leg broken. He was conveyed to the Royal Infirmary on arrival.
" 27	s.s. Manchester Miller	New Orleans ...	Salford ...	Accidental Injury Drowning Pleurisy	The mate reported that on July 14th a sailor fell down the hold and received injuries to his back. He was removed to hospital at Rosario. On August 1st, a fireman fell into the river and was drowned, and on September 30th another fireman was removed to hospital at New York, suffering from Pleurisy. It was reported on arrival of the vessel at Eastham that there was

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					a case of sickness on board. The vessel was boarded by the Medical Officer on arrival in dock at 7-30 p.m., and a sailor who joined the vessel at New Orleans, was found to be suffering from dysentery. He was subsequently removed to the Salford Royal Hospital.
Dec. 7	s.s. Bygdo ...	Valencia ...	Salford ...	Dysentery	The mate was confined to his bunk suffering from gastritis.
" 13	Johannes (barquentine)	Rio Grande	Runcorn ..	Venereal Disease	The mate reported that a sailor was removed to hospital at the latter place suffering from venereal disease, and that another sailor was now suffering from a severe cold.
" 13	s.s. Ferrum ...	Dundalk ...	Ellesmere Port ...	Cold ...	A sailor was suffering from a poisoned wound of the hand.
" 21	s.s. Rosslyn ..	Jersey ...	Runcorn ...	Accidental Injury	The master reported that he had received an injury to his testicles, and was leaving the vessel.
" 22	s.s. Imperial Prince ..	Alexandria ..	Salford ..	Influenza	The master reported that a sailor was off duty for several days, suffering from influenza during the passage.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Dec. 25	s.s. Hawk ...	Koska ...	Salford ...	Eczema ...	The cook was off duty suffering from eczema.
" 29	s.s. Ventura de Larrinaga	Galveston ...	Salford ...	Accidental Injury	The 4th engineer received an injury to his fingers in the engine room, and was removed to Salford Royal Hospital.

INSPECTION OF FOOD IMPORTS.

During the past year the duties under this heading have, in the opinion of your Medical Officer, been efficiently carried out. The total amount of condemnations is not so high as was the case at the end of the previous year, but this is very easily accounted for on examining the figures in the subjoined tables. During 1908, a very large quantity of grain was condemned and utilised for purposes other than human food, the amount being roughly 700 tons. During 1909, the condemnations under this class have only amounted to 140 tons, but the amount dealt with under other headings has been in excess of the previous year. The total amount of unsuitable food dealt with totalled 430 tons 6 cwts. 1 qr. 5 lbs.

Food stuffs have been examined at the Salford and Pomona Docks, at Trafford Wharf, and, in the case of several grain cargoes, at Runcorn. No arrangements have been made during the year for inspection of river warehouses, where considerable amounts of food stuffs, loaded overside into barges, are carried for storage; and the same applies to the supervision of the many varieties of eatables which are taken up country by canal boats after being landed at Ellesmere Port. It will be remembered that action in these matters was deferred pending a definition being arrived at as to the exact limits of the Authority's jurisdiction within the Customs Port. On application being made to the Local Government Board to amend the Order constituting the Authority, by defining specifically the extent of jurisdiction, it was held that such amendment was unnecessary as the existing Orders gave full powers of inspection in connection with the Dock systems at Runcorn, Weston Point, Ellesmere Port, and at any other point within the area of the Customs Port. It would, therefore, appear that arrangements might now be made for inspection to take place at these parts of the Port.

The rapid increase in the importation of food stuffs is one of the most pronounced features in the advancing importance of the Port of Manchester. Actual figures as to the amount and value are taken from the Annual Returns of the Board of Trade, and these show for the first two years of food inspection a total increase in value of over one and a quarter millions sterling. The most surprising fact in connection with

these figures is that in 1908, a year of great depression for the Port, during which the value of total foreign imports receded by £5,000,000, the value of imported foreign food stuffs showed an increase of £300,000. During the same period there was a decline in the value of imported foreign food stuffs equal to £500,000 at London, £5,500,000 at Liverpool, and £1,100,000 at Hull. These statistics show that whatever disabilities, real or imaginary, Manchester importers may suffer from, owing to restrictions imposed by a system of inspection, the advantages to the district as a food distributing centre have told very heavily in the scale, and prove that the greater benefits more than outweigh the petty inconveniences which in some cases are complained of. Objections to the system of inspection carried out at this Port have been mainly due to such misunderstandings as have been from time to time removed after mutual explanations between importers and the Department. Cases however still arise where firms have not previously had their goods detained; but even these must be a decreasing quantity on an increased acquaintance with the obligations of the Authority. Probably the most common cause of disagreement has arisen in connection with the disposal of unsound material for purposes other than human food. In some instances the food may be rendered fit for consumption in whole or part by undergoing certain treatment; in other cases it may be sold for animal food or for conversion into manure. The Regulations of the Local Government Board provide for the treatment or disposal of unsuitable food, *under the supervision of the Medical Officer of Health*, who must be absolutely satisfied as to the methods of treatment in order to be in a position to guarantee to the Authority and the Local Government Board that anything unfitted for human consumption should not be used for that purpose. He must further keep a record of all articles dealt with under the Regulations, including particulars of disposal. Whilst ready to promise, so far as they are concerned, that any such article should not be sold for human consumption, certain firms do not quite understand why their sales should be hampered by conditions as to exact disposal, and think that a guarantee from themselves should be sufficient. Though willing to recognise the *bona fides* of such firms, it is quite apparent that the Medical Officer cannot himself guarantee proper disposal unless he become acquainted with the name and address of the person treating the

material and the process which is utilised. Without this knowledge there can obviously be no supervision and no proper record of disposal. Moreover, as there is a penalty of £100 attached to a breach of these Regulations, a want of accurate knowledge would render difficult the fixing of liability. A most prominent example of this difficulty arose quite early on in the history of Manchester food inspection in connection with the disposal of unsound grain, but a thorough understanding of the requirements by the importers has effectually removed the source of trouble; the sale of this class of grain being now dealt with as a matter of routine. In other cases where objection has been taken by your officers to the quality of imported articles, the finding of an efficient remedy has been apparent in a marked improvement of the quality of later consignments.

In order to further ensure the creation of an amicable understanding between importers and your officers, a Sub-Committee of the Authority has been appointed to consider any special complaints by firms using the Port of Manchester, and on several occasions joint interviews have terminated to the satisfaction of both parties.

The feeling which has undoubtedly existed to the effect that Manchester importers were subjected to restrictions which did not exist at other Ports, should now become less and less evident as the Regulations of the Local Government Board are being more generally put into operation. A joint meeting between representatives of the Liverpool Authority and Manchester Authority, on March 31st, 1909, had the result of showing that exactly the same system of inspection as existed in this Port had been adopted at Liverpool, and there would now appear to be no doubt that other Authorities are following on in the same lines. The Association of Port Sanitary Authorities is further proving an important factor in bringing other Ports up to their proper level for the purpose of food inspection.

The following table shews the total number of live stock imported during the year:—

	Cattle	Sheep and Lambs	Pigs
Coastwise (Irish) ...	27,357	40,147	2,169
Foreign (American } and Canadian))	28,887	—	—
	—————	—————	—————
Totals ...	56,244	40,147	2,169

RESULTS OF INSPECTION.

The following Tables shows the amounts of Food Imports which have been condemned during the year; Table A giving particulars of seizures at the Foreign Animals Wharf, and Table B giving particulars of seizures on the various Dock Quays. It will also be noticed from Table C that a quantity of tinned goods have been voluntarily surrendered for destruction.

(A)					Weight			
Articles.					T.	c.	q.	lbs.
Beef (24 carcasses, &c.)	...	...	...	...	7	12	0	24
650 Calves (immature)	...	...	...	...	8	1	1	18
3,132 Calf Beds	...	...	...	...	17	1	3	8
150 Heads	...	...	...	...	1	15	2	24
113 Tongues	...	...	...	...	0	3	2	9
116 Gullets	...	...	...	...	0	1	0	2
1,978 Lungs	...	...	...	...	6	14	3	17
101 Hearts	...	...	...	...	0	4	0	27
79 Skirts	...	...	...	...	0	1	1	18
1,166 Livers	...	...	...	...	5	8	2	0
244 Spleens	...	...	...	...	0	2	2	27
709 Pancreas,	...	...	...	...	0	3	0	13

Articles.	Weight			
	T.	c.	q.	lbs.
726 Rumens (1st Stomach)	5	2	3	24
768 Reticulums (2nd Stomach)	1	7	1	4
148 Abomasa (4th Stomach)	0	5	1	26
226 Kidneys	0	2	0	3
21 Intestines	0	1	3	14
114 Rectums	0	3	0	19
152 Udders	0	8	0	12
38 Mesenteries	0	6	0	9
28 Omentums	0	3	3	22
69 Feet	0	1	3	14
24 Tails	0	0	1	9
Total	55	13	3	7

(B)

Articles.	Weight.			
	T.	C.	Q.	lbs.
Lard	1	7	0	12
Lemon, &c. Peel (434 pipes)	146	9	2	0
Sugar (246 bags)	21	12	2	7
<i>Vegetables :—</i>				
Onions	9	8	0	0
Gherkins	0	1	0	5
<i>Fruit :—</i>				
Oranges (370 cases)	18	15	2	0
Lemons (68 cases)	3	8	2	0
Melon (74 cases)	3	14	0	0
Apples (45 barrels)	2	5	3	0
Pears (4½ barrels)	0	4	2	0
Pomegranates (60 cases)	3	0	0	0

Articles.					Weight			
					T.	c.	q.	lbs.
<i>Grain, &c.</i>								
Wheat	...	...	...	...	84	10	3	25
Maize	...	...	...	...	5	3	3	21
Barley	...	...	...	...	49	5	3	27
Grits	...	...	...	...	0	7	0	16
Oats	...	...	...	...	0	18	0	17
Rice	...	...	...	...	0	2	0	0
<i>Tinned Foods :—</i>								
Condensed Milk (224 tins)	...	...	...	...	0	3	3	8
Apricot Pulp (152 tins)	...	...	...	...	0	13	2	8
Apple Pulp (2 tins)	...	...	...	...	0	0	0	20
Pears (442 tins)	...	...	...	...	0	8	0	2
Peas (2,420 tins)	...	...	...	...	2	12	0	16
Tomatoes (1,093)	...	...	...	...	1	18	3	10
Tongues (1,399 tins)	...	...	...	...	0	12	3	24
Mutton (144 tins)	...	...	...	...	0	7	2	24
Beef (6,141 tins)	...	...	...	...	5	11	0	13
Brawn (32 tins)	...	...	...	...	6	0	1	4
Liquid Eggs (19 tins and 1 cask)	...	...	...	...	0	11	2	14
Herrings (54 tins)	...	...	...	...	0	0	3	15
Sardines (59 tins)	...	...	...	...	0	0	2	4
Lobsters (17 tins)	...	...	...	...	0	0	0	8
Anchovies (5 tins)	...	...	...	...	0	0	0	4
Miscellaneous (9 tins)	...	...	...	...	0	0	0	16
Quaker Oats	...	..	...	...	0	7	1	12
Peanuts (80 bags)	...	...	...	...	4	0	0	0
Malt Extract (6 tins)	...	...	...	...	0	3	0	0
Pigs Stomachs (2 barrels)	...	...	...	...	0	2	0	0
Mutton (3 carcasses and offal)	...	...	...	...	0	2	0	16
Pork (1 carcase and offal)	...	...	...	...	0	1	1	14
Total					374	12	1	26
Gross Total					430	6	1	5

VOLUNTARILY SURRENDERED.

(C)

Articles.	Weight			
	T.	c.	q.	lbs.
Tinned Beef (901 tins)	2	7	0	16
„ Tongue (338 tins)	0	12	0	24
„ Mutton (2538 tins)	6	15	3	4
Miscellaneous (13 tins)	0	0	1	11
Salt Beef (1 cask)	0	1	3	4
Total	9	17	1	3

It will be noted that voluntary surrenders are an increasing quantity. This is due to the practice adopted by certain large importers of canned meats of having the tins examined before delivery to their customers, the unsound ones being placed on one side, and subsequently handed over to the Authority for destruction.

FRESH MEAT.

The carcasses and offal of three sheep and one pig, which died or had been slaughtered on passage from Dublin, have been condemned after inspection at Pomona.

The condemnations at the Foreign Animals Wharf show an increase when compared with the previous year's figures, this being due to adopting the practice of taking possession of calf beds and the larger number of lungs, livers, and stomachs condemned. Condemnations have mainly taken place as the result of tubercle, pneumonia, actinomycosis, septic conditions, and disease of particular organs. The increased number of stomachs and lungs dealt with has been mainly due to a certain catarrhal condition of these organs which has been made the subject of some observations. The lesions appeared to be acute or sub-acute, and it was thought that the conditions under which the cattle were brought over had an influence in causation. An Inspector therefore boarded the s.s. "Man-

chester Commerce," from Philadelphia, on November 27th, 1909, and inspected the methods of stowing, feeding, watering, and air supply. As is usual the cattle were carried on the main deck and in the 'tween decks. The atmosphere on the main deck was quite fresh, but that on the 'tween deck was somewhat stuffy. It was ascertained that the hatch on the 'tween deck forward had been battened down for two days during the voyage, but the usual system of ventilation insisted upon in cattle ships was provided. Samples of the food and water supplied were inspected and seemed to be of good quality. The cattle appeared to be in normal health and condition, but in some instances conjunctival inflammation was well marked. One hundred and fifteen cattle which had been in the 'tween decks, under battened down hatches, were grouped together in the lairages for identification purposes. These cattle were slaughtered during the week ending December 6th, 1909, and the stomachs of nine were condemned on account of gastric catarrh. The remaining 249 cattle were free from this disease. The conditions found in the stomachs were catarrhal inflammation, ulceration, and extensive hæmorrhagic scabbing. Inflammatory conditions were also found in the buccal, respiratory, and genito-urinary membrane. All the cattle on the s.s. "Manchester Commerce" being provided with the same food and water, and the only difference being atmospherical, the fact of the only condemnations for this lesion taking place among those that were confined to the 'tween decks would point to foul air taking an important part in causation. The water provided for the cattle was taken on board at Philadelphia, and is properly filtered Delaware River water, which has a good reputation for purity. Your Medical Officer has had the privilege of seeing a copy of the analyses of this water made by the Chief of the Water Bureau of Philadelphia, and could find no fault with it.

The restrictions placed by the Board of Agriculture and Fisheries against the importation of American cattle from Pennsylvania, New York, New Jersey, Maryland, and Delaware, were modified in April by removing the two last from the list of infected States, and finally removed in May. As stated in the last Annual Report, the presence of Foot and Mouth Disease in these particular States was responsible for the bar to importation.

The custom of slaughtering during Saturday afternoons and evenings, and on Sundays, has been very prevalent during the year. Attention was drawn to the hardship inflicted upon the Inspectors by this practice in the last Annual Report, and it is to be regretted that no improvement has taken place since that publication was issued. Wednesday, Thursday, and Friday are, as a rule, very slack days at these abattoirs, and it is difficult to see why they could not be more utilised for slaughtering, and thus save the rush on Saturdays and Sundays. The use of the refrigerating chambers would prevent any deterioration in the meat during the short time they would be required.

It has been decided by the Authority that the Medical Officer should have the power to call in the services of a veterinary surgeon, where such might be deemed useful or necessary for the purpose of ascertaining the nature of any pathological conditions of a doubtful character. It has only been necessary to utilise this privilege at the Foreign Animals Wharf on one occasion during the year.

GRAIN.

A total of 140 tons 8 cwt. 0 qrs. 22 lbs has been seized and dealt with in the year. Of this quantity only 4 tons 12 cwt. 2 qrs. 3 lbs has been destroyed, the rest being allowed to go for the purpose of converting into cattle or poultry food. The grain importers appear to be now fully conversant with the requirements of the Port Sanitary Authority and the Local Government Board concerning the disposal of unsound grain for purposes other than human food, and your officers now experience little difficulty in obtaining the necessary information and guarantees.

FRUIT AND VEGETABLES.

Inspection under this heading has been carried out in the usual routine and uneventful manner, and the amount of condemnations has varied very little from that of the previous year. The onions condemned have been mostly from Spanish ports. Pickling onions from Holland have given very little trouble during the year, the quality being very much in advance of that noticed in previous years. The compulsory

sorting of several bad cargoes on the quay in Manchester has evidently had a salutary effect on the exporters.

TINNED FRUIT AND VEGETABLES.

There has been a distinct increase in the amount of this class of goods dealt with during the year.

There have been several lots with very poor tins, and some of these showed distinct signs of "faking." The latter had been closed in by fixing a disc on the top and, through remelting and replacing of the solder used for fastening down, numbers of pellets of all sizes became mixed with the contents. The presence of lead and tin were found on analysis, the former amounting to as much as $\cdot 13$ grains per lb. in a sample of tomatoes, whilst the largest amount of the latter was $1\cdot 54$ grains per lb. in a tin of mushrooms. Canned fruits, owing to their acid nature, are particularly liable to this class of contamination, and the experience of your Medical Officer as to the extent of this has tallied with other observers. The greatest danger of course arises from contamination with lead, and it has usually been found when much of this is present that a considerable amount of solder has been exposed to the acid contents. Reference has previously been made to the lacquering of the interior as a safeguard against solution of the tin lining, and recently the introduction of the solderless seam has obviated the chance of lead contamination. During the year there has been a considerable importation of preserved tomatoes from Naples, and these are all packed in solderless tins. They have been found in very good condition so far as metallic contamination is concerned. Another advantage of a solderless tin, from an Inspector's point of view, is that it cannot be "faked" without the fraud being readily detected.

A number of samples of tinned vegetables, which had been "greened" by sulphate of copper, have been sent to the Public Health laboratory for analysis, and some of the samples of both peas and spinach have shown the presence of as much as six grains of crystallised sulphate of copper to the lb. Such results show very distinctly that in spite of the announcement on the tin that "the contents only contain a small amount of copper salts for colouring purposes," the amount used in all these cases

has been far in excess of the requirements, and more than can be good for the consumer. Three small consignments were detained, but were subsequently released for re-shipment to the packers by arrangement with the importers. The three firms concerned undertook to have a clause inserted in all future contracts limiting the amount of added copper salt to a definite percentage; this to be so low that no exception could be taken to it by an inspecting Authority. To obtain their colour these vegetables are placed in a vat containing a solution of sulphate of copper, and it would therefore appear that strength of solution, length of immersion, and perhaps the age of the vegetable, are all factors regulating the amount of absorption. The vegetables are washed after being removed from this solution, so that all the copper is taken up previous to canning. As the colour can be obtained without the use of an excessive amount of copper, there is no reason why the colouring process should not be so regulated as to insure the presence of a reasonable amount only. The proper way, however, to control this artificial greening is by Government action. Now that arrangements for supervision of food imports are in existence at all ports it should not be a difficult matter to order and enforce either prohibition or a fixed standard. As there is no real need for colouring, prohibition would probably be the best plan. So far as the public is concerned it is a case of pleasing the eye, and it is somewhat peculiar to note that whilst the British element insists upon having their peas "greened" French people will not have them so. It is not likely that the trade would object to prohibition, but whilst the practice is permitted competition compels them to meet the undoubted demand. A standard would of course be a distinct improvement on the present state of affairs, and either method of control would be better for the trade as well as better for the public, for if the vegetables were not in accordance with the contract they could be returned to the packer, and the consignee would run no risk of financial loss. Prohibition would be the easiest to work. The presence or absence of copper could be settled by the Medical Officer in a few minutes, by qualitative examination, but the accurate estimation by an analyst which would be required if a standard were adopted, would be a lengthy matter, and entail considerable delay in forwarding the goods to their destination.

LEMON PEEL.

The table shows that a very considerable amount of lemon peel, imported from Sicily, in brine, has been condemned during the year. This large bulk is mainly accounted for owing to the wholesale damage inflicted upon the pipes in two particular cargoes. Whether owing to imperfect stowing or weakness in structure a very large number of the pipes were staved in and the brine escaped. This resulted in overflowing of the bilges and considerable contamination of the lower layers, where most of the staving had taken place. Apart from this contamination with bilge water the contents of other broken pipes, owing to entrance of air and confined atmosphere, became subjected to decomposition and considerable growth of moulds. As regards this latter condition it would appear that certain complaints made by the United States and British Consuls at Messina provide a probable explanation. The consular report for Italy, presented to Parliament in September, contains the following paragraphs:—

“IMPURE WATER FOR CITRONS IN BRINE.

“In consequence of the reports furnished by the United States’ Consulate at Messina and this Vice Consulate regarding the filthy conditions under which the citrons were salted previous to shipment to manufacturers of candied peel, the demand fell off very materially. Large shipments were rejected at New York under the Pure Food Act, after official analysis, and much loss entailed on the shippers in Messina.

“One result was that the syndic of Messina issued a decree whereby no water from the harbour or anywhere along the quay where the town sewers discharge their contents was to be used in the preparation of food-stuffs of any kind, anyone infringing this regulation being liable to prosecution.

“In practice, however, this decree was almost a dead letter, a walk along the water front any day in the season giving ample ocular demonstration that the abuse continued to all intents and purposes unabated; I can find no instance of the prosecution of any individual, although such may have taken place.

“The use of contaminated water obtains equally in most of the small towns along the coast of Messina province, although there exist, or existed, certain works established where the sea water was pure.”

In many of the broken pipes considerable amount of heat had been generated by decomposition, and the warm surroundings had been found so comfortable by certain female rats that they had used them for breeding purposes. In other cases, after exposure to the sun, millions of Sicilian flies appeared, showing the extent of contamination by the larvæ of these insects. The effect of decomposition on lemon peel is to make it pale and flabby, and it is generally recognised when in this condition to be useless for the purpose of converting into candied peel. Nothing could be done with the greater share of the damage, though in certain cases it was found possible to separate the good from the bad. Again, many pipes were surrendered which undoubtedly contained a moderate percentage of sound peel, but in the opinion of the consignees this could not be abstracted on a paying basis. In the case of one cargo considerable inconvenience and delay arose on account of the shipowners refusing any longer to provide labour under the “facilities for examination” clause of the Regulations, but this was subsequently rectified by the importers themselves providing the necessary facilities. In condemning this class of material your Medical Officer has acted on the principle that mouldy, bilge contaminated, and decomposed peel should not be used for human consumption.

CANNED MEATS.

The high price of meat in America is still preventing the importation of any appreciable quantity of these goods. What quantities have been imported have been of good quality, with the exception of two consignments. One of these consignments was old-packed tongues, and the other was recently packed “roast” beef, and the reason of unsoundness was the sloppy condition found in conjunction with metallic contamination. The contents of the latter had a particularly unwholesome look on being turned out, the pieces of meat tumbling apart, and the whole mass collapsing into a sloppy mixture of these with a dirty brown flocculent fluid. These

contents were obviously not of the nature, consistence, and appearance of those turned out from normal tins, and not what one would expect to get when purchasing such goods. Besides being unsound in this sense, the presence of lead and tin in abnormal quantities rendered them further unfit for the food of man.

The solid contents of these tins contained as much as $\cdot 031$ grains of lead per lb. on being analysed at the Public Health Laboratory, and in one case the amount contained in the fluid was $\cdot 567$ grains per lb. The consignees were permitted to take samples for analysis, but their analyst was unable to detect the presence of this metal. The whole consignment was returned to the packers in America on an undertaking being given that any further consignments showing the same characteristics should be surrendered for destruction. There is no doubt that a careful examination of such tins before shipment would result in the condition being discovered, so that it is scarcely likely that the Port will be troubled with a similar consignment from the same firm.

The tongues were very old pack, and the contents much discoloured; a prominent feature of the canning had been the affixing to the inside of the lid by means of solder of a guard disc for the blow-hole. This is a very curious practice considering that the object of this disc is to protect the contents from solder running in at the blow-hole, the lumps of solder actually exposed being much larger than any projecting from the blow-holes.

Contamination of canned foods with tin has been the subject of an important investigation undertaken on behalf of the Local Government Board, and the conclusion is arrived at that any of such cases containing more than two grains per lb. of this metal should be considered unfit for consumption. The presence of lead, however, is a much more serious matter, and a very much less amount than can be authorised in the case of tin would prove highly injurious to the consumer. It appears probable that similar investigation will be made with respect to lead contamination, and it is certainly eminently desirable to arrive at an understanding as to the amount of this class of contamination which would justify rejection for food purposes.

PIGS' BELLIES.

A consignment of two barrels arrived from Denmark, via Hamburg, without exhibiting an "official certificate" from the country of origin. On examination the bellies were found to show pronounced signs of gastritis. A veterinary surgeon was called in, and was of opinion that the condition was due probably to swine erysipelas. As the bellies were obviously diseased they were dealt with under the Unsound Food Regulations and brought before a magistrate, who ordered their destruction. It appears that large quantities of these articles are imported into this country from Denmark, and are converted into a special kind of tripe, which is considered somewhat of a delicacy. This particular consignment had been described in the Customs Bill of Entry as "sausage skins." The matter was reported to the Local Government Board, who drew the attention of other Authorities to the circumstances of this case by means of a circular letter.

SUGAR.

Considering the amount of sugar imported into Manchester, very little is ever found sufficiently damaged to require the interference of your officials. Only $21\frac{1}{2}$ tons have been so dealt with during the year, and your Medical Officer was enabled to release nearly the whole of this for sugar boiling or to be re-refined.

METHODS OF DISPOSAL.

Disposal during the year has been regulated, as formerly, by the principle that if articles unfit for human food have a commercial value for other legitimate purposes, such disposal should be allowed if proper security could be produced. This security means that the goods can only be released to the actual user for other purposes than human food, or to a manufacturer who converts such into material which has only value for other purposes.

The arrangements made with the English Products Co. Ltd. for the destruction in "digestors," at their Warrington works, of condemned carcasses and offal, has worked very satisfactorily during the year.

Only such goods were destroyed as has been absolutely necessary. These have been collected and dealt with by the Salford Corporation at the expense of the Authority.

The exceptional amount of lemon peel which had to be dealt with on one occasion, necessitated the hiring of barges for the purpose of taking to a manure heap.

FOREIGN MEAT REGULATIONS.

These came into force at all ports on the 1st January, and certain amendments were made in September. Under the Regulations as now amended "foreign meat" is tabulated under four headings.

CLASS I has reference to fresh or preserved scrap meat which cannot be identified with any definite part of a carcase, and has not been converted into sausage or other compound or manufactured article; tripe, tongues, or kidneys packed in preservatives; severed and other edible parts of a pig not prepared in the manner in which bacon or ham is usually prepared, and not boxed with an official certificate attached; severed and other edible parts of a pig which have been prepared in similar manner to bacon or ham, but boxed without an official certificate, and, in the case of severed parts, being without the lymphatic glands in their normal positions; any carcasses or parts containing ribs which have been "stripped."

CLASS II refers to entire carcasses of pigs which are without the head in its natural attachment, and without the lymphatic glands of the throat or other parts in their natural position.

CLASS III refers to severed and other edible parts of pork which are boxed with an official certificate impressed on the outside.

The fourth tabulation, "UNCLASSIFIED," refers to meat not in any of the three classes mentioned.

The term "official certificate" refers to a voucher of inspection by a duly constituted authority in the exporting country, and only such are recognised as have been approved by the Local Government Board and advertised in the "Gazette."

It is the duty of the officer of customs to ascertain the presence of foreign meat and its classification on a ship arriving in port. In the case

of meat of Classes I and II he must prohibit removal until examined by the Medical Officer of Health. The Medical Officer is advised forthwith, and he or his inspectors examine the meat. The officer of customs is not required to detain meat coming under Class III, or unclassified meat, unless he is requested to do so by the Medical Officer of Health. Should he do so he will adopt the same procedure with respect to such meat as in the case of Classes I and II. Should the officer of customs not place a bar against the removal of any foreign meat this does not interfere with the inspecting officer examining and dealing with such, when he comes in contact with it. Should the meat come under Class I or II, the Medical Officer serves a notice in writing forbidding the removal of the meat for any purpose other than exportation. If he is of opinion that the meat, though belonging to Class III, or unclassified, should not be used for consumption in this country, he may give a similar notice requiring exportation, but if satisfied that it may be removed to a place of destination in England or Wales, for any other purpose than exportation, he may give a certificate to that effect.

The Medical Officer is required to send a copy of any notice for exportation to the Clerk to the Authority, who must within twelve hours after receipt of the same serve a written notice on the importer, to the effect that unless he gives a written undertaking to export the meat, at his own expense, or will be prepared to prove before a justice that the meat is not intended for sale for human consumption, the Sanitary Authority will order the meat to be destroyed. Any undertaking must be given within twelve hours, or the meat will be destroyed by the Authority. If an undertaking to export be given, this must be executed within three days to avoid destruction. Should the importer undertake to prove before a justice that the meat is not intended for sale for human consumption, the Authority must bring the matter before a justice within twenty-four hours. Should the contention of the importer not be proved, the justice orders destruction (not exportation); but if proved he directs the removal of the prohibition, at the same time setting forth on his order particulars of identity of the meat, the importer, and the person to whom it is to be delivered. Full particulars of the seizures and disposals are to be kept by the Authority.

TABLE 1.—SHEWING PRINCIPAL FOOD IMPORTS AT OUR CHIEF PORTS.

PORT.	IMPORT.	AMOUNT. 1906	AMOUNT. 1907	AMOUNT. 1908
		£	£	£
London ...	Grain ...	15,464,460	16,381,632	16,911,001
	Meat ..	12,195,156	13,167,676	12,358,334
	Tea ...	9,671,699	10,521,732	10,482,128
	Butter ...	7,320,075	6,638,759	6,611,257
	Sugar ...	5,850,368	6,282,392	6,737,912
	Fruit ...	4,084,117	5,296,674	5,235,432
	Animals ...	3,542,987	3,406,761	2,684,233
	Cheese ...	3,657,795	3,267,778	3,430,004
	Eggs ...	2,080,997	2,057,932	2,091,163
Liverpool ...	Meat ...	17,154,490	16,516,851	15,458,262
	Grain ..	14,653,181	16,455,203	15,268,485
	Fruit ...	4,136,668	4,528,019	4,126,319
	Sugar ...	3,059,259	4,604,609	3,513,145
	Animals ...	4,816,940	3,696,571	3,059,699
	Lard ...	1,764,541	2,007,048	1,712,572
	Cheese ...	1,682,173	1,572,328	1,264,581
Hull ...	Grain ...	7,958,903	9,772,361	8,730,537
	Butter ..	3,214,124	3,050,971	3,428,559
	Meat ...	1,382,442	1,330,313	1,162,753
	Eggs ...	995,341	1,162,612	1,156,032
	Sugar ...	725,646	820,200	864,278
	Fruit ...	619,562	665,984	631,842
	Fish ...	669,824	648,116	592,256
	Lard .	564,530	509,566	473,501
	Margarine ...	588,821	452,309	469,463
	Vegetables...	273,434	400,241	330,551

TABLE I. (*continued*)—SHEWING PRINCIPAL FOOD IMPORTS AT OUR CHIEF PORTS.

PORT.	IMPORT.	AMOUNT. 1906	AMOUNT. 1907	AMOUNT. 1908
		£	£	£
Southampton	Meat ...	2,184,633	2,640,920	2,345,559
	Butter ...	1,822,561	1,707,763	2,426,184
	Cocoa&Coffee	831,819	1,338,250	1,438,533
	Vegetables...	703,749	1,013,418	732,729
	Fruit ...	565,124	638,494	616,822
	Grain ...	443,035	468,788	423,611
Leith ...	Grain ...	2,802,252	2,881,388	2,897,977
	Butter ...	2,360,461	2,520,488	2,558,014
	Sugar ...	2,552,782	1,571,866	1,333,296
	Eggs ...	1,032,314	1,076,183	1,101,526
Glasgow ...	Grain ...	4,087,022	4,645,555	4,251,741
	Meat ...	1,233,062	1,198,297	1,196,240
	Fruit ...	663,710	758,356	650,855
	Animals ...	863,001	599,420	441,564
Harwich ...	Meat ..	4,260,176	4,917,862	5,283,044
	Butter ..	1,418,069	1,874,012	1,646,266
	Eggs ...	1,020,208	1,021,614	1,156,318
	Margarine .	831,354	706,366	671,253
Manchester	Grain ..	2,304,106	3,031,804	2,963,167
	Fruit ...	868,805	876,642	902,541
	Sugar ...	587,110	824,798	852,453
	Lard ...	678,562	711,543	795,035
	Meat ...	452,853	376,862	365,791
	Animals ...	370,085	318,913	460,867

TABLE I. (*continued*)—SHEWING PRINCIPAL FOOD IMPORTS AT OUR CHIEF PORTS.

PORT.	IMPORT.	AMOUNT. 1906	AMOUNT. 1907	AMOUNT, 1908
		£	£	£
Bristol ...	{ Grain ...	4,117,661	4,395,940	4,304,275
	{ Cheese ...	1,017,033	919,881	889,748
	{ Sugar ..	981,717	1,012,240	1,108,881
	{ Fruit ...	493,277	688,980	707,833
	{ Meat ...	358,479	472,972	579,502
	{ Cocoa ...	131,818	269,472	222,936
	{ Lard ...	272,786	263,236	285,904
	{ Butter ...	358,479	218,716	207,296
Newcastle-on-Tyne ...	{ Butter ...	2,306,343	2,348,996	2,462,346
	{ Grain ...	1,341,488	1,500,513	1,412,595
	{ Meat ...	467,117	539,359	519,967
	{ Eggs ...	385,166	366,881	383,453
Grimsby ..	{ Butter ...	2,564,266	2,909,598	3,118,868
	{ Eggs ...	457,892	477,860	444,836
	{ Meat ...	187,834	301,545	374,713
	{ Margarine ...	342,945	230,660	210,302
Cardiff ..	{ Grain ...	1,865,267	2,000,489	2,422,720
	{ Meat ...	256,418	240,633	238,896
	{ Vegetables ...	88,026	167,311	122,275
	{ Fruit ...	41,694	46,511	44,353

TABLE II.—COMPARING FOOD IMPORTS WITH TOTAL IMPORTS, AT THE CHIEF PORTS, AND SHEWING THE RATE OF INCREASE.

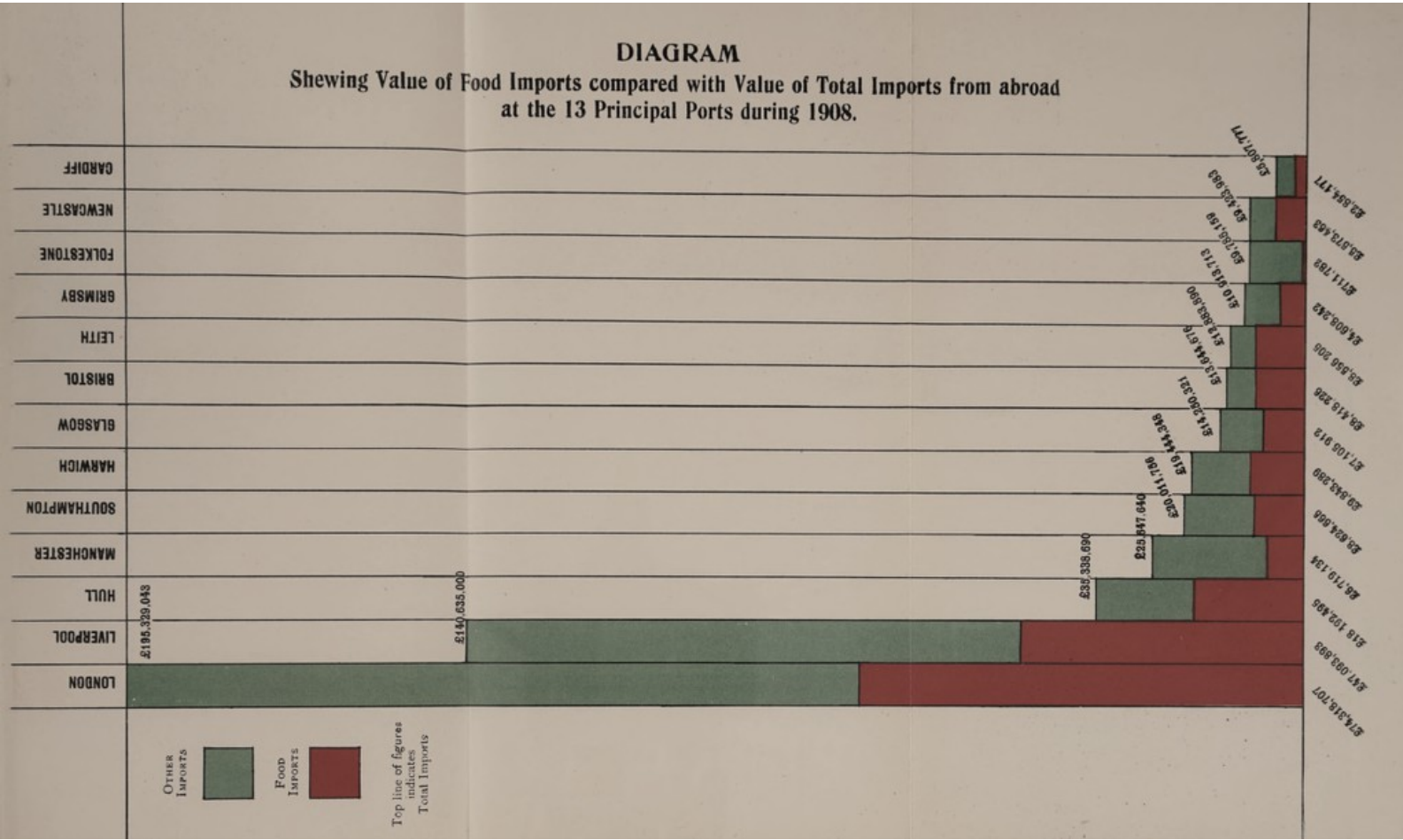
	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.
	£	£	£	£	£	£	£	£
LONDON :— Total Imports ..	169,564,009	167,568,254	173,132,088	174,475,656	181,061,265	199,407,311	209,672,562	195,329,043
Food Imports ..	65,587,749	63,102,082	67,795,404	67,620,504	77,631,236	72,702,835	74,864,461	74,318,707
LIVERPOOL :— Total Imports ..	131,557,791	127,194,381	129,000,840	137,523,276	139,295,487	146,701,650	160,405,187	140,635,000
Food Imports ..	43,931,152	49,053,454	50,881,926	49,332,556	51,313,269	52,415,178	52,740,846	47,093,893
HULL :— Total Imports ..	31,749,185	32,964,423	32,601,063	31,858,730	32,545,886	35,537,397	39,603,363	35,338,030
Food Imports ..	15,623,989	16,454,042	16,653,856	16,775,080	17,139,857	17,429,305	19,236,215	18,192,495
MANCHESTER :— Total Imports ..	14,901,401	17,620,772	20,279,255	21,468,225	23,290,796	26,530,274	30,402,229	25,647,640
Food Imports ..	2,919,825	3,751,194	4,581,406	4,975,415	5,024,119	5,634,009	6,496,657	6,719,134
SOUTHAMPTON :— Total Imports ..	14,362,247	15,826,980	15,740,195	15,586,750	15,342,346	16,518,244	20,161,486	20,011,756
Food Imports ..	6,754,528	8,482,131	8,165,982	7,980,715	7,437,876	7,252,985	8,406,000	8,624,665
HARWICH :— Total Imports ..	17,246,172	19,757,754	14,391,913	18,494,579	18,197,675	19,014,411	18,958,169	19,444,348
Food Imports ..	7,934,791	9,251,066	9,285,033	9,335,304	8,490,654	8,824,483	9,616,262	9,843,289

GLASGOW :—		13,971,183	13,635,230	14,408,658	13,946,006	14,294,421	15,396,381	15,204,846	14,250,321
Total Imports ..		7,524,975	7,090,633	8,133,290	6,617,711	7,275,100	7,600,258	7,908,280	7,105,912
Food Imports ..									
BRISTOL :—		12,256,600	12,183,910	12,751,022	11,870,809	12,090,974	12,397,273	13,511,759	13,644,676
Total Imports ..		7,976,555	7,846,503	8,288,848	7,687,092	7,890,432	8,367,200	8,610,993	8,418,226
Food Imports ..									
LEITH :—		12,438,779	12,684,110	13,787,191	13,255,086	12,754,072	13,628,073	13,875,588	12,883,800
Total Imports ..		7,214,861	8,415,962	7,855,201	7,694,993	7,924,342	9,501,265	8,207,456	8,556,205
Food Imports ..									
GRIMSBY :—		9,214,527	9,940,279	10,148,431	10,155,209	10,687,421	11,122,293	11,112,568	10,913,713
Total Imports ..		2,737,193	3,263,692	3,474,275	3,197,668	3,165,396	3,868,395	4,329,711	4,608,242
Food Imports ..									
FOLKSTONE :—		10,915,869	10,777,801	11,053,872	10,761,270	10,432,203	11,331,097	10,202,053	9,785,159
Total Imports ..		516,416	502,972	503,921	754,398	701,889	649,262	527,818	711,782
Food Imports ..									
NEWCASTLE :—		9,581,298	9,514,460	10,051,602	10,055,619	9,154,268	9,893,124	10,361,305	9,423,983
Total Imports ..		5,952,910	5,895,582	6,079,800	6,146,113	5,183,216	5,235,078	6,869,940	5,573,463
Food Imports ..									
CARDIFF :—		3,539,658	3,956,138	4,312,025	4,884,295	5,173,437	5,406,031	5,521,749	5,807,777
Total Imports ..		1,411,795	1,559,560	1,825,784	2,298,346	2,541,671	2,303,355	2,502,879	2,854,177
Food Imports ..									

TABLE III.—SHEWING THE PRINCIPAL PRODUCING COUNTRIES AND THE DIFFERENCES IN THE AMOUNTS OF FOOD IMPORTS PRODUCED FOR THIS COUNTRY IN THE FIVE YEARS 1901, 1905, 1906 1907, AND 1908.

COUNTRY.	YEAR 1901.	YEAR 1905.	YEAR 1906.	YEAR 1907.	YEAR 1908.
	£	£	£	£	£
United States of America } ...	61,422,052	42,347,658	52,946,835	47,573,092	45,778,612
South and Central America } ...	11,381,108	24,018,073	22,877,349	24,652,958	34,816,805
Canada ...	13,378,656	19,427,773	22,454,945	21,594,763	20,306,782
Denmark ...	13,059,917	14,920,903	15,992,205	17,797,437	18,962,483
Australia and New Zealand } .	10,493,772	14,076,046	14,448,692	16,208,065	13,589,758
India... ..	8,908,059	16,379,133	12,667,382	15,797,659	9,548,245
Russia ...	10,321,914	20,418,718	15,309,738	15,237,744	13,301,066
Germany ..	13,307,903	13,060,417	14,074,460	15,059,642	16,350,311
Netherlands	11,443,514	10,896,443	11,742,229	12,028,948	12,758,310
France ...	12,627,009	8,881,196	9,028,963	9,479,651	9,361,652
Belgium ..	4,254,184	4,023,940	3,865,804	3,710,837	3,636,559
TOTAL ..	£170,598,088	£188,450,300	£195,408,602	£199,140,796	£198,410,593

DIAGRAM
 Shewing Value of Food Imports compared with Value of Total Imports from abroad
 at the 13 Principal Ports during 1908.



THE SANITARY CONDITION OF SHIPS.

The number of vessels registered under the Merchant Shipping Act inspected during the year, totals 2,871. Of this, 1,062 were found with insanitary conditions of various kinds. When compared with the numbers for 1908, an increase under both headings is noted. In 1908, the inspections numbered 2,562 and the defective vessels 954. The percentage of defective vessels is, therefore, somewhat lower for 1909. In the Manchester Section there is an increase of inspections amounting to 28, and in the Runcorn Section of 281. The following Table shews the total number of vessels inspected in the Port, together with the total numbers and percentage of defective vessels each year, from 1897 to 1909, inclusive.

The increase in inspections has, to a considerable extent, been due to Mr. Whalley being able to fulfill the duties of an inspector at each section of the Port during the holidays of the inspector usually in charge.

The total number of vessels inspected within the port, together with the total number of percentages of defective vessels, from 1897 to 1909:

Year.	No. Inspected.	No. Defective.	Percentage.
1897	790	86	10·8
1898	1346	263	19·5
1899	1294	251	19·4*
1900	1610	231	14·4*
1901	1344	263	19·5
1902	2477	870	35·1
1903	2585	916	38·4
1904	2621	1241	47·35
1905	2510	1169	46·57
1906	2284	984	43·08
1907	2592	1014	39·12
1908	2562	954	37·22
1909	2871	1062	36·99

The number of vessels inspected at various points within the Port during each year are shewn as follows:—

Comparison as to the number of vessels inspected at various points within the Port:—

Year.	Manchester and Salford.	Runcorn and Weston Point.	Ellesmere Port.	Widnes.	Other Places.
1897 ...	543	158	39	28	22
1898 ...	762	386	111	60	27
1899 ...	667	308	108	43	168*
1900 ...	619	331	80	63	517*
1901 ...	861	313	70	66	34
1902 ...	1194	862	137	174	110
1903 ...	1087	737	192	206	163
1904 ...	1186	965	175	155	137
1905 ...	1157	863	164	135	191
1906 ...	1105	731	173	99	176
1907 ...	1223	883	191	125	167
1908 ...	1286	852	171	82	171
1909 ...	1338	890	273	174	196

* Extra Inspector at Eastham.

Good progress has been made during the year in obtaining notification from owners of the remedying of defects.

VESSELS RENDERED SANITARY.

	1906		1907		1908		1909
January ...	48	...	44	...	38	...	37
February ...	43	...	33	...	34	...	41
March ...	42	...	38	...	45	...	53
April ...	47	...	79	...	42	...	43
May ...	54	...	35	...	60	...	60
June ...	36	...	54	...	20	...	46
July ..	61	...	42	...	42	...	53
August ...	39	...	42	...	32	...	45
September ...	31	...	74	...	46	...	35
October ...	49	...	65	...	51	...	44
November ...	55	...	55	...	44	...	41
December ...	41	...	65	...	49	...	38
	<hr/>		<hr/>		<hr/>		<hr/>
Totals ...	546	...	626	...	503	...	536
	<hr/>		<hr/>		<hr/>		<hr/>

Although the actual number of defects recorded has shown an increase on the previous year, it is worth of note that only seven Public Health Notices have been served in connection therewith, as against twenty-one in 1908. Of these four have been complied with, while in the remaining cases the vessels have not since been inspected, or promises to remedy have been received. It may be stated generally that an increased willingness to fall in with the views of the Authority on the removal of insanitary conditions has been evident during the year. On the part of your officers it may be mentioned that every effort has been made to be as reasonable as possible in their requests to masters and owners.

The following Table shews at a glance the work of the two Merchant Shipping Inspectors during each month of the past six years, along with the increases and decreases in numbers of inspections from one year to another.

MANCHESTER PORT SANITARY AUTHORITY.

TOTALS OF MONTHLY INSPECTIONS FOR 1904-5-6-7-8-9.

1909.
(Record Year.)

1908.

1907.

1906.

1905.

1904.

	M/c.	RUN- CORN.	TOTAL.	M/c.	RUN- CORN.	TOTAL.	M/c.	RUN- CORN.	TOTAL.	M/c.	RUN- CORN.	TOTAL.	M/c.	RUN- CORN.	TOTAL.	M/c.	RUN- CORN.	TOTAL.			
January ...	77	68	145	105	98	203	78	61	139	100	80	180	97	106	203	77	79	156			
February ...	135	122	257	89	99	188	83	83	106	104	87	191	86	75	161	85	113	198			
March ...	91	81	172	91	73	164	85	84	169	115	102	217	127	99	226	97	108	205			
April...	102	103	205	92	106	198	99	134	233	151	132	283	129	96	225	147	134	281			
May ...	132	151	283	138	151	289	87	110	197	96	100	196	131	110	241	126	114	240			
June...	104	126	230	107	117	224	77	59	136	113	119	232	146	57	203	125	124	249			
July ...	137	161	298	143	150	293	121	139	260	130	100	230	131	66	197	109	117	226			
August ...	46	94	140	46	99	145	98	98	194	57	93	150	100	129	229	135	172	307			
September ...	89	114	203	112	72	184	49	99	148	126	154	280	92	112	204	119	121	240			
October ...	147	118	265	135	137	272	126	90	216	102	116	218	106	97	203	99	99	198			
November ...	103	83	186	78	91	169	104	90	194	81	101	182	120	101	221	142	130	272			
December ...	116	121	237	53	128	181	123	79	202	128	105	233	112	137	249	144	155	299			
TOTALS ...	1279	1342	2621	1189	1321	2510	1130	1154	2284	1303	1289	2592	1377	1185	2762	1405	1466	2871			
INCREASE (*) OR DECREASE (-) from previous year																			*28	*281	*309
																			-30	-104	
																			*74		
																			*308		
																			*173	*135	
																			-226		
																			-59	-167	
																			-111		
																			-21		
																			-90		

1909.—TABLE A.

Shewing the number of vessels inspected and found insanitary, arriving from Foreign and Coastwise Ports:—

Foreign—

		Inspected.	Insanitary.	No. of Order issued under P. H. Act.
Steamships	...	941	343	0
Sailing Vessels	...	51	20	0
		<hr/>	<hr/>	<hr/>
Totals		992	363	0
		<hr/>	<hr/>	<hr/>

Coastwise—

Steamships	...	1096	367	4
Sailing Vessels	...	783	332	3
		<hr/>	<hr/>	<hr/>
Totals		1879	699	7
		<hr/>	<hr/>	<hr/>
Gross Totals		2871	1062	—

TABLE B.

Shewing the numbers of British and Foreign vessels inspected and numbers found insanitary:—

		Inspected.	Insanitary.
British Steam Ships	...	1777	627
„ Sailing Vessels	...	607	237
„ Flats and Barges	...	200	108
Foreign Steamships...	...	260	83
„ Sailing Vessels	...	27	7
		<hr/>	<hr/>
Totals		2871	1062
		<hr/>	<hr/>
Revisits	...	485	
Gross Total of Visits and Re-visits		3356	

TABLE C.

Shewing the number of vessels inspected and number found insanitary at different points in the Port:—

			Inspected.	Insanitary.
Acton Grange ...	...	...	10	5
Astmoor Marsh (Wiggs Works) ...			94	44
Barton ...	...	...	5	1
Davyhulme ...	...	...	28	15
Eccles (including Irwell Park Wharf)			10	7
Ellesmere Port...	...	...	273	117
Manchester, Salford and Stretford...			1338	431
Partington ...	...	...	24	7
Runcorn ...	...	...	594	233
Warrington ...	...	...	25	10
Weston Point and Weston Mersey Lock			296	118
Widnes ...	...	...	174	74
			<hr/>	<hr/>
Totals ...			2871	1062
			<hr/>	<hr/>

TABLE D.

Shewing the Nationalities of the vessels inspected and found insanitary:—

			Inspected.	Insanitary.
British ...	...	...	2584	972
Norwegian ...	...	...	140	50
German ...	...	...	56	8
Swedish ...	...	...	45	12
Danish ...	...	...	15	5
Spanish ...	...	...	11	5
Belgian ...	...	...	5	2
Dutch ...	...	...	4	0
Russian ...	...	...	4	3
Greek ...	...	...	4	4
French ...	...	...	2	1
Austrian ...	...	...	1	0
			<hr/>	<hr/>
Totals ...			2871	1062
			<hr/>	<hr/>

TABLE E.

Shewing the number of crews of various Nationalities on vessels inspected during the year.

British							
Europeans	...	...	...	...	...	...	35,285
Lascars	...	...	...	...	...	...	2026
							<hr/>
							37,311
Norwegian	...	...	...	...	...	...	2083
German	...	...	...	...	...	...	915
Swedish	...	...	...	...	...	...	715
Spanish	...	...	...	...	...	...	483
Danish	..	...	...	...	...	...	195
Belgian	...	...	...	...	...	...	139
Greek	...	...	...	...	...	...	81
Chinese	...	...	...	...	...	...	72
Russian	...	...	...	...	...	...	71
Arabs	...	...	...	...	...	...	59
French	...	...	...	...	...	...	53
Dutch	...	...	...	...	...	...	45
Austrian	...	...	...	...	...	...	26
Finnish	...	..	...	...	...	...	15
							<hr/>
						Total	42,263

TABLE F.

Giving particulars of insanitary conditions found in the different vessels inspected:

CREW'S QUARTERS.

	Steam Ships	Sailing Vessels	Flats & Barges
Accumulations of dirt and refuse in quarters	17	—	—
Accumulation of stagnant water „ ...	15	—	—
Ballast tanks & pipes opening into quarters	2	—	—
Bilges requiring cleansing	2	—	1
Bulkheads defective allowing communication between W.C's &c. and quarters ...	10	—	3
Chain lockers open to forecastles, &c. ...	12	5	—
Chain locker casing broken	3	—	—
Condensed moisture forming on iron decks and beams	2	—	2
Decklights, portlights &c., broken & defective	172	39	14
Drainage of quarters defective, allowing communications with w.c's	10	—	—
Forecastles, &c., requiring cleansing, paint- ing, limewashing, &c.,	155	78	30
Forecastle infested with vermin	1	—	—
Forecastles, &c., deficient in lighting ...	24	12	29
„ „ „ owing to lights being covered by deck cargo, &c.	14	—	3
Forecastles overheated owing to cooking being done in same	2	3	0
Flooring fittings, &c., defective	4	6	5
Iron over bunks unsheated... ..	—	—	5

	Steam Ships.	Sailing Vessels	Flats & Barges
Miscellaneous leakages into quarters ...	45	44	16
Paint, Oil, &c., lockers open to quarters ...	3	7	1
Ship's gear, stores, &c., kept openly in, or in communication with quarters ...	8	6	—
Ventilation inefficient or ventilators defective	77	57	8

CONDITION OF DECKS.

Accumulations of dirt and refuse about decks	21	—	—
--	----	---	---

HEATING.

No stove or stove pipe provided ...	2	—	—
Stove and stove pipes defective ...	40	19	2
Steam Heaters defective ...	2	—	—

OVERCROWDING

and uncertified accommodation occupied ...	10	2	1
--	----	---	---

STORAGE OF FOOD.

No lockers provided ...	1	—	—
Lockers without doors ...	24	—	—
Lockers requiring cleansing, limewashing, painting, &c. ...	—	1	6
Lockers unventilated ...	1	—	6
Food kept open in berths ...	2	—	—
No galley for cooking ...	1	—	—

STORAGE OF WATER.

Water tanks requiring cleansing ...	25	8	—
„ „ not accessible for cleansing ...	2	7	13
„ „ defective owing to no proper cover being provided ...	4	2	12
Water casks &c., in a defective condition ...	3	4	4
No water receptacle ...	1	—	—

WATER CLOSETS.

					Steam Ships	Sailing Veseels	Flats & Barges
Flushing apparatus defective	...	...			73	2	—
Flush and soil pipes defective	...	...			13	2	—
Pans in a foul or defective condition	...				27	4	—
Closets in foul condition	...	...	...		45	2	—
„ deficient in light, or ventilation or both					8	1	—
„ doors and seats absent or requiring					4	—	—
repairs	...	...	...	...
Totals	...				887	311	161

CATTLE BOATS.

The following are the particulars respecting the Foreign Cattle Trade of the Port during the year.

The cleansing of the boats continues to be carried out in a rapid and efficient manner.

STEAMERS.				CATTLE		
				LANDED ALIVE	LANDED DEAD	LOST AT SEA
BOSTONIAN	...	...	..	6142	2	2
IBERIAN	..	...	...	4699	1	3
CALEDONIAN	...	...	..	4173	1	1
MANCHESTER	TRADER	...		2217	1	3
..	CORPORATION	...		1856	—	2
..	IMPORTER	..		1828	1	38
..	COMMERCE	...		1768	1	4
..	MARINER	...		1595	—	6
..	SPINNER	...		1197	—	13
..	PORT	...	..	1083	2	1
..	MERCHANT	...		1043	—	3
..	SHIPPER	...		988	—	1
TITIAN	...	...	...	298	—	—
Totals				28887	9	77

CANAL BOAT INSPECTION.

REPORT on the Administration of the Canal Boats Acts, 1877-1884,
for the year ended 31st December, 1909.

1. Two Inspectors have been appointed by the Authority to carry out the provisions of the Canal Boats Acts, viz.:

HENRY ATKINSON, for Section A, (Manchester to Latchford); and

WALTER RICHMOND, for Section B, (Latchford to Eastham).

Both Inspectors have the Certificate of the Sanitary Institute.

Neither Inspector is required to devote his whole time to the duties of Inspections under the Canal Boats Acts. Their primary duty is the supervision of shipping registered under the Merchant Shipping Act, and they are only required to inspect canal boats at such times as they can spare from their other duties. The Medical Officer's Clerk, George Whalley, has acted as additional Inspector, and in the course of his duties has made 43 visits to Canal Boats. Mr. Whalley possesses the Certificate of the Sanitary Institute, and has been appointed an Inspector of Nuisances by the Authority.

For purposes of Administration, the Port is divided into two Sections, viz.: from Eastham to Latchford, including Widnes and Warrington, with headquarters at Runcorn, and from Latchford to Manchester, with headquarters at Manchester. Each Section is under the control of one of the Inspectors, who is directly and solely responsible to the Port Medical Officer for the proper supervision of his district.

In order to facilitate inspection, at the lower part of the Canal, the Authority's steam launch is in constant use, so that Canal Boats may be visited at any time or place desirable.

These arrangements are found to work smoothly and in every way satisfactorily.

2. During the year there has been an increase of 107 inspections over those of the year previous. On the Runcorn Section of the Canal 118 inspections were made thus shewing an increase of 16 over the previous year's number for this Section. On the Manchester Section 139 inspections were made against 48 during the previous year, the net increase being 91. There is thus a marked increase in the inspections, the figures establishing a record so far as this Authority is concerned. A scheme for improving the supervision of canal boats by the provision of a motor boat has been under consideration by the Authority. The advisability of instituting a more regular inspection and control is illustrated by the incidents reported in paragraph 5.

The number of boats inspected, together with those discovered infringing the terms of the Canal Boats Acts, since the Authority undertook this duty are as follows:—

Year	No. Inspected		No. Defective		Percentage	
1902	...	73	...	31	...	42.46
1903	...	191	...	77	...	40.30
1904	...	230	...	105	...	45.65
1905	...	209	...	132	...	63.15
1906	...	115	...	73	...	63.47
1907	...	84	...	55	...	65.47
1908	...	150	...	67	...	44.66
1909	..	257	...	101	...	39.29

The proportion of defective boats to the total number inspected during the year was 39.29 per cent, being still lower than that shewn in the previous year's figures.

3. The following is a summary of the insanitary conditions and contraventions of the Act found during the year :—

(a) REGISTRATION.

Not registered	...	...	...	...	7
Registration incorrect	...	...	...	...	6

(b) CERTIFICATES.

Not identifying owner with boat	...	...	...	3
Registration certificate absent	...	...	...	14

(c) MARKING.

No marks	...	...	...	...	4
Marking indistinct, or one side only marked	...	...	...	...	5

(d) OVERCROWDING

...	9
-----	-----	-----	-----	---

(e) SEPARATION OF SEXES (want of)

...	...	4
-----	-----	---

(f) CLEANSING AND REPAIRS.

Cabins requiring cleansing	...	...	6
Cabins dilapidated and repairs required	...	...	11
Defective deck, sides, &c., causing leakage	...	...	25
Bulkheads defective, allowing communication with hold	...	...	6
Decklights broken and leaking into cabins	...	...	7

(g) VENTILATION.

Ventilation inefficient	4
-------------------------	-----	-----	-----	---

(h) PAINTING.

Cabin requiring painting	24
--------------------------	-----	-----	-----	----

(i) PROVISION OF WATER CASK.

No water vessel on board	...	...	4
No <i>efficient</i> water vessel on board	...	...	4
Water casks decayed and water vessels requiring repairs	...	...	16

(j) REMOVAL OF BILGE WATER.

Bilge pumps absent	...	...	...	4
„ „ defective	...	...	...	2
Bilges inaccessible for cleansing			...	1
Bilges foul	...	...	...	1
				<hr/>
Total	...			167

(k) OTHER CONDITIONS.

Lighting deficient	...	...	...	7
Defective stoves and stove pipes			...	9
Chain locker open to cabin	...	...		1
				<hr/>
Total	...			184

The proportion of infringements per boat works out at 1.82.

4. The usual steps have been taken to secure compliance with the Acts. In all cases complaint notes have been promptly served upon the owners, and, if not attended to at the end of the prescribed number of days, a postcard asking for return of the certificate has been duly forwarded. If these methods have not proved effectual, a letter pointing out the importance of attending to the Authority's requirements has been written.

5. Three cases of infectious disease have required to be dealt with, all occurring on the same boat. Information was received by telephone on December 20th, at 5.5 p.m., from Messrs. Fellows, Morton & Clayton, that the Canal Boat "Forget-me-not," belonging to them, was lying at 2 shed, 8 dock, Salford, and had on board two cases of sickness suspected to be Diphtheria. A few minutes afterwards, a District Inspector of the Manchester Corporation called with the same information, and added that a child had been removed from the same boat the previous Saturday, and had since died in hospital from Diphtheria. On visiting the boat, the master and his wife were both found to be suffering from Diphtheria, and a child, 15 months old, was apparently starting the same disease. All

three were removed to Ladywell Sanatorium the same evening, and thorough disinfection of the boat was carried out on the day following. All the cases recovered.

6. No legal proceedings have been taken during the year. The number of complaint notes issued was 92, and of these 62 have been returned properly attested up to date. Steps are being taken to ensure due return of the balance.

OFFICE.

Mr. George Whalley, who has acted as Medical Officer's Clerk since 1904, has successfully passed his examination as Meat and Foods Inspector, and the Authority has received sanction from the Local Government Board to allow him to act as deputy to the Medical Officer of Health under the Unsound Food, &c., Regulations. In order to relieve Mr. Whalley of some of his office work, sanction was given to the engagement of an office boy.

The attention of the Authority is directed to the fact that the lease of the offices at Salisbury Buildings, Trafford Road, will expire in May 1911.

W. F. DEARDEN,

Port Medical Officer.

SHIPPING INWARDS TO THE PORT OF MANCHESTER.

FROM JANUARY 1ST TO DECEMBER 31ST, 1909.

	MANCHESTER		RUNCORN		ELLESMERE PORT.		WIDNES		WARRINGTON.		TOTALS.	
	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage
Foreign... { STEAMERS .	1,097	1,426,470	92	40,251	67	43,702	—	—	54	41,589	1,310	1,552,012
	2	1441	43	19,147	9	4,319	—	—	—	—	54	24,907
Total Foreign...	1,099	1,427,911	135	59,398	76	48,021	—	—	54	41,589	1,364	1,576,919
Coastwise... { STEAMERS...	1,961	477,953	917	112,018	423	51,270	859	59,061	27	6,377	4,187	706,679
	57	4,332	650	56,343	86	9,134	205	14,010	—	—	998	83,819
Total Coastwise	2,018	482,285	1,567	168,361	509	60,404	1,064	73,071	27	6,377	5,185	790,498

The above has kindly been supplied by H.M. Collector of Customs for the Port.



