

has been condensed, and other changes of a desirable kind likewise introduced. We can therefore with great propriety advise our friends who have not already a work of this nature to possess themselves of Dr. Harris' Dictionary, feeling sensible that in excellence it has not yet been surpassed.

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XXVI.—*Report of the Select Committee of the Senate of the United States on the Sickness and Mortality on board Emigrant Ships* August, 1854. Washington: Beverly Tucker. Pp. 147.

It is usually believed that the health of those "who go down to the sea in ships" is rarely invaded by disease, and still less often annihilated by death. Mortality on shipboard is therefore, comparatively speaking, a subject possessing barely a passing interest to the public mind. The circumstances, however, that have signalized the voyages of recent years are calculated to remove these erroneous conceptions, and to instigate active inquiry. The spirit of indifference has been disturbed, and alarm has been awakened to the perception of unascertained perils to human life. From the Report before us it appears that during the last four months of 1853, 312 vessels arrived at New York from European ports, with 96,950 passengers. Of these vessels, 47 were visited by cholera; and 1933 died at sea, while 457 were sent to the hospitals on landing, there to terminate in a short time their miserable existence. On board the 47 vessels attacked by cholera, the number of passengers was 21,857, of whom 1821 died on the passage and 284 were landed sick, making nearly 10 per cent of dead and diseased in an average passage of 39 days. These data are sufficiently powerful to call for a diligent inquiry into the sanitary capabilities of emigrant vessels. The most appalling scourge which presents itself to observation is cholera, and upon this we will refer to some of the chief facts that have been elicited by the Senate. It has been shewn then that only a portion of the vessels carrying emigrants were affected in the same season, the greatest being in those that sailed from London and Liverpool; 25 per cent. of those that left the first port, and 2½ of those that left the last named. From some European ports that are unspecified 41 per cent. of the vessels were visited by the pestilence. Hence it prevails most in the great thoroughfares of commerce and international intercourse, while it almost overlooks the bye-paths along which mankind pursue their way in smaller groups. The infected vessels were found to be those that were most crowded with passengers, and in strict relation to the extent of crowding was the de-