

support,—this restriction cutting off by far the larger number of cases.

A private hospital at Bloomingdale was then resorted to, and arrangements were also made with the City Hospital to receive cases of injury by accident, or patients so suddenly attacked that they could not be removed to a distance, the charge being two dollars each per week. Application was made to the Government of the United States for permission to use the two large stores within the quarantine enclosure, which was given on the 31st of May. At the same time a hundred women in the city were set at work making clothes and bedding; and beds, bedding, cooking utensils, &c., were despatched to the government stores, sufficient for the use of two hundred persons. This promptness was by no means unnecessary, for on the 3rd of June the commissioners were notified that not another patient could be taken in at the Marine Hospital until some should be discharged.

About this time a new embarrassment arose; the officers and crews of the Staten Island ferry boats refused to take patients on board, and it was almost impossible to hire carriages for their conveyance to the water side, the drivers being in terror of infection. It became necessary, therefore, to purchase vehicles and horses.

About this time also another demand upon the energies and means of the commissioners presented itself; it became necessary to provide large means for the reception of small pox patients at Staten Island. A plan was prepared on the 8th of June and on the 11th the commissioners gave authority for carrying it into effect. On the same day they obtained a lease of a portion of the basement of the Old Alms House, in the Park, which they fitted up for the temporary reception of immigrants, and for other needful purposes.

On the 9th of June about 70 cured patients, sent from the Marine Hospital to the Alms House, were returned from the latter and left on the wharf at the foot of 61st street; a new burden suddenly thrown on the commissioners; and on the 12th they were notified that no more immigrants, sick or well, could be received at the Alms House. They therefore took possession of some out-buildings attached to the Old Alms House, and fitted them up for the temporary reception of the suffering strangers, until means of conveyance to the quarantine hospital could be provided, the ferry boats being closed against them. The following extract from the report shows the fearful weight and nature of the burden now resting on the hands and heads and hearts of the commissioners:

"The hospitals at the quarantine establishment were scarcely sufficient for all persons found ill of ship-fever or other disease, on their arrival at this port, and quite insufficient to enable convalescents to be long kept there, while were renewed and increased difficulties in providing for many others, who, bringing the seeds of disease from ship-board, were taken ill after coming up to the city, for others suffering under other diseases arising from change of food or climate, for convalescents still feeble, and for women, children, and many males, suffering merely under destitution and debility. The state of things had now become truly appalling; the health officer said he could not receive any more in the hospital; admittance could not be obtained for either sick or destitute in the Alms-House, the City Hospital and Doctor Wilson's hospital were full, and the out-buildings at the old Alms-house were constantly occupied by the sick daily brought in, while cases of ship-fever appeared in many parts of the city.

"At this crisis the commissioners, who were daily in attendance, proposed that tents should be put up at quarantine, as had been done by the physician of the Alms-House, but the health officer, who was present, objected to their use as unfit for the purpose; and the commissioners not being able to obtain any place in the vicinity of the city suitable for the accommodation of those chargeable to the commission, owing to the excited state of the public mind, it became a subject of the utmost embarrassment to know where any shelter could be found for the great number of persons to be immediately provided for."

Fortunately the energies of the commissioners were equal to the crisis. Without going into full details, it is sufficient to remark that, with the utmost available promptitude and by almost superhuman exertions, they met the emergency—occupying a large building on Ward's Island 140 feet long and five stories high, erecting a temporary building on the same island, 200 feet long, and finally completing the arrangements needed, by converting a large covered barge of 100 tons into a floating hospital. After these arrangements were carried into effect the commissioners were able to meet all demands upon them, and to turn their attention to the scarcely less important work of providing employment for the healthy immigrants, &c.

We give now some figures showing the magnitude of the task which devolved upon these gentlemen:

The number of passengers who arrived at this port, from the 5th of May to the 30th of September, was 101,546. The number of those who came under the immediate charge of the commissioners was 6761, of whom 703 died upon their hands. The money they received, commutation for passengers, was \$101,677; hospital money \$31,789; from the State treasury, \$11,679. Their disbursements were \$91,223. The articles of clothing and bedding made under their direction were in number 10,308, besides large quantities purchased.

We cannot better conclude this article than by appending the names of the gentlemen who have so nobly and effectively met a

crisis so appalling in our city's history. The citizens will hold them long in honoring remembrance:—

WILLIAM F. HAVEMEYER, S.
Pres't of the Board of Commissioners.
GULLAN C. VERPLANCK, JAMES BOORMAN,
JACOB HARVEY, ROBERT B. MINTURN,
DAVID C. COLDEN,
WILLIAM V. BRADY,
Mayor of the City of New York,
FRANCIS B. STRYKER,
Mayor of the City of Brooklyn,
LEOPOLD BIERWIRTH,
President of the German Society, N. Y.
GREGORY DILLON,
Pres't of the Irish Emigrant Society, N. Y.

We have to announce the death of the Mayor of Montreal, Mr. Mills, who fell a victim to an arduous and conscientious discharge of his official duties after a short illness. Mr. Mills, deeply impressed with the sufferings of the unfortunate emigrants, was indefatigable in visiting their abodes of disease and destitution, and administering such relief as the resources of his office placed at his command. In doing this he contracted the fatal Typhus, and paid the penalty of his benevolence with his valuable life. Mr. Mills was a native of New-England—we believe of Boston—but had been many years a resident of Montreal, where the high respectability of his character, and the zeal with which he identified himself with the rising prosperity of his adopted city, secured for him the highest civic honour his fellow-citizens could offer. His interment was marked by every appropriate honour, the Governor-General and his Staff attending and joining in the long procession. Mr. Mills has left a wife and children to deplore his loss.

This fatal Typhus, brought over by the unfortunate emigrants who have fled from famine and privation in Ireland, has made fearful ravages in many of the colonial cities. The medical profession has lost some of its brightest ornaments, who perished in the faithful discharge of their duties.—*New York Albion*.

William Gray, Esq., a native of Nova Scotia, died on the 16th of October, at Liverpool, whither he had proceeded with the hope of recovering that health which a long life in public service had tended greatly to impair. Mr. Gray, after filling the office of British Consul for Virginia for a period of 27 years, sought for and obtained permission to retire from public life on a pension, agreeably to the rules of British Consular service. This he enjoyed but a few years, having reached the age of 72. Few British public functionaries have been more esteemed and beloved than Mr. Gray. In Norfolk, where he resided for upwards of a quarter of a century, he maintained the honour of his country without giving offence to any one, and his loss is not less regretted by the American community of Norfolk than by his warmest British friends and admirers. He was truly a long, well tried and faithful servant of the British Crown, and a man of sterling honour and integrity, possessing that urbanity, hospitality and benevolence which mark the character of an English gentleman.—*ib*.

We have to record a new feature in the annals of agriculture; namely, the introduction of a steam power portable threshing engine, one of which we have recently seen at work, and are induced to believe it will rank among the most important of modern inventions, and is calculated to facilitate the equal delivery of grain, abridge the labor of horses, and increase the quantity of food designed for the service of man. A farmer of the "olden time" would have been startled at the idea of placing a glowing furnace at his barn door, or in the midst of his corn stacks; but, in our opinion, this formidable experiment is fraught with less danger than a stable lantern, used, as we but too frequently see it, in a careless manner, broken panels and the flame of the candle almost in close contact with the hay or litter of the horses. We have not yet been able to ascertain the exact comparative expense of threshing by steam *versus* horses.—*Norfolk (U. S.) Chronicle*.

Distressing Shipwreck.—The schr. Caroline, from Wilmington, N. C., for Bath, Maine, with lumber, took a gale on the 26th ult. on the edge of the Gulf Stream, and laid to all that day. At 7 o'clock that evening, the vessel sprung a leak, and in ten minutes after, she was on her beam ends. Capt. Smith immediately cut away the weather lanyards, when the vessel righted, full of water. The gale made her a complete wreck, leaving but one berth in the trunk cabin which could afford shelter, and sweeping away all the cabin stores, water, and everything moveable from the deck. The gale continued for 8 days. On the third day, one of the seamen went on deck, and was immediately swept overboard. Five days after the vessel was capsized, the bark Isaac Mead hove in sight, but on account of the gale could render no assistance, and during the night lost sight of her. On the seventh day, the survivors caught a little water as it fell from the top of the cabin, which lasted only 24 hours.—On the 10th inst., having been 15 days without food, and 8 days without water, the sufferers determined to adopt the dreadful alternative of drawing lots "to see who should die to feed the remainder." The lot was finally drawn, and fell on an Irishman named Charles Brown, but he being the stoutest man on board, and the only one who had a knife, which he drew, and swore if any one laid hands on him, he would kill two of them, they dared not touch him. He was deaf