The Sun.

THIRTY-EIGHTH YEAR. NEW YORK, FRIDAY, AUGUST 25, 1871. PRICE TWO CENTS.

QUARANTINE OPERATIONS.

THE ANTAGONISM OF COMMERCE AND SANITARY LAWS.

A General View of Quarantine and its Methods—Sanitary Precautions Against Ships, Cargoes, and Passengers—An interview with the Health Officer—His Answer to the Criticisms of the Press upon his Administration.

The quarantine establishment of this port is a State institution, established by an act of the Legislature, maintained at the expense of the State Treasury, so far as it is not self-sustaining, and conducted under responsibility to the State Government alone. Its object, as set forth in the act establishing it, is "the protection of the public health"—not merely the health of the people of this city, but of all the metropolitan assemblage of populous communities, and through that the health of the people of the entire State and nation.

New York is the great entrepot of the commerce of the nation. Other coast cities have extensive commerce, but New York has more than all combined. Here vessels are constantly arriving from every port in Christendom. Ships from the Indies, from Central and South America, and from the west coast of Africa, come freighted with costly spices, dye woods, coffee, sugar, hides, and wool; while yellow fever,

THE GREAT SCOURGE OF TROPICAL CLIMES,

rides free in the systems of the crews or concealed in the packages of merchandise and the hails of the vessels. During the past year, has sent an immense fleet of both steam and sailing vessels, loaded down with immigrants, among whom small-pox has manifested itself to an unusual extent, the seed being obtained at the ports of departure where this loathsome disease has prevailed of late in its most malignant form. The long voyages of sailing craft from far distant ports, especially if crowded with humanity, as many of them are, are almost sure to breed typhus or ship fever, which takes an epidemic form, and if permitted to present itself in the populous city, at once disseminates itself with astonishing rapidity and fearful results. And just now our whole population is more or less alarmed at the reported spread of Asiatic cholera throughout Europe, and its appearance at some of the ports with which we have the most intimate commercial relations, and whence it may readily be brought to our shores by any of the mighty fleet that is constantly plying to and fro. It is the purpose of quarantine to stand as a sentinel on our shores to detect the approach of these enemies of the public health, and arrest them before the country shall be overrun with any of the dreadful scourges which may thus be imported.

GENERAL VIEW OF QUARANTINE.

The quarantine establishment at this port is more extensive than at any other port on the continent, and its regulations are more strictly enforced and so attract more general attention and comment, because of the vast excess of business done here annually, and the cosmopolitan character of that business. New York carries on trade with every quarter of the globe, and is therefore exposed to every form of disease that may be brought from other climes in ships. Some idea of the magnitude of this business and the importance of a rigid quarantine, as well as the great extent of duty imposed upon the present quarantine establishment may be gathered from a few general statements taken from the books kept by the quarantine officials. Thus these books show that during the year ending with Dec. 31, 1870, there arrived at this port 7,456 vessels of all kinds from seaward, each and all of which required to be boarded and examined. Of these 150 were found to be impregnated with pestilential disease, compelling their detention at Quarantine. Upon these vessels there were 540 cases of disease, and 135 deaths, either in the port of departure, on the passage, or after their arrival at Quarantine.

DIFFERENT FORMS OF DISEASE.

During the quarantine season of 1870 there were 365 arrivals of vessels from ports infected with yellow fever, and 685 from doubtful and suspected ports, all of which required a brief detention for observation and examination. Among the immigrants who arrived last year 5,950 arrived in vessels having ship fever prevalent on board, of whom 82 died on the passage, and 40 patients, sick on arrival, were treated at the fever hospital provided by Quarantine. The rest, who had been exposed to the disease, were detained, their baggage and clothing fumigated and disinfected, and themselves cleansed and made sure of immunity from the disease before being permitted to land. Thirty-three vessels were detained with small-pox on board, from which 71 patients were sent to the Small-Pox Hospital at Blackwell's Island, while 11 deaths occurred on the passage to this port. The whole number of persons exposed to this disease on these vessels was 19,300, all of whom were of necessity detained at Quarantine until it was satisfactorily ascertained that the disease was removed from them.

THE BENEFITS OF QUARANTINE.

These statistics serve to show not merely the extent of labor imposed upon the quarantine officials, but the very great importance of a thorough and impartial performance of the duties required. The fearful havoc these various forms of disease would have created among us had these thousands of infected passengers been allowed to land immediately on arrival and spread the contagion they bore, can scarcely be imagined.

ANTAGONISM OF COMMERCE AND SANITARY REGULATIONS.

But in the enforcement of these regulations it will at once be seen that sanitary and commercial interests are brought into a kind of antagonism. The detention of ships and cargoes at Quarantine frequently entails heavy losses upon the merchants and shipowners, and hence one principal cause of complaint. Men in this age are in such haste to get rich, that they can afford no regard for the welfare and safety of their fellows, if it entails any loss upon themselves. Thus it is that capitalists retain in use old and worn out steam boilers until they explode and kill hundreds of human beings; and the same recklessness would bring ships laden with disease and death in its most revolting forms to our very wharves, to spread pestilence among us. At this time, when maledictions are so freely rained upon the heads of the quarantine establishment, and such gross iniquity is charged at their doors, it is well to look at the subject in all its bearings.

CONTAGION IN HULLS AND CARGOES.

It is an undisputed fact that the cargoes of ships, as well as the ships themselves, may carry contagion not less than the persons of the crews and passengers. This is recognized in the laws establishing quarantine, and hence the very first provision of those laws is for warehouses, wet docks, and wharves, together with necessary appurtenances for unloading and storing cargoes, and repairing and refitting vessels that are contaminated; and it is provided that the warehouses shall have connected with them apartments with suitable appliances for special disinfection by forced ventilation, refrigeration, and other means, of all cargoes subject to quarantine. The laws further separate merchandise into three classes, viz: 1. Merchandise to be submitted to an obligatory quarantine and purification, which embraces clothing, personal baggage and dunnage, rags, paper rags, hides, skins, feathers, hair, and all other remains of animals, cotton, hemp, and woollens. All such goods arriving from any place where disease subject to quarantine existed at the time of their departure, or on the vessels which brought them quarantinable disease prevailed or occurred during the passage, arriving between the first day of April and the first day of November, must be detained at Quarantine. 2. Merchandise subject to an optional quarantine, consisting of sugars, silks and linens, and cattle, which may be detained in the option of the Health Officer. 3. Merchandise exempt from quarantine, which comprehends all not enumerated in the other two classes.

THE DETENTION OF MERCHANDISE REQUIRED BY LAW.

The 12th section of the act of the Legislature passed April 20, 1863, reads as follows:

SEC. 12. With existing quarantinable disease on board, or if it has been any such disease on board within the ten days last preceding, merchandise of the first class shall be landed at the quarantine warehouses. Merchandise of the second class may be admitted to the quarantine warehouses, transferred to the warehouses according to circumstances, at the option of the Health Officer, with due regard to the sanitary conditions of the port. Merchandise of the third class shall be declared free and admitted without unnecessary delay.

Thus it is seen that it is not the quarantine officers who delay vessels and cargoes, but the laws of the State made long before any of the present officials came into office. The law further provides that vessels in an unhealthy state, whether there has been sickness on board or not, shall not be allowed to proceed to the city until they shall have been broken out, (that is, discharged cargo,) duly cleansed, and ventilated.

THE HEALTH OFFICER'S DUTIES DEFINED.

Another section of the act already quoted reads as follows:

SEC. 20. On arrival of infected vessels, all well persons shall have their freedom as soon as possible consistently with the foregoing regulations; sick persons shall be immediately transferred to the floating hospital, or other hospitals appropriated for their reception and the vessel unladen, purified, and admitted to pratique as soon as possible. All merchandise shall be placed in the warehouses, and there freely exposed to the air, and moved from time to time to insure its perfect ventilation. In no case shall persons sick with different diseases be put in the same hospital.

One of the duties imposed upon the Health Officer by the statute is:

To have all vessels, warehouses, and merchandise in quarantine designated by a yellow flag, and to prohibit communication with, or passage within range of such vessels and places except under such restrictions as he may designate as being compatible with safety.

It is thus apparent that the wisdom of our legislators has recognized the danger of contagion in ships and merchandise no less than in persons, and has very properly enacted laws for their detention and disinfection; so that vessel owners, merchants, and consignees of cargoes have the Legislature to blame in this respect rather than the Health Officer.

INCONVENIENCES OF THE PRESENT ESTABLISHMENT.

Since the destruction of the old quarantine establishment on Staten Island, with its spacious and complete hospitals, warehouses, and other appointments, the necessary sanitary precautions have been enforced with great difficulty and under many embarrassments. There are now no warehouses for the storage and treatment of merchandise that has been exposed to disease, nor has suitable provision yet been made for the detention of persons who have been exposed; but the Quarantine Commissioners are doing all in their power with the limited means at their disposal to remedy these deficiencies, and in the mean time such makeshifts have to be adopted as may be with regard to the public safety. By reason of the destruction of the buildings on Staten Island, and the hostility of the residents on that island to their re-establishment, quarantine operations have necessarily become widely scattered, and are carried on with less economy than might otherwise be the case.

EXTENT OF QUARANTINE OPERATIONS.

A reference to the map that accompanies this article will show that these operations are scattered over an extent of fifteen miles up and down the bay, with a burial ground at Seguine's Point ten miles further away, and hospitals on Blackwell's and Ward's Islands in the East River, an average of fifteen miles from the central station. Two islands—one comprising about two, and the other three acres—have been made at great cost on the West Bank, in the lower bay, on one of which has been built a hospital for yellow fever patients, while the other is yet to be appropriated as may be most urgently demanded. Absolutely no provision has yet been made for the fumigation, ventilation, and general disinfection of merchandise, and hence this important feature of quarantine operations is necessarily but partially performed.

VESSELS WITH CONTAGIOUS DISEASE

are detained at the anchorage in the Lower Bay, where the sick are removed, and the well of the passengers and crew are kept under observation until all danger of contagion disappears. In the mean time the vessel's hatches are required to be left open, and air is forced below by means of windsails. In due time, when the Health Officer deems it safe to do so, the vessel is allowed to proceed to the anchorage in the upper bay to discharge her cargo on lighters. This removal brings the vessel to the nearest possible point to the city consistent with safety, and materially lessens the cost of lighterage, the great burden of which consignees of cargoes most complain.

LANDING INFECTED MERCHANDISE.

Merchandise of the first class enumerated above, except clothing, personal baggage, and dunnage, which is disinfected aboard a ship or at the West Bank Hospital, is then sent to Red Hook, where it may be landed at any wharf or warehouse the owner or consignee may designate. The only object of the quarantine officials is to prevent its immediate discharge on the wharves in the populous portions of Brooklyn or this city until it has been several times handled, and so as thoroughly ventilated as possible. Red Hook Point is an isolated locality, having nearly a mile of wharfage and ample storage accommodations, of which consignees have full choice. It is to this point that the Custom House authorities, at the request of the Board of Health, have for years sent all saltpetre and other combustibles as a precautionary measure. Here, too, during the prevalence of yellow fever in New Orleans some years ago, the city authorities required all persons coming from that port to discharge all of their cargoes.

DISTRIBUTION OF THE SICK.

The Quarantine Commissioners have an arrangement with the Commissioners of Charities and Correction of this city for the care and treatment of all small-pox patients that may arrive, at the Small-pox Hospital on Blackwell's Island. By a provision of the quarantine laws all ship fever or typhus cases are sent to the Fever Hospital at Ward's Island. A very extensive and complete hospital has been erected on West Bank, in the lower bay, as mentioned above, which is appropriated to the treatment of yellow fever, or cholera in the absence of yellow fever. No facilities have yet been provided for the reception of cholera patients when yellow fever is present, though in view of the general apprehensions regarding the approach of this disease, and the almost certainty that it will cross the ocean another year, the Commissioners have just appropriated $25,000 for the erection of temporary hospital accommodations on the upper West Bank Island.

PREPARING FOR CHOLERA.

And in the mean time, to be ready for an emergency, on the application of the Commissioners and Health Officer, two of the old hulks, of which the General Government are still so many, have been placed at their disposal, to be used as floating hospitals, and for the reception of those who may have been exposed on the voyage. Thus, even should the dreaded scourge make its appearance this fall, it will find its coming anticipated by those whose duty it is to prevent its landing among us.

The quarantine establishment of this port is provided with two boarding stations where incoming vessels are overhauled and examined.

THE LOWER BOARDING STATION.

One of these is on the Knolls, a little shoal in the lower bay, just at the junction of the swash and main ship channels, and 14 miles south of the Battery, or nearest point of this city. This station is four miles northwest of Sandy Hook, and about the same distance south of the West Bank Hospital. Here, during the quarantine season, a medical officer is constantly in attendance, to board and examine incoming vessels. The quarantine season is fixed by law from the 1st day of April to the 1st day of November, and the regulations apply to all vessels coming from places where disease subject to quarantine existed at the time of their departure, or on board of which any such disease shall have occurred during the voyage, and to all vessels coming from any port or place in Asia, Africa, the Mediterranean Sea, the West Indies, Bahama, Bermuda, or Western Islands, or from any place in America south of Cape Henlopen, and to all vessels on board of which, during the voyage, or while at the port of their departure, any person shall have been sick. All such vessels are required to come to at the lower boarding station and await the visit and inspection of the Health Officer or his deputy.

QUARANTINABLE DISEASES

are defined to be yellow fever, cholera, typhus or ship fever, and small-pox, and any new disease not now known of a contagious, infectious, or pestilential nature. Vessels infected with any of these diseases are required to remain at quarantine for at least thirty days after their arrival, and at least twenty days after their cargo shall have been discharged, unless the Health Officer shall sooner grant a permit for the vessel to proceed. In order to enforce this stoppage all pilots are served with the following notice, which they are required to observe under penalty of forfeiting their licenses, and further severe punishment under quarantine law:

PILOTS

will please observe that on and after June 1 all vessels arriving from the following ports will be boarded and examined at the Quarantine Hospital ship in the lower bay, viz: From all ports in the West Indies, Mexico, the Spanish Main, Brazil, and the west coast of Africa; also, all vessels from ports where cholera or yellow fever prevailed at the time of departure, or upon which cases of cholera or yellow fever have occurred during the passage. Pilots are directed not to leave vessels off Sandy Hook until the Health Officer. They will also notify masters of vessels that all communication with vessels under or subject to quarantine is strictly interdicted, and that no person is permitted to board or leave the city by intercourse, communication, or dealing with their crews or passengers, for any purpose whatever, without a written permit from this department; and that no pilot will be permitted to invade the quarantine anchorage, either on the upper or lower bay, or to go aboard or hold any communication with vessels subject to such quarantine.

J. M. CARNOCHAN, Health Officer.

QUARANTINE, Mar. 15, 1871.

The Deputy Health Officer in charge of this lower station is furnished with accommodations on the hulk of the old steamer Illinois, which is fitted up with conveniences for those employed on the station, and for fumigating and disinfecting baggage and other personal effects. Stores of disinfecting materials are also kept here for use on vessels arriving with serious contagion on board.

ANCHORAGE FOR INFECTED VESSELS.

Ample ground at this point is marked off with buoys for the anchorage of vessels that require to be detained, and all vessels so detained are placed under strict surveillance, and no communication whatever is allowed with them, nor are their officers, crews, or passengers allowed to go ashore or communicate with any persons from the shore except through the Health Officer. But where disease prevails to an alarming extent, the sick are at once removed to hospital, and the well are provided with accommodations either on the boarding hulk or elsewhere, and proper steps are taken to stop the further spread of the malady. The ship and cargo are also subjected to energetic treatment to the fullest extent for which means and facilities are at hand.

QUARANTINE HEADQUARTERS.

At the Upper Quarantine, which is at the north end of Staten Island, is the headquarters of the quarantine establishment. Here is the residence and office of the Health Officer and his deputies, clerks, and employees. Here all vessels not boarded at the lower station are visited and critically examined, and, if found in proper condition, are furnished with the usual permits to proceed. It sometimes happens, however, that a more rigid scrutiny at this point develops the fact that infection has been concealed, and then the vessel is ordered back to the lower anchorage.

VESSELS UNDER OBSERVATION.

When suspected vessels have been detained a suitable length of time at the lower anchorage, and no disease manifests itself, they are permitted to proceed to the city; but if disease should manifest itself, the ship company is removed for safety, and after such ventilation and fumigation as can be given there, the vessel is sent to the upper anchorage to break bulk and be discharged on lighters. She is then thoroughly cleansed and disinfected, and is allowed to proceed to the city to take on her outward cargo. The goods so unladen, if subject to obligatory quarantine, are usually sent to Red Hook Point, in the absence of quarantine warehouses, though if in a positively unhealthy condition, they are destroyed. The large majority of cargoes, however, are allowed to proceed to the warehouses designated by the owners or consignees. This is a general view of the operations of this extensive and important sanitary institution. Some further details of its practical workings, as well as the official answer to some of the many complaints urged against it, may be gathered from the following

INTERVIEW WITH DR. CARNOCHAN,

the Health Officer, by a SUN reporter. We omit the preliminary conversation and proceed at once to give the more substantial parts of the interview:

Reporter—Do you apprehend any danger from cholera this season?

Dr. Carnochan—So long as the disease exists on the other side of the Atlantic, and is spreading in Europe, there is danger of its coming here, and therefore it is well to be prepared for it. We may have it by November or next spring. As the stormy season approaches and hatches are closed, ships are not so well ventilated and disease is more likely to prevail on board.

Reporter—What is the principal disease you have to contend with this year?

Dr. Carnochan—Yellow fever and small-pox.

Reporter—Are you getting much yellow fever?

Dr. Carnochan—A little of it all the time, but not enough to excite any apprehension. So far we have only found it coming from eight ports.

Reporter—What ports are those?

INFECTED PORTS.

Dr. Carnochan—Havana, Matanzas, Santiago de Cuba, Cienfuegos, Bahia, Para, Buenos Ayres, and Vera Cruz. These are the only ports the vessels from which are subject to any prolonged detention at Quarantine, out of all the two thousand or more ports of Christendom from which vessels are constantly arriving here. So you see our quarantine is not so very oppressive as some would make it appear.

Reporter—You do not mean to tell me that the ports you have named comprise all against which quarantine is enforced?

Dr. Carnochan—Of course not. Wherever cases of quarantinable disease are present on arrival, or have occurred during the passage of the vessel, we detain no others than those coming from the ports named.

Reporter—Do you unload only the vessels from those ports?

VESSELS UNLOADED IN QUARANTINE.

Dr. Carnochan—Only those. Up to the 1st of July we had discharged only about a dozen cargoes. Since then, however, owing to the prevalence of yellow fever in an epidemic form at the ports named, we have been obliged to discharge a greater number and exercise a more rigid scrutiny. So far during the present season only about forty-five in all have been discharged. We detain many vessels from tropical ports merely for observation. If they develop no disease after a reasonable delay, they are allowed to proceed to the city. It is only when disease is epidemic at the port of departure, or has prevailed on board during the voyage, and when there is a probability that the vessel or cargo is infected, that we deem it necessary to discharge at all.

Reporter—Is this discharging done by contract?

HOW THE WORK IS PERFORMED.

Dr. Carnochan—No. The stevedores, lightermen, and others employed are selected by me, and hold their positions subject to good behavior. If I let the work out by contract, I could not retain such absolute control over those performing it as I can now. When a vessel is ordered discharged, or is permitted to be discharged, the consignee is anxious to get his goods as quickly as possible. If the work was let by contract, the contractor would take his time at it and suit his convenience about when he worked. But now the men are required to do work at once as soon as the order or permit to discharge is received.

Reporter—You do not allow consignees to send their own men to discharge their ships?

Dr. Carnochan—Certainly not. That would destroy all the good of quarantine. It would be like establishing a pest house in the outskirts of a city, and then allowing the friends of those under treatment there to come and go at pleasure and spread the disease throughout the community. Where would then be the use of a pest house? Quarantine is but a pest house for ships.

Reporter—Do you require the stevedores and others employed in discharging ships to remain in quarantine?

EMPLOYEES DETAINED IN QUARANTINE.

Dr. Carnochan—Of course. They have a barge fitted up and anchored on the discharging ground, where the head stevedore keeps all his men. There they eat and sleep, and are not allowed to communicate with the shore at all except by special permission. The lightermen live aboard their vessels and are kept under special surveillance.

Reporter—Who pays these men for their services?

Dr. Carnochan—The owner or consignee of the ship and cargo.

Reporter—Are they permitted to make their own charges?

Dr. Carnochan—By no means; the Quarantine Commissioners fix the rates of charges, by which they are required to abide.

HOW THE WAGES ARE FIXED.

Reporter—When were these rates fixed?

Dr. Carnochan—They were fixed in the spring of 1870, as required by law, by the Quarantine Commissioners and the Mayors of New York and Brooklyn, and the President of the New York Board of Aldermen.

Reporter—How do the rates now charged compare with those of former years?

Dr. Carnochan—The rates for the present season are the same as they were last year, when they were materially reduced from those adopted and charged in 1869 under my predecessor. The following comparative table will show the extent of the reduction:

COMPARATIVE CHARGES NOW AND IN 1869.

Lighterage.

	Present Rates.	Rates of 1869.		Present Rates.	Rates of 1869.
Sugar, hhd.	$0 25	$1 10	Logwood, ton	$1 50	$2 50
Tierce	0 35	0 80	Hemp, bale	0 40	0 80
Box	0 20	0 50	Cotton, bag	0 10	18¾ 24
Barrel	0 12½	0 26	Flour, barrel	0 11½	0 16
Molasses, hhd.	0 75	1 10	Hides (dry)	0 05	0 05
Tierce	0 35	0 80	Green, each	0 07	0 08
Barrel	0 20	0 40	Cotton, bale	0 60	0 70
Cigars, M	0 10	0 10	Wool, bale	0 60	....
Tobacco, hhd.	1 50	2 00	Rice, tierce	0 43¾	....
Bale	0 12½	0 50	Rosin, barrel	0 10	....

Stevedoring.

	Present Rates.	Rates of 1869.		Present Rates.	Rates of 1869.
Sugar, hhd.	$0 30	$0 50	Cotton, bale	$0 25	$0 27
Tierce	0 28	0 31	Wool, bale	0 50	0 55
Box	0 12	0 15	Coffee, bag	0 04	0 08
Barrel	0 12	0 15	Hides (gr'd)	M 28 00	35 00
Molasses, hhd.	0 55	0 60	Dry, M	25 00	27 50
Tierce	0 28	0 31	Logwood, ton	1 25	1 25
Barrel	0 14	0 18	Flour, bbl.	0 06	0 08
Tobacco, hhd.	0 48	0 63	Rosin, bbl.	0 08	0 10
Bale	0 06	0 07	Rice, tierce	0 35	....
Box	0 05	0 06			

Cooperage.

	Present Rates.	Rates of 1869.		Present Rates.	Rates of 1869.
Sugar, hhd.	$0 40	$0 40	Molasses, hhds.	$0 50	$0 50
Hoops	0 10	0 10	Bunging	0 07	0 08
Staves	0 08	0 08	Ex. bunge	0 04	0 04
Sugar, box	0 15	0 18	Empty hds, en	4 50	4 50
Strape	0 08	0 10			

In 1869, for articles not enumerated, double the customary harbor rate were charged on all goods. Under the present administration the rates on unenumerated articles are: Merchandise subject to an obligatory quarantine, 100 per cent, above the ordinary harbor rates; merchandise subject to an optional quarantine, 50 per cent, above the ordinary harbor rates; merchandise exempt from quarantine, 25 per cent above the ordinary harbor rates. Do you see the expense to shippers has been materially reduced throughout.

Reporter—But still these rates are greatly above those usually charged for such services.

WHY THE CHARGES ARE HIGHER THAN OUTSIDE RATES.

Dr. Carnochan—That is very true, and it is proper they should be so. You can't expect men to isolate themselves from their homes and families, and run the risk of their lives by working in the midst of contagion, without offering them the inducement of extra compensation. Besides, these men are required to be on hand at all times ready for duty, whether there is work for them or not. They need to have some extra pay to make up for the time spent in idleness while waiting for work.

Reporter—But I hear of men who claim that they would do this work at much lower rates, but are not permitted to do so.

Dr. Carnochan—Undoubtedly; that is always the case. When men are thrown out of a job and know they can't get it, they are very ready to boast of how cheaply they would do it. I understand that the old lightermen under my predecessor say they have offered to do the work for less than the proper rates. Yet you have seen how much less the rates now charged are than they were when these men had the work. If they were employed to-day, they would in all probability insist upon the established rates, and so would every other lighterman or stevedore. And I think the rates are only fair and just. The noise is all made by a few ship brokers and consignees, a class of men who generally have no interest in cargoes other than to dispose of them and receive their commissions. These men are but a fragment of the commercial community, and do not represent the great mercantile interests of the metropolis.

VESSELS FREE TO GO WITHOUT TOWING.

Reporter—How about towing; do you control that also?

Dr. Carnochan—Certainly; no boats of any kind are permitted upon the quarantine grounds but those under the Health Officer's control. We do not compel ships to be towed; but if they want to be towed, no tug can get to them but those licensed by this Department. Otherwise, every tug on the bay would be running around among the infected vessels looking for a job, and exposing itself and its crew to contagion. It is absolutely necessary to bear it in this respect, and prevent all communication with detained vessels, else the detention would be of no use whatever. When a vessel is permitted to leave quarantine she may, if she chooses, set her sails and sail away; we do not compel her to take a tug; but if she wants to be towed, she must employ a tug that is licensed for quarantine work. None other can get to her.

[The distance from the lower anchorage to the upper, or discharging ground, and the relative position of Red Hook Point, the landing-place for inspected goods, is shown by the foregoing map.]

SMALL PERCENTAGE OF VESSELS QUARANTINED.

Reporter—Is it possible that all the noise that has been made has been caused by the unloading of so few vessels as you have mentioned? Why, sir,

Dr. Carnochan—That is all we have discharged. Many more have been detained. We frequently have twenty-five or thirty on the lower anchorage at one time under observation; but it is only in exceptional cases where we find it necessary to break them out. Last summer, when the Rio Janeiro was so terribly infected with yellow fever, we were obliged to unload a number of coffee ships; but this year it is more healthy there, or has been up to this time, and we have permitted these ships to go up to the wharves as usual. It may become unhealthy there again; but as yet we only detain the ships for observation.

Reporter—What comprise the cargoes you are discharging this year?

CARGOES DISCHARGED AND THEIR DISPOSITION.

Dr. Carnochan—Principally hides, with some sugar, molasses, hemp, tobacco, wool, feathers, and rags.

Reporter—Do you designate where these goods shall be landed?

Dr. Carnochan—In a few bad cases we do. We designate the locality, but not the particular warehouse. We send them to Red Hook, where they have the choice of over a mile of wharfage and nearly an equal extent of storage. Red Hook is the most convenient isolated point we have for landing such goods.

Reporter—In regard to the practical operations of quarantine, is the Health Officer's decision absolute?

APPEALS FROM THE HEALTH OFFICER'S DECISIONS.

Dr. Carnochan—To a great extent it is; but if any one feels aggrieved at any of my official acts, an appeal can be taken to the Quarantine Commissioners, who are a kind of Appeal Board created for that purpose by the statute.

Reporter—Have many appeals been made against your acts or decisions since your incumbency?

Dr. Carnochan—Only two; and in both instances my course was sustained.

Reporter—Have you seen a tabulated statement recently printed in some of the city papers, showing a material falling off in the commerce of this port in the year 1870, which is attributed to your arbitrary enforcement of Quarantine regulations?

THE REPORTED FALLING OFF OF THE COMMERCE OF THE PORT.

Dr. Carnochan—I have. It is not a fair nor an intelligent statement, and does great injustice to the port of New York. It claims that the business of the port has fallen off in one year by 504 arrivals of foreign vessels, the figures being taken from the Custom House records, and charges that this deterioration is wholly due to quarantine. This is a false and ignorant view. It is true that there was a falling off in 1870 from the number of arrivals of the previous year; but during the early part of the year, as every merchant knows, trade was unusually depressed, while later, on the breaking out of the Franco-German war, the ports of those countries were closed, so that we had no arrivals of German vessels, and very few from France. Of late Germany has taken a foremost position among the commercial nations of the world, and in ordinary times the arrivals at this port of vessels carrying her flag would be second in number only to those carrying the British flag. The suspension of this trade for half a year is sufficient to more than account for the reported diminution of the arrivals at this port last year. Indeed, but for that suspension the year would have shown a large increase of arrivals over any preceding year.

Reporter—Since the close of the European war what has been the condition of our foreign commerce?

REVIVAL OF COMMERCE WITH THE RESTORATION OF PEACE IN EUROPE.

Dr. Carnochan—The European war continued into the present year, and the full results of the restoration of peace and the consequent revival of commerce have scarcely yet been made apparent. The revival has come gradually, as will be seen by the following table of arrivals at this port during the six months ending with June. But, notwithstanding this impediment, the business of this port has never been so great as it has been during the first half of this year. The following table shows the arrivals each month this year up to July:

	Steamers.	Ships.	Barks.	Brigs.	Schs.	Total
January	92	47	199	94	78	510
February	58	28	91	117	199	414
March	74	41	119	122	98	454
April	61	54	114	143	131	483
May	81	57	148	149	159	606
June	75	39	157	149	167	607
Totals	412	275	751	774	742	2,954

Thus we have 2,954 arrivals from foreign ports during six months of the present year. If this number be doubled to make the total for the year, it makes 5,908 arrivals, which is in excess of any former year. But as each succeeding month thus far this year has shown an increase over its predecessor, it is fair to suppose that the last six months of the year will give a greater aggregate than the first, and thus swell the total to more than 6,000. This is exclusive of coasters from south of Cape Henlopen, which will swell the total more than 2,500. Moreover, owing to the increase of steamers, and the greater size of them, the increase of tonnage is immense. One hundred arrivals in 1860 would be more than compensated by fifty arrivals to-day, owing to the larger class of vessels now employed.

Reporter—You show 2,954 arrivals for the first half of this year; how many of those were detained at Quarantine?

VESSELS DETAINED AT QUARANTINE.

Dr. Carnochan—In all but 353. Of these 230 came from infected ports, and were detained merely from one to five days for observation; 112 brought cases of contagious disease, from which over 200 patients were sent to hospital. Out of the whole number only 13 were required to discharge cargo by lighter. Thus 2,539 out of the 2,954 were allowed to proceed direct to the city without detention.

Reporter—How many vessels bringing immigrants arrived during the first half of this year, and how many immigrants did they bring?

QUARANTINE AND IMMIGRATION.

Dr. Canochan—There were 317 vessels arrived, bringing 123,202 immigrants.

Reporter—Do you make a special examination of these vessels?

Dr. Carnochan—Every ship bringing immigrants is thoroughly examined, and each individual on board personally inspected. Of the vessels detained, 102 brought immigrants, among whom small-pox and ship fever had appeared during the passage.

THE OFFICIAL STAFF OF QUARANTINE.

Reporter—What is the staff allowed you for the discharge of your onerous duties?

Dr. Carnochan—The medical staff which comprises my assistants consists of Dr. Jacob S. Mosher, Dr. Kenneth Reid, and Dr. John Macartney. The employees connected with the establishment in its various departments number about sixty ordinarily, including the crews of our despatch steamboat Fie cher and the boarding steamboat Fenton, ordinary boatmen, policemen, laborers, nurses, orderlies, and other hospital employees.

Reporter—Do you give personal attention to the details of operations throughout the establishment?

Dr. Carnochan—I regard quarantine as a great department, involving the safety of the public and the interests of vast commercial enterprises, and full of responsibility. My rôle is to protect the public health with the least possible restraint to commerce. I consider it my duty to give personal and unremitting attention to all the details of the department in every particular.

QUARANTINE MACHINERY.

Reporter—What are the facilities at your disposal for communicating with the various parts of your department and directing its operations?

Dr. Carnochan—The steamboat Andrew Fletcher is kept as a despatch boat, and also, as occasion requires, to convey myself or my deputies to the different points connected with the department. The Gov. Fenton is used principally for boarding incoming vessels at Upper Quarantine, and for the transfer of sick to hospital. There is also a small sloop connected with the West Bank Hospital, used for conveying the dead to burial at Seguine's Point. There are also several small barges used for communicating with vessels in quarantine, and by the police for patrol duty to protect cargoes of vessels detained. There is also a submarine cable connecting the West Bank Hospital with headquarters at Upper Quarantine.

Dr. Carnochan manifested the utmost readiness to impart any information concerning quarantine or its operations that was desired, and placed at the disposal of the reporter every facility for personal inspection and observation. Dr. Reid, one of the deputy health officers, also rendered valuable assistance in enabling the reporter to secure a full insight into the workings of the department.

BROOKLYN'S LAST TRAGEDY.

An Intoxicated Man Attacking a Saloon Keeper with a Hatchet—An Old Feud Revived—Whiskey Again.

Yesterday afternoon William Cody, a carpenter, was staggering drunk in Atlantic street, Brooklyn. He was armed with a new hatchet which he purchased in the morning in Court street. He stopped in front of James Fagan's liquor saloon at 100 Atlantic street, and called the proprietor out to the door. Cody formerly boarded with Fagan, but went elsewhere in consequence of some pecuniary difficulty between them, and since that time the two have not been on the best terms.

When Cody called to Fagan the latter stepped out to the door. The moment he got there Cody struck him in the face with his fist, whereupon he returned the blow and a struggle ensued. Cody finally drew the hatchet from his belt and struck Fagan with it, once in the neck and once on the shoulder, wounding him seriously. He then dropped the hatchet and ran down Atlantic street. As he was escaping, Fagan picked up the hatchet and threw it at him. The blade struck Cody in the left side, cutting a fearful gash. Fagan retired to his saloon, and the other man kept on down Atlantic street and turned into Furman's dock, where he was captured by Officers Matthew Reilihan and Coddington.

The officers took both of the wounded men to the Long Island College Hospital, and there Cody deliberately began to dance a jig, and afterward sang a song, while the surgeon was dressing his wound. He regretted that he had not killed Fagan.

Fagan is the more seriously wounded, and it is possible that he may not recover. He was unable to appear against his assailant at the police station.

Cody, who was locked up in the police station, stated that he was passing Fagan's saloon when Fagan came out and struck him. Fagan, who was sober, gave the version of the affair as above, and his story was corroborated by his wife. The affair created the greatest excitement in the neighborhood.

SERGEANT BABCOCK'S FUNERAL.

The Death of the Esteemed Officer's Only Child—Buried in Woodlawn Cemetery—The Action of the Oriental Club.

Ida Bell, aged 7, the only child of the late Sergt. Babcock, died yesterday morning. Father and daughter are to be buried side by side in Woodlawn to-morrow. The Oriental Club and a detachment of police will escort the remains to the cemetery. A deep feeling of sorrow pervades the Police Department, the genial Sergeant having been one of the best officers.

A *post mortem* examination resulted in the discovery of a perforation of one of the smaller intestines made by the lodgment of a cherry-pit which the sergeant swallowed three weeks ago. This produced peritonitis, of which disease the physician certify she died. Just previous to the assemblage of surgeons the beautiful little daughter of the sergeant, Miss Ida, aged seven years, at whose bedside he had passed so many sleepless hours in eager watching, passed away.

Last evening at a special meeting of the Oriental Club, Justice Shandley, the President in the chair, after brief addresses Marshal Tooker proposed that it be unanimously voted:

1. That the event of the decease of our esteemed associate George C. Babcock is a source of extreme grief to us, not only that it marks death's dreadful advent within our private Board created for that purpose by the statute.

2. That our presiding officer be directed to name a committee of five members to wait upon the family of our departed associate, and give assurance of our sincere sympathy with them in their irreparable loss.

3. That, in testimony of the measure of our respect for the memory of Mr. Babcock, the Club in a body attend the obsequies, each member with a badge of mourning; that an emblem of mourning be placed in our meeting room, to remain for the space of thirty days, and that a record in our book of minutes be made of these proceedings.

In compliance with the direction of the second resolution, the President appointed Col. Wm. R. Roberts, Gen. Wm. M. Tweed, Jr., Col. John R. Fellows, Joseph H. Tooker, and Moses Nehrbach. The Club colors are floating at half-staff.

AN ERIE PRIZE FIGHT.

How the Company's Employees Find Recreation—A Little Talk, a Little Sparring, and Much Pounding and Banging.

Yesterday morning forty or fifty laborers employed on the Erie Railway assembled in a vacant lot at the Erie street crossing, Jersey City, to witness a fight between two of their companions, Michael Dolan and Timothy Fogarty. After some talk the preliminaries were arranged. The men then shook hands, according to the rules of the P. R., and went to business. On the first round they did a little sparring, and then began pummeling each other in the head. Mike had his right eye put in mourning. Tim had his upper lip badly cut, the blood streaming over his flannel shirt. After pummeling each other until they had lost their breath, they fell back for a rest.

Some one sang out "Time," at which Mike and Tim came again to the scratch. No time was uselessly spent in sparring, but the men fell to banging and pounding each other's faces and heads. In the midst of this round, just as Mike had got in a terrific left-hander on Tim's nose, the police were seen. In an instant the combatants grabbed their clothes and ran toward the railway track,