

gree of sickness and mortality. These circumstances have a strong bearing upon the mode of propagation of cholera. If it be admitted the poison which produces it be in the air, the natural inference would be that the same cause would affect all ships within the same limits similarly situated on the bosom of the ocean in the same way, and that sickness would be produced on board of all alike. But the above facts, as well as many others contained in this Report, prove that this is not the case. The cause must, therefore, originate either in the person or in the property of the individual; having been engendered here, it, by a species of catalysis, contaminates the air of their residences. When, therefore, this is pent up and not renewed by accessions of a fresh atmosphere, or purified by ventilation; it becomes highly poisonous; and hence the want of fresh, wholesome air on board of passenger ships thus becomes one of the most prominent causes, if not the most so, of the sad mortality that has prevailed. Any one who has ever seen 3 or 400 living beings huddled together in the orlop or lower deck of a passenger ship, can readily comprehend the feasibility of such an explanation. Various expedients have been resorted to for the object of ensuring effectual ventilation, as tubular ventilators, windsails, &c.; and the Report of the Senate dilates upon them; but of all that have yet been practised, it may be said none has been successful, probably because the air, which is loaded with exhalations from the human body, finds its way into the holes and recesses formed by the permanent structure of the ship, the berths (placed as they generally are transversely, and having small spaces underneath them, and the luggage of the emigrants, recesses which cannot be materially affected by any ordinary current of air passing gently through the apartment, and can only be reached and cleansed of their contents by the operation of some appliance which shall cause the volume of fresh air to be distributed to every portion of the apartment occupied by the passengers. Another ripe cause of the spread of disease exists in the imperfect quality of the food upon which the passengers subsist, and the objectionable manner in which the provisions are cooked. Independently of the limited variety in the number of dietetic articles, their coarse state, and frequently emacausic condition, its preparation before ingestion is an important consideration in the present matter. The apparatus for cooking on board of ships of the largest size, consists of a caboose in the proportion of 1 foot long to 1½ feet wide for every 200 people. Here all the victuals must be cooked at certain hours. In attempting to accomplish this the sick are brought into conflict with the healthy, and the weak with the strong. The sick have no chance in such a contest, and are forced to return without cooking their food at all, or after preparing it, only in such a manner as to make it the cause of