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IMMIGRATION SERVICE.

ANNUAL REPORT

OF THE

SUPERINTENDENT OF IMMIGRATION

TO THE

SECRETARY OF THE TREASURY

FOR THE

FISCAL YEAR ENDED JUNE 30, 1894.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1894.

TREASURY DEPARTMENT.
Document No. 1723.
Superintendent of Immigration.

ANNUAL REPORT

OF

THE SUPERINTENDENT OF IMMIGRATION.

TREASURY DEPARTMENT,
OFFICE OF SUPERINTENDENT OF IMMIGRATION,
Washington, D. C., November 1, 1894.

SIR: I have the honor to submit herewith the annual report of the Superintendent of Immigration for the fiscal year ending June 30, 1894.

TABLE NO. 1.—SHOWING NUMBER OF IMMIGRANTS ARRIVED AND INSPECTED, THEIR AGES, NUMBER DEBARRED AND RETURNED, MONEY BROUGHT, AND ILLITERACY, DURING THE YEAR ENDING JUNE 30, 1894.

[Compiled by the Bureau of Statistics from data furnished by the Immigration Service.]

Port of entry.	Immigrants arrived and inspected.			Ages.		
	Males.	Females.	Totals.	Under 15.	15 and under 40.	40 and over.
Baltimore, Md.	6,834	6,716	13,550	4,504	7,358	1,688
Boston, Mass.	7,813	9,315	17,128	3,137	12,165	3,826
Brunswick, Ga.	1	1	2	1	1	1
Gloucester, Mass.	8	7	15	1	14	6
Jacksonville, Fla.	10	6	16	1	9	6
Key West, Fla.	2,839	981	3,820	537	2,574	709
New Bedford, Mass.	118	62	180	35	126	19
Newport News, Va.	1	1	2	2	2	1
New Orleans, La.	846	498	1,254	286	782	186
New York, N. Y.	182,333	86,713	219,046	42,186	152,800	24,060
Pensacola, Fla.	5	5	10	5	5	5
Philadelphia, Pa.	11,098	8,759	19,857	4,751	13,110	1,996
Portland, Me.	79	50	129	18	85	26
Portland, Oreg.	12	12	24	11	11	1
Port Townsend, Wash.	254	42	296	9	234	53
Provincetown, Mass.	1	1	2	1	1	1
San Diego, Cal.	40	7	47	2	38	7
San Francisco, Cal.	2,044	430	2,474	207	1,963	304
Tacoma, Wash.	23	4	27	5	14	8
Total	164,368	113,502	277,860	55,679	191,291	30,890
Through Canada, via—						
Halifax	1,200	992	2,192	700	1,233	259
Point Levis	727	755	1,482	476	828	178
Quebec	1,133	1,049	2,182	694	1,259	229
Vancouver.	1,856	59	1,915	20	1,711	184
Total through Canada	4,916	2,855	7,771	1,890	5,031	850
Grand total	169,284	116,357	285,631	57,569	196,322	31,740

NOTE.—This includes European immigrants arriving in the Dominion of Canada destined to the United States, which statistics have never before been furnished.

TABLE NO. 1.—SHOWING NUMBER OF IMMIGRANTS ARRIVED AND INSPECTED, THEIR AGES, NUMBER DEBARRED AND RETURNED, ETC.—Continued.

Port of entry.	Debarred and returned.								Illiteracy of persons over 16 years of age.			Money brought by persons over 20 years of age.	
	Idiots.	Insane.	Pauper.	Diseased persons.	Convicts.	Contract laborers.	Prostitutes.	Returned within year after landing.	Total.	Can not read.	Can not write.	Can not read or write.	\$30 or over.
Baltimore, Md.	1		89		1	8	7	86	1,186	1,231	1,196	1,464	4,636
Boston, Mass.	2	3	100	2		10	39	156	607	93	700	1,455	5,721
Brunswick, Ga.										1			1
Key West, Fla.						8		8	128	151	128	364	1,189
New Bedford, Mass.									56	56	56	35	77
New Orleans, La.									377	395	384	120	643
New York, N. Y.	2	561	9	6	1,444		285	2,307	22,162	13,243	35,405	31,140	105,072
Philadelphia, Pa.		49	3				86	138	1,766	6	1,771	2,369	8,315
Portland, Me.		a	5					a	5	1	1	84	68
Portland, Oreg.						1		1			1	2	
San Francisco, Cal.			9			65	2	76	131	134	131	1,609	339
Total	3	5	793	14	7	1,536	2	417	2,777	26,424	15,311	39,773	126,051
Through Canadian ports:													
Halifax			7	1	1	11		20	141	2	143	210	762
Point Levis	1		1			3		5	73	2	75	100	453
Quebec			1			3		4	154	5	159	179	821
Vancouver									1,464	1,464	1,464	610	50
Total through Canada	1		9	1	1	17		29	1,832	1,473	1,841	1,099	2,086
Grand total	4	5	802	15	8	1,553	2	417	2,806	28,256	16,784	41,614	128,137

a Assisted immigrants.

b In addition to this number there were 174 alien contract laborers barred on the Canadian border.

TABLE NO. 2.—SHOWING THE NUMBER OF IMMIGRANTS DESTINED TO

States and Territories and District of Columbia.	Baltimore, Md.	Boston, Mass.	Brunswick, Ga.	Gloucester, Mass.	Jacksonville, Fla.	Key West, Fla.	New Bedford, Mass.	Newport News, Va.	New Orleans, La.	New York, N. Y.	Pensacola, Fla.	Philadelphia, Pa.*
<i>North Atlantic Division.</i>												
Maine		445					3			246		12
New Hampshire		439								206		7
Vermont		56								326		2
Massachusetts	1	11,748	1	13			135			12,931		702
Rhode Island		1,011					32			2,265		52
Connecticut		4	85				3			5,432		307
New York	262	656		2		138	2		20	91,101	4	245
New Jersey		3	28							9,604		456
Pennsylvania	1,724	131				6			4	32,555		8,398
<i>South Atlantic Division.</i>												
Delaware		8	2							155		80
Maryland	2,028	33				1				1,119		467
District of Columbia		55								257		48
Virginia		31	3							156		39
West Virginia		83				1				219		29
North Carolina		2								199		3
South Carolina		2	5							70		6
Georgia		2	2				5			127		6
Florida					16	3,600				119	2	5
<i>North Central Division.</i>												
Ohio	1,433	62							1	5,274		783
Indiana	311	38								1,269		137
Illinois	2,555	832				48			7	16,047		1,532
Michigan	826	131								3,988		227
Wisconsin	1,216	369								4,976		624
Minnesota	553	476				1				5,354		326
Iowa	696	100								4,654		319
Missouri	563	14				3			2	2,313		254
<i>North and South Dakota.</i>												
Dakota	288	113								3,575		113
Nebraska	358	96								2,563		185
Kansas	294	32								1,194		109
<i>South Central Division.</i>												
Kentucky	45	13								359		35
Tennessee	8	2								228		23
Alabama	21	2				3				97		22
Mississippi	9	6							5	42		9
Louisiana	1	3				15		2	1,092	538	3	11
Texas	43	5							38	2,281		62
Oklahoma	2									42		6
Arkansas	20									102		3
<i>Western Division.</i>												
Montana	3	14								450		23
Wyoming	1	13								116		2
Colorado	13	17							3	980		39
New Mexico		2								102		3
Arizona		1								46		
Utah	1	1							12	124		37
Nevada										80		
Idaho	1	2								45		2
Washington	5	19								378		9
Oregon	29	19								438		5
California	52	36					5		70	4,296		93
Total	13,550	17,128	1	15	16	3,820	180	2	1,254	219,046	5	19,857

REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

EACH STATE AND TERRITORY DURING THE YEAR ENDING JUNE 30, 1894.

Portland, Me.	Portland, Oreg.	Port Townsend, Wash.	Provincetown, Mass.	San Diego, Cal.	San Francisco, Cal.	Tacoma, Wash.	Total United States ports.	Halifax.	Point Levis.	Quebec.	Vancouver.	Total Canadian ports.	Grand total.
62					1		769	7	2	7		16	785
3							655			1		1	656
							384		10	3		13	397
47			1		14		25,593	13	4	23	322	862	25,955
							3,360			5		5	3,365
							5,831					3	5,834
9					43		96,478	40	20	118	150	328	96,806
							10,097		3	2	4	9	10,106
					12	6	42,829	3	1	46	14	64	42,893
							245						245
							3,646	2			3	5	3,651
							360						360
					1		231				1	1	232
							331						331
							204						204
1							83						83
							142						142
		1					3,743	3				3	3,746
					1		7,554	22	13	29	1	65	7,619
							1,755	22	22	16		61	1,816
4					76		21,101	588	392	665	37	1,682	22,783
					3		5,175	100	67	102	10	279	5,454
					2		7,187	292	193	265	2	752	7,939
					2		6,712	356	409	374	4	1,143	7,855
							5,835	121	93	136	6	356	6,191
					2		3,151	17	8	9	3	37	3,188
1					1		4,090	376	147	199		722	4,812
					1		3,203	45	55	58		158	3,361
					1		1,630	10	5	25		40	1,670
					2		454				1	1	455
1							262			1		1	263
							145	3				3	148
							71						71
					2		1,667			2		2	1,669
1					2		2,432	16		1		17	2,449
							50	10				10	60
							125						125
							490	20	4	5	1	30	520
							132	1				1	133
					6		1,058	9	2	4		15	1,073
							107						107
					2		49						49
					13		188	8	1	2	1	12	200
					4		94						94
						3	53	4	2			6	59
		131			17	10	567	32	20	46	146	244	811
	8	93			4		596	46		9	833	888	1,484
1	4	71		47	2,263	8	6,946	25	9	29	373	436	7,382
129	12	296	1	47	2,474	27	277,860	2,192	1,482	2,182	1,915	7,771	285,631

TABLE NO. 3.—SHOWING THE NATIVITY OF IMMIGRANTS ADMITTED AT THE SEVERAL PORTS RETURNED, DURING THE YEAR

Countries of nativity.	Baltimore, Md.	Boston, Mass.	Brunswick, Ga.	Gloucester, Mass.	Jacksonville, Fla.	Key West, Fla.	New Bedford, Mass.	Newport News, Va.	New Orleans, La.	New York, N. Y.	Pensacola, Fla.	Philadelphia, Pa.	Portland, Me.
Austria-Hungary:													
Bohemia, Moravia, Galicia, and Bukowina.....	934	25							30	4,779		221	
Hungary.....	614	18				10				12,498		1,448	
Other Austria.....	872	179								15,665		977	
Belgium.....	9	17							12	1,138		459	5
Denmark.....	19	66		5					2	4,577		95	
France.....		31				8			243	2,667		63	
Germany.....	8,205	905				9			65	38,711	2	4,227	2
Greece.....		113							1	1,212		13	
Italy.....	3	38				3			731	42,074	1	53	
Netherlands.....	7	11								1,588		159	3
Norway.....	14	610		1		1			15	7,306		358	5
Portugal.....		3					175		2	1,933		1	
Roumania.....	1									667		50	
Russia (proper).....	2,496	865				4				28,736		3,885	9
Finland.....	19	337								1,986		74	11
Poland.....	298	40							3	836		597	
Spain.....		23				725			39	109	1	13	
Sweden.....	17	1,758								15,167		542	19
Switzerland.....	15	17							8	2,772		55	
Turkey in Europe.....		7							1	244		28	
United Kingdom:													
England and Wales.....	6	4,391				28	3	2	35	10,673		2,952	35
Ireland.....		6,553							1	19,686		3,747	26
Scotland.....		1,046							12	2,342		230	6
Not specified.....	5	7				8				19			
Total, Europe.....	13,534	17,060		6		796	178	2	1,200	217,385	4	19,745	121
Mexico.....		2				3			3	7		1	
Central America.....		1							16	2			
Cuba.....		4				2,578			11			8	
Other West Indies.....	11	25	1		16	489	2		11	12		53	2
British N. Am. Possessions.....		27		9					2	52		21	6
South America.....	4	4							3	22		1	
China.....						4				1		1	
Japan.....		1								9		1	
Other Asia.....		1							5	1,501		23	
Australia.....	1								1	35		3	
Hawaiian Islands.....		1											
Other Oceanica.....										1			
Africa.....		2							2	19	1		
Not specified.....													
Total.....	13,550	17,128	1	15	16	3,820	180	2	1,254	219,046	5	19,857	120

PORTS OF THE UNITED STATES AND CANADA, AS WELL AS THOSE DEBARRED AND ENDING JUNE 30, 1894.

Portland, Oreg.	Port Townsend, Wash.	Provincetown, Mass.	San Diego, Cal.	San Francisco, Cal.	Tacoma, Wash.	Total United States ports.	Halifax.	Point Lewis.	Quebec.	Vancouver.	Total Canadian ports.	Grand total.
				25		6,014	58	9	68		133	6,147
				3		14,591	47	19	43		109	14,700
	1			3		17,697	23	36	35		94	17,791
				10		1,650	21	20	18		59	1,709
			1	26		4,791	106	31	75		212	5,003
	3		4	33	1	3,058	6		16		22	3,080
	22		5	127		52,280	536	419	754		1,709	53,989
				7		1,346	1		9		10	1,356
				60		42,963	1		12	1	14	42,977
						1,768	20	21	11		52	1,820
	2					8,326	188	343	254		785	9,111
	1			14		2,186				10	10	2,196
						718	10		1		11	729
			1	97		35,593	606	161	385		1,132	36,725
			1	15		2,448	45	18	42		105	2,553
				1		1,775	62	88	16		166	1,941
				14		925						925
			1	31		17,547	253	206	280		739	18,286
			1	18		2,836	2	15	2		19	2,905
				2		280	16		2		18	298
	20		10	285	11	18,452	143	53	74	26	296	18,748
	2		2	110		30,127	41	21	30	12	104	30,231
			3	86		3,725		20	23		47	3,772
			3	6		48	4		11		12	60
	67	1	34	1,049	12	271,194	2,187	1,481	2,141	49	5,858	277,052
				93		109						109
			9	4		32						32
						2,601						2,601
				4		576						576
				72		189	5				5	194
				5		39						39
						6				1,164	1,164	1,170
12	226			980	15	1,244				687	687	1,931
				18		1,548			41		41	1,589
			4	139		183		1		11	12	185
	1			38		40				4	4	44
	2			2		5						5
						24						24
				70		70						70
12	296	1	47	2,474	27	277,860	2,192	1,482	2,132	1,915	7,771	285,631

TABLE NO. 4.—SHOWING THE TRADES AND OCCUPATIONS OF IMMIGRANTS.

Trades and occupations.	Baltimore, Md.	Boston, Mass.	Brunswick, Ga.	Gloucester, Mass.	Jacksonville, Fla.	Key West, Fla.	New Bedford, Mass.	Newport News, Va.	New Orleans, La.	New York, N. Y.	Pensacola, Fla.	Philadelphia, Pa.	Portland, Me.
<i>Professional.</i>													
Artists: Painters, sculptors, etc.		9							1	209		8	
Clergy		24				2			2	114		6	
Musicians	6	14				11			3	421		10	
Physicians		9				10			4	49		6	1
Teachers		19							2	230		29	
All other professional.		38				6			4	393	1	30	2
<i>Skilled.</i>													
Bakers	78	49							16	1,416		104	
Barbers and hair-dressers	13	9				2	1		4	884		25	1
Blacksmiths, locksmiths, machinists, and iron workers	173	192					1	1	21	2,906		215	3
Brewers	26	6								314		21	
Butchers	74	38							1	1,246		76	1
Carpenters, joiners, and cabinet-makers	160	132				11	1		20	3,064		223	2
Clerks		122		1					14	1,473		161	2
Dressmakers, seamstresses, and tailors.	219	320			4	6	9		16	6,144		715	3
Engineers		67				3			6	593		40	1
Gardeners	22	38				5			2	562		43	
Mariners		125		6		107	91		27	2,823		5	1
Masons	61	42							2	1,619		40	1
Mechanics, n. s.		204							4	1,399		47	2
Millers	37	14							6	413		29	
Miners	69	51							5	2,423		536	1
Painters	27	39							4	751		72	
Shoemakers	154	85							32	2,628		153	3
Stonemasons		32							3	556		14	
Tobacco manufacturers		2				1,856				268		52	2
Watch and clock makers		13							1	261		17	
Weavers	15	540							1	1,003		126	
All other skilled	90	531			1	10			5	6,159	2	815	2
<i>Miscellaneous.</i>													
Cooks	146	97	1			6			24	1,930		131	
Farmers	700	645				44	1		223	17,565		891	6
Grocers		25								228		20	1
Laborers	2,055	2,828			1	47	5		171	46,823		3,467	21
Merchant dealers		47				256			41	3,957	1	158	1
Servants	756	3,426		7	1		24		167	22,146		2,381	16
All other miscellaneous		635			2	9				2,374		617	32
No occupation including women and children not stated.	8,295 374	6,617 44		1	4 2	1,429	47	1	325 97	83,746 6		8,570 4	24
Total	13,550	17,128	1	15	16	3,820	180	2	1,254	219,046	5	19,857	129

From the foregoing tables it appears that during the last fiscal year 288,020 immigrants arrived in this country. Of these, 285,631 were landed, and 2,389 were debarred and deported at the expense of the various steamship lines transporting them. Of those deported 1,533 were under contract to perform labor made previous to their arrival, and 836 were deported as coming within the prohibition of the act of March 3, 1891. In addition to the above, 417 immigrants who had been landed were returned to the countries whence they came, having become public charges within one year after arrival in the United States. The latter were returned at the expense of the steamship lines bringing them if the cause of their becoming a public charge existed prior to landing; otherwise at the expense of the immigrant fund. To such an extent have our almshouses, hospitals, and insane asylums been relieved of immigrants who became burdens upon public or private eleemosynary institutions within one year after arrival from causes existing prior thereto, that this Bureau is not advised of any now being supported by public or private charities suffering from insanity or loathsome diseases or who have become paupers from other causes.

This gratifying result has been accomplished by regulations prescribed under rules 7 and 8 of Department circular No. 177, of November 29, 1893, which are as follows:

RULE 7.—Any alien immigrant who shall come into the United States in violation of law may be returned, as by law provided, at any time within one year from the date of his arrival, at the expense of the person or persons, vessel, transportation company, or corporation bringing such alien; and any alien immigrant who shall become a public charge within one year after his arrival from causes existing prior to his landing may be returned at the expense of said above named parties. The expense above mentioned shall include all expenses incurred for maintenance after such cases are brought to the attention of the Bureau of Immigration, provided said Bureau, upon investigation, has ascertained the case to be one for deportation and has so ordered.

RULE 8.—Any immigrant who has been lawfully landed and has become a public charge within one year from date of landing from accident, or bodily ailment, or disease, or physical inability to earn a living, which is likely to be of a permanent character, shall be deported at the expense of the "immigrant fund," upon a proper case for relief being established to the satisfaction of the Bureau of Immigration: *Provided*, Said pauper immigrant is delivered at a port designated by the Bureau of Immigration, free of charge; and said "immigrant fund" shall be liable to pay any public or charitable institution fixed charge agreed upon for the care of any alien immigrant who has fallen into distress within and until the end of one year from the time of landing, and has become a public charge from above causes, from the date of notification to the Bureau of Immigration and establishment of said immigrant's right to relief.

A full copy of said circular is appended to this report.

In 1893 440,783 immigrants arrived, a decrease of 141,044 as compared with the fiscal year 1892, in which year 581,827 arrived; and during the year 1894, 288,020 arrived, a decrease of 152,763 as compared with 1893; or a total decrease during these years of 293,807 immigrants, this decrease being greater than the total number of arrivals for the fiscal year ending June 30, 1894.

The decrease in 1893 was caused by the suspension of immigration on account of cholera, and the decrease in 1894 is largely to be attributed to the stagnant condition of our business enterprises, owing to financial causes and the consequent absence of demand for both skilled and unskilled labor; but at the same time it must be borne in mind that much of this decrease is to be attributed to the efficient execution of the immigration laws, by the strict inspection and prompt deportation of the prohibited classes, as each person deported to the country whence he came deters many from making the attempt to land here,

and also to the refusal of steamship transportation lines to sell tickets to or embark undesirable persons in foreign countries.

The inability to procure transportation prevents hundreds from reaching our shores who now apply for tickets and are refused passage by the steamship agents at the homes of those contemplating immigration; thus demonstrating that the act of March 3, 1893, is both wise and humane, and secures to our country a greatly restricted immigration, and those who succeed in coming are of the better class of European peasantry. There seems to be no doubt that as the present system of inspection (viz: First, at the home of the emigrant; second, at the port of embarkation, and third, upon his arrival in this country) becomes better understood and is more vigilantly executed it will be more remedial and far-reaching in its effects, and can from time to time be improved by such regulations and Congressional amendments as practical experience demonstrates; consequently the volume of immigration will be restricted upon a wholesome basis and the condition of those arriving will continue to improve.

To show how the inspection of intended immigrants at their homes is enforced it is only necessary to recollect that by law the steamship companies are required to transport to the country whence they come all immigrants who on inspection are refused a landing in the United States. So many of late years have been returned, that it has proved a considerable expense to them, and in order to avoid this they have made certain regulations defining the classes who should be refused transportation by their agents, and prescribing penalties for booking immigrants prohibited landing in the United States, of which the following is an extract:

Extract from instructions of the North German Lloyd, White Star Line, Hamburg-American Packet Company, Cunard Line, Netherlands, American, Red Star Line, French Line, and Anchor Line and other steamship companies to their agents.

Such emigrants as are liable to become a burden to the State, paupers, criminals, consumptives, and those suffering with loathsome and contagious diseases;

The blind, lame, deaf and dumb, and crippled persons, women with children without any relatives in this country, single females in pregnant condition, single females with children;

We beg to advise you that the law will be enforced strictly. In view of this, we request you to use the utmost care in accepting emigrants for transportation, and in doubtful cases to consult us, giving all the details and conditions before you enter into a contract.

If we approve of the acceptance of a passenger or passengers you will be in no way held responsible, but if you enter into a contract for transportation of emigrants, of whom with a certain degree of attention you could have known beforehand that they would come under that class of emigrants which are refused admittance to America, we will be compelled to charge you 80 marks for every adult for return transportation, and also the transportation costs from the port to the home of the passenger.

For your further information I append to this report a full circular of one of the above-named companies to its agents in foreign countries.

The principal steamship lines have endeavored to book only such steerage passengers as should be admitted, and have shown a desire to observe the law in every respect; the results of which are plainly evident in the class of immigrants now arriving. At the same time it is to be expected that they will continue to secure as many passengers as possible. Their steerage business to this country this year was very light, and had it not been for the unusual number returning to their foreign homes it would have proved to them a financial loss.

When it is considered that each of the above lines has several thousand agents located in every section of Europe from which emigration

flows, whose duty it is to inspect each and everyone contemplating emigration before selling a passage ticket to the United States under the penalties prescribed in the above regulations, it is evident they will exercise the utmost caution. And this inspection is most valuable, being based upon self-interest and the agent's desire to shield his company from the responsibility imposed upon it by our laws in embarking persons belonging to the prohibited classes, and is the more valuable because he may be, and generally is, personally acquainted with the immigrant and his surroundings.

During the fiscal year 1892, out of an immigration of 581,827, there were 932 alien contract laborers returned to the country whence they came.

In 1893, out of an immigration of 440,793, there were 518 returned, and in 1894, out of an immigration of 288,020, there were 1,553 returned. This proves conclusively that the work is becoming more efficient, and that those who attempt to come in violation of law may anticipate deportation with a greater degree of certainty. It is impossible to detect all who should be barred at the threshold, but many who succeed in gaining an unlawful entrance (417) were subsequently deported.

Very few persons who have been convicted of felony or other infamous crime or misdemeanor involving moral turpitude are returned. It is almost impossible to detect them unless the bureau is notified of their proposed emigration. It is therefore suggested that all immigrants coming from countries which grant police or penal certificates upon application be by regulation required to produce them upon arrival in this country.

Of the number arriving during the year ending June 30, 1894, many were relatives of immigrants of former years and naturalized citizens of the United States, or those having domiciliary rights which must be respected. Many of them were immigrants recently landed, who, failing to find employment here, were induced by the low cost of transportation and cheap living in Europe to visit the "old country," and are now returning.

From the following table, prepared at the port of New York for this fiscal year, it appears that the number of immigrants arriving for the first time who were without father, mother, brother, sister, son, daughter, husband, or wife already in the United States was 98,182:

TABLE NO. 5.

Total arrivals	219, 046
Number who have been in the United States before.....	29, 827
Number going to immediate family.....	91, 037

RECAPITULATION.

Number who have been in the United States before.....	29, 827
Number going to immediate family.....	91, 037
	<hr/>
Other immigration.....	120, 864
	<hr/>
Total arrivals	219, 046

Those going to aunts, uncles, father or mother in law, son or daughter in law, or cousins have not been deducted. Had the statistics embraced all relatives, the number who came not attracted by family ties would have been much less. The above also applies to other ports.

It is estimated that during the months from October, 1893, to the end of this fiscal year and up to the present time the exodus of foreign steerage passengers from the United States has been greater than the number arriving. Actual figures can not be given, because no statistics of emigration are required to be furnished. From this it would seem that numerically there are fewer foreigners in the United States at the present time who arrived as steerage passengers than there were at the end of the fiscal year 1893.

Had we a law requiring statistics of the number of steerage passengers returning to Europe as well as of those arriving the number now in this country who came as immigrants would be considerably reduced by deducting those who came and returned and those who come and go annually, thus swelling the aggregate by being counted several times, and it would be ascertained that our own citizens are entitled to much more credit for the unparalleled development of our country than has heretofore been given them.

Much of the inflow of immigration has in former years sought employment in the rich mining regions, manufacturing centers, and populous cities of the Eastern portions of our country. The class thus employed has proved to be less desirable than the hardy immigrants who seek homes in the West and engage in agricultural pursuits. In many portions of the East, and especially in large cities, certain classes and races of people have become a burden and a detriment to American labor. They form communities among themselves, speak only their own language, and do not assimilate with our people, nor do they become attached to the principles of our Government, and often prove a source of apprehension. In order to remedy this evil it is suggested steps be taken to ascertain from each State and Territory whether immigrants are desired to develop its resources or any portion thereof; if so, whether skilled or unskilled labor is needed, what nationality is preferred, and what pursuits are open to them. With this information before us immigration can be intelligently directed, thereby preventing congestion in overcrowded labor centers and freeing our large cities of much of their unemployed floating population.

In comparing the large decrease in immigration in the last three years it may be interesting to point out the decrease of nationalities heretofore furnishing the greatest numbers.

TABLE NO. 6.

Country.	1893.	1894.	Decrease.	Per cent of decrease.
Italy	72, 145	42, 977	29, 168	59. 5
Germany	78, 931	53, 989	24, 942	68. 4
Sweden	35, 710	18, 286	17, 424	51. 2
Poland and Russia	52, 000	38, 666	13, 334	74. 3
Ireland	43, 578	30, 231	13, 347	69. 3
England and Wales	28, 974	18, 748	10, 226	64. 7
Hungary	22, 892	14, 700	8, 129	64. 2

From the foregoing it will be seen that, with the exception of the Swedes, the Italians show the least decrease. This is to be accounted for in the persistent efforts of Italian bankers, acting as steamship agents and procurers of labor, to induce immigration, and who at the same time attend to the financial business of these ignorant people upon and after arrival. It is known that the padrone system exists in this country, and that it should be eradicated by the most stringent laws is ad-

mitted by all. It is therefore gratifying to know that the Italian Government is ready to cooperate with the United States in remedying this evil. In this connection I quote from a communication addressed to the Fifty-third Congress in reply to a Senate resolution requesting certain information of the Secretary of the Treasury upon this subject:

I have to state that the records of this Bureau do not show to what extent the padrone system prevails in the United States, but it is believed that it exists to a great degree; and it can be safely said that a large portion of the Italian immigration into the United States (men, women, and children) have been and are at the present time imported under conditions of servitude. This traffic in human beings is, moreover, spreading to immigrants arriving from Japan, Syria, Arabia, and other countries, and in order to eradicate the evil active measures should at once be taken.

After the investigation of the Ford committee (Fiftieth Congress), the padrone changed his manner of doing business. He became, ostensibly, an Italian banker, and now conducts his affairs secretly through agents or bosses, both in Italy and the United States. The illiterate immigrant, in most cases, proves an easy, and I might say willing, victim to their (the bosses) promises of assistance in procuring for him employment in a foreign land. He is invariably posted before leaving his native country as to the answers it will be necessary for him to make in order to gain admittance into this country, and is warned, moreover, to distrust each and every American he meets. Arriving with this idea firmly imbued in his mind, it is impossible for our inspectors to procure sufficient information from him to warrant a prosecution of the padrone.

In conclusion, I suggest that if the Superintendent and Commissioners of Immigration were clothed with power to summon witnesses before the boards of special inquiry investigating the right of an alien to land in the United States, and to examine books and papers, and detain those ordered deported until their testimony could be secured, to be used in the prosecution of the padrone bankers, agents, bosses, and employers of contract labor generally, the laws upon our statute books could be much more effectively enforced.

It is earnestly hoped, with both Governments acting through their representatives and legislative bodies, that this evil may be suppressed.

Immigration from Russia and Poland shows a decrease of 13,472, or 74.3 per cent, whilst Russia alone shows an increase over last year of 961. In 1892 the expulsion of Jews from Russia and Poland compelled many to seek homes in other lands, and the exodus to this country in that year was 117,469; in 1893, 52,000, and in 1894, 36,725. Most of these received assistance to come, and were in a destitute condition upon arrival. Russia has now ceased to execute its edicts against this unfortunate race, and the assistance to migrate to America has been withdrawn to a great extent. Baron Maurice de Hirsch has turned his attention to his scheme of colonizing them in the Argentine Republic, and is encouraging the better classes to seek homes there, where it is claimed they prosper and are free from persecution. The German Government has forbidden the entry in transit across its territory of immigrants unless provided with transportation direct to some foreign land. Depots for inspection are being established along its frontiers, where the requirements of our laws are applied to those seeking homes here, thus protecting itself against undesirable immigrants who might be rejected and left stranded in its ports and at the same time protecting us.

These measures have resulted in diverting this exodus to Libau, a Russian port on the Baltic Sea, where various steamship lines have established agencies and book steerage passengers, via Hull, Rotterdam, and other ports, for the United States. This business is on the increase and needs careful attention. Those coming by this route are to some extent assisted and induced to migrate and are mostly of the undesirable classes, and means will be inaugurated to discourage this practice as far as the present laws will permit.

CANADIAN IMMIGRATION.

After the passage of the immigration act of March 3, 1893, which placed the responsibility of bringing objectionable immigrants upon transportation companies, it was represented to this Bureau that, in order to evade the law, undesirable immigration would seek Canadian routes, landing at Halifax and Quebec, and entering the United States across the frontier; and steamship lines sailing from European to Canadian ports advertised they would sell tickets to points of destination in the United States, and that steerage passengers by their lines could enter the United States without being subjected to inspection by immigration officers.

To protect our country from this invasion and the importation of laborers under contract, and to prevent unfair discrimination against steamship lines plying between European and Canadian ports, under the power vested in you by the foregoing acts of Congress you directed me, August 12, 1893, as Superintendent of Immigration, to proceed along the Canadian frontier and establish such rules and regulations at the points of railway and water entry as were necessary to remedy this evil.

Prior to this time there existed, practically speaking, no inspection along the frontier. At Montreal I was induced to enter into negotiations with the railway and steamship lines interested in the transportation of European immigrants landing in Canada destined for the United States, which resulted in the signing of an agreement with the steamship lines plying between European and Canadian ports, and railway lines in Canada which was approved by you on the 9th day of September, 1893, a copy of which is as follows:

In consideration of the mutual benefits and advantages which shall ensue to the steamship, railway, and transportation companies of the Dominion of Canada and the United States of America by the inauguration of immigrant inspection stations at the ports of landing in the said Dominion, for foreign immigrants destined to the United States, by U. S. commissioners and inspectors of immigration, acting under the provisions of the United States laws now in force, or which may hereafter be enacted, so far as the same may be found applicable, and such rules and regulations as the Secretary of the Treasury of the United States may from time to time impose in virtue of the act of Congress of the United States approved March 1, 1893, the undersigned steamship, railway, and transportation companies transporting immigrants to and within the said Dominion of Canada, parties of the first part, and Herman Stump, Superintendent of Immigration of the United States, of the second part, subject, however, to the approval and ratification of the Secretary of the Treasury of the United States, on behalf of the United States Government, hereby agree:

(1) That all immigrants destined to the United States shall be landed at the ports of Halifax, Quebec, Point Levis, Vancouver, or such other ports as may be authorized by the Canadian Government and advised to the party of the second part.

(2) That all facilities in the way of accommodation, access to immigrants, and the keeping of immigrants apart from the public until after inspection shall be afforded to the immigrant inspectors of the United States at the ports of landing to enable them to make such inspection as is required by the laws of the United States.

(3) That the United States officers will inspect all immigrants destined for the United States at ports of landing as rapidly as possible, and will furnish a certificate or passport containing a personal description of said immigrant sufficient to identify him, signed by the officer making the inspection, which, upon the Canadian frontier, will entitle said immigrant to enter the United States without further examination or hindrance.

(4) That the steamship companies shall supply the United States inspectors at ports of landing prior to the disembarkation of immigrants a list of all immigrants, whether infant or adult, destined for the United States, containing the following information, viz: Full name, age, sex, married or single, occupation, whether able to read or write, nationality, place of last residence and of embarkation and debarkation, destination, whether he has a through ticket or money to procure it, who

paid his passage, whether going to join relatives (if so, whom), and where he expects to find employment.

(5) That the railway and transportation companies will not, nor will either of them, sell to any immigrant en route to any port of the United States a ticket for his transportation, or transport him in cars or vessels from the port of entry, until after he has exhibited his certificate or passport as herein provided, and said railway and transportation companies will not knowingly transport any rejected or undesirable immigrant, or one who is by law prohibited from entering the United States, into its territory.

(6) That for the purpose of defraying the expense of the United States Government incident to said inspection, and for the care of such immigrants as may fall into distress or become a public charge in the United States, there shall be paid to an inspection officer at the port of landing to be designated by the U. S. Superintendent of Immigration, the sum of 50 cents for each immigrant admitted into the United States, to be paid by the transportation companies through the steamship company landing such immigrants, and this fee of 50 cents per capita shall be the only charge which shall be made for the admission of such immigrants to the United States. This provision to go into effect thirty days after approval and ratification of this agreement.

(7) That the word "immigrant," as used in this agreement, shall be understood as meaning all persons who intend remaining in the United States who are not already residents or citizens of the United States.

(8) That all parties to this agreement shall in good faith perform all the obligations assumed by each as far as the same can be done, without the violation of positive rights of others over whom they have no control, and the laws of the Dominion of Canada and the United States.

(9) That this agreement shall take effect on the 15th day of September, 1893, or as soon thereafter as it is approved by the Secretary of the Treasury of the United States, and shall be subject to cancellation by either of the parties hereto on sixty days' written notice to the other party.

(10) It is agreed on behalf of the Canadian Pacific Railway Company that Victoria, British Columbia, be added as one of the ports named in the first clause of the above agreement.

D. McNICOLL,
For the Canadian Pacific Rwy. Co.
HERMAN STUMP,
Superintendent.

H. & A. ALLAN,
For the Allan Line.

D. CONNELLY,
For the Hansa Line.

N. J. POWER,
G. P. A. for the Grand Trunk Ry. Co.
DAVID TORRENCE & Co.,
For the Dominion Line.

H. R. MURRAY,
For the Beaver Line.

Signed in triplicate at Montreal this 7th day of September, 1893.
The foregoing agreement is hereby approved.

J. G. CARLISLE, *Secretary.*

SEPTEMBER 9, 1893.

The advantages secured to the United States by this agreement are manifold.

At the place of entry all European immigrants are inspected under United States laws, in the same manner as within our own territory, before being allowed to proceed to their various points of destination, and the great expense of guarding more than 3,000 miles of frontier line is thereby, to a great extent, obviated.

All undesirable immigrants, European and Canadian, destined for the United States are refused transportation by railroad officials at ports of entry and along their respective routes.

The steamship lines also, under this agreement, pay the head tax on all aliens, including Chinese, thereby placing themselves under the same obligations fixed by law upon lines entering United States ports, and the revenue thus derived is applied to the same purposes as the

immigrant fund is applied under the various acts of Congress governing immigration.

The steamship lines furnish lists or manifests of passengers, with information as to name, age, sex, etc., necessary for identification, proper inspection, statistical purposes, etc.

The Canadian transportation companies afford all facilities in the way of accommodation, etc.

To carry out this agreement corps of inspectors have been located at Quebec in summer and Halifax in winter (when the navigation of the St. Lawrence is closed), and at Vancouver and Victoria, British Columbia. Since their appointment they have inspected all European immigrants destined for the United States arriving at their respective ports. At the same time immigrant inspectors have been stationed at the following points of entry into the United States along the border: New Whatcom and Port Townsend, Wash.; Pembina, N. Dak.; West Superior, Wis.; Sault Ste. Marie, Detroit, and Port Huron, Mich.; Chicago, Ill.; Cleveland and Toledo, Ohio; Buffalo, Suspension Bridge, and Ogdensburg, N. Y.; Newport and Burlington, Vt.; Concord, N. H.; Portland, Eastport, and Vanceboro, Me.; El Paso and Laredo, Tex.

The duties of inspectors on the border are to go through the railroad trains and vessels arriving and take up certificates of entry of European immigrants issued by our commissioners at ports of arrival in Canada; to carefully inspect all aliens, European and Canadian, for idiots, insane persons, paupers, or persons likely to become a public charge; persons suffering from a loathsome or dangerous contagious disease; persons who have been convicted of a felony or other infamous crime or misdemeanor involving moral turpitude; polygamists, and also those under contract to perform labor in the United States, and if any such are discovered to refuse them entry.

Statistics of immigrants entering the United States from Canada have not been kept prior to October, 1893, but from Canadian sources it is ascertained that from 40,000 to 50,000 Europeans entered the United States who landed at Quebec and Halifax during twelve months preceding that date. Since October, 1893, to June 30, 1894, only 7,771 have landed in Canada destined to the United States.

By the terms of the existing agreement it may be terminated at any time after the expiration of sixty days' notice by either party. Should this happen, steamship lines entering our own ports would be again placed at a disadvantage, and our frontier would again be very much exposed to the inroads of undesirable European as well as Canadian immigrants and laborers under contract. We have the right to place one inspector at each of the customs districts, at a salary of \$1,200 per annum, but when we consider the extent of each district, it can be readily seen that this is an entirely inadequate force for the purpose. Under the power vested in you to prescribe rules for inspection, etc., it could hardly be contended that the Secretary could impose a head tax or inaugurate a system of inspection which would be as efficient as direct and positive legislation.

Article 6 of the above regulations has been amended to conform with the provision contained in the sundry civil bill of August 18, 1894, increasing the head tax on alien passengers from 50 cents to \$1.

OFFICIAL INSPECTION.

In April, 1894, in company with Dr. J. H. Senner, commissioner of immigration at New York; Edward F. McSweeney, assistant commissioner, and Surg. William A. Wheeler, of the U. S. Marine Hospital

Service, I inspected the immigration stations at the ports of Boston, Philadelphia, and Baltimore, with a view of having the mode of registration and examination uniform for immigrants and suitable offices provided for our employes, and comfortable accommodations for immigrants undergoing inspection. I found at Boston that the inspection of immigrants was of the most superficial character, made as the passenger's passed from the vessel to the dock, consuming only a few moments, without the aid of the manifests required by law. The medical examination was also inadequate, owing probably to the need of proper facilities.

The immigration officials were located in an office rented by the Government, all the furniture in which belonged to the State of Massachusetts, and they were more engaged in matters pertaining to State eleemosynary institutions than to their official duties. Proper immigration facilities have since been provided by the Cunard and Allan Steamship lines on their docks, where the examination of immigrants can be properly and comfortably made by our inspectors acting in conjunction with medical officers of the U. S. Marine Hospital Service. The immigration office situated on Long Wharf has been supplied with Government furniture, and the officials attend solely to the duties assigned them by this Bureau. Since these changes have been inaugurated the inspection of immigrants, both European and Canadian, has been as strict and satisfactory as at any other port.

At Philadelphia the immigration building is located on the property of the Pennsylvania Railroad Company, at the dock where the Red Star and American Steamship lines moor their vessels and where all other lines have the privilege of landing steerage passengers. The accommodations here have recently been improved at considerable expense to the above railroad company, and are found to be well adapted to the purposes intended. The mode of examination is efficient and painstaking and in accordance with the laws and regulations governing the same. The buildings and furniture are supplied the Government free of charge, the only expense being the business office in another part of the city at an annual rental of \$150.

At Baltimore we found that the immigration depot was located at Locust Point in a large building erected by the Baltimore and Ohio Railroad Company on one of its piers at a cost of \$40,000, the interest on which at 6 per cent (\$2,400) was the rental paid for its occupancy from the "Immigrant Fund." The immigrants enter the building direct from the North German Lloyd steamers, the only line now bringing steerage passengers to that port. It was found that the upper floor of this building, if properly arranged and furnished, would be ample for immigration purposes. The railroad company has since made all necessary improvements, and a contract has been entered into with it at an annual rental of \$1,200, a reduction of one-half. This is the only place where the Government pays rent for an immigrant depot. The plant is complete, and affords comfortable accommodation to immigrant inspectors and medical officers, and the inspection is thorough and satisfactory in every respect.

Immigration at other ports is limited and they were not visited.

The plant on Ellis Island has been maintained in good condition at a small outlay and improved in many respects. The facilities for heating have received special attention, producing satisfactory results and considerable reduction in the consumption of coal. The ferry service from the island, which heretofore cost \$78 per day, has been reduced to \$65 per day, an annual saving of \$4,745; in addition to which the ferryboat carries free of cost all the fresh water needed for

the engines and drinking purposes, an estimated saving of \$2,400 per annum. Prior to this arrangement the cost of water had been reduced from a monthly expense of \$750 to about \$200. The cost of maintenance and hospital charges for immigrants have been a source of disagreement between various steamship lines and this Bureau, and it is hoped that an early settlement of these questions may be reached and that the steamship lines will in future be required to pay in addition thereto the actual cost of guarding detained immigrants and those ordered deported; also to pay the cost of transporting those ferried from Ellis Island destined to New York City and Northern and Eastern points, which has heretofore been paid by the Government, and thus effect a large reduction in the cost of administering the law.

The inspection officers and employés of the service stationed at ports or places of entry who come in contact with immigrants, are under circular No. 37, of March 3, 1894, required to wear uniforms while on duty, said uniforms to be paid for by such officers at a cost of from \$13.15 to \$16.75 per suit. Upon boarding vessels at ports of entry or trains along the border they are at once recognized as Government officials, and every facility is afforded them in the discharge of their official duties. At all ports where revenue cutters are stationed the captains, under orders from the Treasury Department, are directed to transport our officers to and from ships in the same manner as custom-house officers are transported. It is also proper to add that employés in this service are ready when called upon to assist collectors of customs in matters pertaining to the customs service.

ALIEN CONTRACT LABOR LAW.

The number of inspectors employed under this law during the fiscal year varied from 35 to 40, and 1,553 immigrants who were discovered to have entered into contracts in a foreign country to perform labor within the United States were deported, and many suits instituted against those seeking to employ them to recover the penalties prescribed by the statute. I can not, however, refrain from again expressing a hope that Congress will at an early date carefully revise and reenact the alien contract-labor laws, making them more certain, explicit, and comprehensive, and giving additional remedies to insure the enforcement thereof.

TABLE 7.—STATEMENT SHOWING RECEIPTS AND EXPENDITURES ACCOUNT OF IMMIGRANT FUND FROM JULY 1, 1893, TO JUNE 30, 1894, AND THE BALANCE ON HAND JULY 1, 1894.

Port.	Balance July 1, 1893.	Receipts.	Expenditures.	Balance July 1, 1894.
Alaska	\$12. 50			\$12. 50
Astoria	56. 50	\$124. 00		180. 50
Apalachicola	5. 00			5. 00
Baltimore	93,581. 67	7,088. 67	\$10,572. 60	90,097. 74
Boston	32,490. 23	8,813. 00	6,948. 55	34,354. 68
Buffalo	38. 00			38. 00
Belfast	2. 00			2. 00
Barnstable (Provincetown)	210. 00	7. 50		217. 50
Brashears (Teche)	70. 50			70. 50
Brunswick	11. 50	. 50		12. 00
Beaufort, N. C.	240. 50			240. 50
Beaufort, S. C.	3. 50	. 50		4. 00
Bridgeport (Fairfield)	12. 50			12. 50
Charleston	17. 50	7. 50		25. 00
Chicago	51. 50			51. 50
Corpus Christi	4. 50			4. 50
Capo Vincent	114. 50			114. 50
Detroit	382. 00			382. 00
Delaware	6. 00			6. 00

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TABLE 7.—STATEMENT SHOWING RECEIPTS AND EXPENDITURES ACCOUNT OF IMMIGRANT FUND FROM JULY 1, 1893, TO JUNE 30, 1894, ETC.—Continued.

Port.	Balance July 1, 1893.	Receipts.	Expenditures.	Balance July 1, 1894.
Duluth	\$338.50			\$338.50
Edgartown	9.50			9.50
Ellsworth	.50			.50
Fernandina	1.50			1.50
Galveston	164.94	\$9.50		174.44
Genesee	21.00			21.00
Gloucester	142.00	7.00		149.00
Jacksonville	83.50	7.50		91.00
Huron	621.50			621.50
Key West	11,762.40	2,013.50		13,775.90
Marblehead	12.00			12.00
Mobile	27.50	17.50		45.00
Michigan	50.50			50.50
Machias	5.00			5.00
New Orleans	11,286.23	953.50		12,239.73
New York	441,075.86	186,634.59	\$167,061.55	460,648.90
Newbern (Pamlico)	2.00			2.00
New London	2.50			2.50
New Bedford	2,570.50	142.50		2,713.00
New Haven	30.00			30.00
Norfolk	16.00	1.00		17.00
Newport News	790.00	1.00		791.00
Oswegatchie	115.50			115.50
Oregon	11.00			11.00
Oswego	2.00			2.00
Philadelphia	59,328.73	10,079.00	10,606.14	58,801.59
Providence	30.00			30.00
Portland, Me.	5,429.91	189.50		5,619.41
Portland, Oreg.	1,485.00	476.00		1,961.00
Pensacola	179.50	6.50		186.00
Port Townsend (Puget Sound)	1,118.00	607.50		1,725.50
San Francisco	25,726.57	4,114.50	3,415.66	26,425.41
San Diego	333.00	140.50		473.50
St. Augustine	34.00			34.00
Savannah	19.00			19.00
Salem and Beverly	9.00			9.00
Superior	502.50			502.50
Shieldsboro (Pearl River)	20.50			20.50
Tampa	18.00			18.00
Wilmington	28.00			28.00
Willamette	58.50			58.50
Richmond	127.50			127.50
Total, United States				713,738.30
Quebec (Canada), Halifax (Nova Scotia)		2,928.00	4,443.16	
Vancouver, British Columbia		957.50	1,849.29	
Total	690,900.04	225,328.26	204,896.95	711,331.35
Less amount Ellis Island (improvement of), miscellaneous accounts, etc., as per statement June 30, 1893	579,377.93			579,377.93
Balance July 1, 1893	111,522.11			131,953.42
Less miscellaneous account July 1, 1893, to June 30, 1894			28,891.23	
Less refund for improvement of Ellis Island, March 4, 1894			25,000.00	53,891.23
Total	111,522.11	225,328.26	258,788.18	
Balance July 1, 1894				78,062.19

RECAPITULATION OF EXPENSES.

	First quarter.	Second quarter.	Third quarter.	Fourth quarter.
Baltimore, Md.	\$3,029.13	\$2,763.37	\$2,420.16	\$2,359.94
Boston, Mass.	1,379.05	2,357.67	1,350.71	1,861.12
New York, N. Y.	42,413.20	44,440.46	39,437.74	40,770.15
Philadelphia, Pa.	2,979.46	2,757.11	2,332.82	2,536.75
San Francisco, Cal.	799.25	986.35	847.56	782.50
Halifax and Quebec		1,531.98	1,221.22	1,639.96
Vancouver, British Columbia		580.57	604.54	664.18
Miscellaneous	6,804.78	6,485.81	7,669.28	7,931.36
Refund Treasury Department, third payment			25,000.00	
Total	57,404.87	61,953.32	80,884.03	58,545.96

The above table shows the réceipts and expenditures of the immigrant fund at different ports during the fiscal year ending June 30, 1894, and the balance on hand July 1, 1894.

It is to be noted from a comparison with the report for the preceding fiscal year that the receipts have decreased \$103,886.11 and the disbursements \$42,454.12. The decrease in expenditures is caused by remedial measures adopted by this Bureau looking toward an economical administration of affairs, chief among which are—

First. The water supply at Ellis Island, N. Y., which at times cost at the rate of \$750 per month, is, under the present contract, delivered free of expense to the Government.

Second. A reduction of \$13 per diem for ferry service between New York and said island.

Third. A decrease of maintenance charges for immigrants in the various charitable institutions throughout the United States, under circular No. 177, of November 29, 1893, which circular is referred to in another part of this report; the decrease in Massachusetts alone under this head being more than 33 per cent during a period of six months; and

Fourth. A reduction of 50 per cent in the rental of the immigrant landing station at the port of Baltimore.

The above measures were adopted during the latter part of the fiscal year 1894, and the benefits derived therefrom will be more noticeable during the fiscal year ending June 30, 1895, than at the present time.

It should also be borne in mind that the Bureau has extended its operations to Canada, by which all immigrants arriving at ports in said Dominion destined to the United States are inspected by officials acting under instructions from this office, and although this branch of the service has not been self-supporting; the valuable work accomplished in preventing undesirable immigrants from entering the United States, at a nominal cost to the immigrant fund of \$2,406.95, is gratifying.

The hospital at Ellis Island is under the able management of Surg. William A. Wheeler, of the Marine-Hospital Service, and an efficient corps of assistants. It is admirably conducted, and affords relief to many sick and suffering immigrants arriving in this country. His report to this Bureau is attached hereto and contains valuable information.

In conclusion, Mr. Secretary, I desire to express my appreciation and thanks to the officers connected with this Bureau, all of whom have performed their duties faithfully, both with credit to the service and themselves.

Respectfully submitted.

HERMAN STUMP,
Superintendent.

Hon. JOHN G. CARLISLE,
Secretary of the Treasury.

U. S. IMMIGRATION SERVICE, MEDICAL DEPARTMENT,
Ellis Island, N. Y., July 12, 1894.

SIR: The following is a report of the work done by the medical department of the immigration service at Ellis Island during the year ending June 30, 1894:

Since our last report there have been no changes in the medical staff either connected with the office or the hospital. Some important and greatly needed changes, however, have been made in the hospital buildings which were recommended last year, in addition to which the hospital has been provided with a complete steam dis-

infector, fully capable of meeting all requirements. It will be noticed that we have this year treated all of our insane cases at Ellis Island. This we have found to be practicable since they are few in number, and it is very much in the interests of economy. The only cases not treated on the island are those of smallpox, diphtheria, and scarlet fever, and unless a suitable building were provided, well isolated, it would not be possible to properly care for them. During the past year there have been but 15 of these cases, and, should that number be not increased, it is doubtful if any better arrangement could be made than the one we now have with the health department of the city of New York.

My recommendation of last year that a contagious hospital be built at Ellis Island for these very cases was based upon the larger number occurring during the previous years. It is very gratifying to find that for various reasons the number of such cases is annually diminishing and with it the need of a separate contagious hospital on Ellis Island.

Our buildings have been painted, and are to-day in a good state of preservation. The roofs of the kitchen, dining rooms, and hospital C have been painted by our attendants, also the inside of the male and female wards. The roof of the executive building needs painting, which our attendants can not do, owing to its high pitch and their lack of experience.

The walls of hospital C will soon need to be sealed with rock plaster, as they are becoming infected with vermin, which it is impossible to dislodge. In that respect the plastering of the partitions of the male and female wards has been an unequalled success.

Below will be found statistical tables of office and hospital work, medical and surgical report, and our financial statement, all of which is respectfully submitted.

W. A. WHEELER,
Surgeon, U. S. Marine Hospital Service,
In Charge of the Medical Department.

The COMMISSIONER OF IMMIGRATION,
Port of New York, N. Y.

Summary of hospital transactions for the fiscal year ended June 30, 1894.

Patients in hospital at beginning of year	40
Patients admitted to hospital during year	1, 552
(Men, 522; women, 500; male children, 316; female children, 254.)	
Total treated	1, 592
Births (male, 4; female, 5)	9
Deaths (men, 15; women, 4; male children, 15; female children, 17)	51
Pay patients treated during year	1, 118
Free patients treated during year	474
Days' treatment for pay patients	10, 670
Number of days' treatment for free patients	7, 073
Total number of days hospital treatment	17, 743
Average daily attendance	47

Detailed report of hospital transactions.

Hospitals.	On hand July 1, 1893.	Ad- mitted during year.	Total.	Recov- ered.	Im- proved.	Not im- proved.	Died.	Re- main- ing June 30, 1894.	De- ported.	Num- ber of days' treat- ment.
Long Island College ..	1	0	1	0	1	0	0	0	0	25
New Jersey State	1	2	3	0	1	2	0	0	0	169
Health department	1	15	16	15	0	0	1	0	0	340
Immigrant	37	1, 535	1, 572	1, 027	225	240	50	30	162	17, 209
Total	40	1, 552	1, 592	1, 042	227	242	51	30	162	17, 743

Rate of mortality, 3½ per cent.

Average number of days' treatment in each hospital.

Long Island College	25
New Jersey State	56
Health department	21
Immigrant	10

Nationality of patients treated.

Ireland	84	Portugal	1
England	44	Denmark	49
Wales	5	Hungary	53
Scotland	18	Austria	116
Germany	319	Bohemia	13
France	8	Finland	16
Russia	417	Armenia	1
Poland	52	Greece	5
Switzerland	12	Roumania	2
Sweden	61	Syria	6
Norway	27	Arabia	2
Belgium	2	Others	23
Holland	13		
Italy	243	Total	1,592

Number of rations furnished patients and attendants in immigrant hospital during the fiscal year	21,937
Cost per ration (3 meals)	\$0.31½

Work of the medical examiners.

Steerage passengers inspected upon arrival	231,662
Physically examined, certified, and sent to hospital	1,081
Physically examined, certified, and sent before the board of special inquiry for action	527
Physically examined and recorded (for minor defects)	1,630
Landed cases applying for relief which were certified and sent to hospital for treatment	471
Landed cases applying for relief which were physically examined and certified for deportation	215
Landed cases applying for hospital relief, examined and rejected	151

Financial statement.

Care and treatment of patients in—	
Long Island College Hospital	\$25.00
New Jersey State Hospital for Insane	289.71
Health department, New York City	694.96
Immigrant hospital	13,649.33
Furniture and fixtures on hand, purchased	2,689.50
Cost of maintaining the medical inspection and examining service	6,891.95
Cost of each patient per day in—	
Long Island College Hospital	1.00
New Jersey State Hospital for Insane	1.78
Health department	2.20
Immigrant hospital	79½

26 REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

<i>Balance Sheet.</i>		DR.	CR.
To cash paid Long Island College Hospital.....	\$25.00	By furniture and fixtures on hand less wear and tear.....	\$2,555.03
To cash paid New Jersey State Hospital.....	289.71	Reimbursements from steamship companies for patients during the year.....	10,337.76
To cash paid health department, city of New York.....	694.96		
To furniture and fixtures on hand July 1, 1893.....	2,634.50		
To furniture purchased.....	55.00		
To wear and tear on furniture and fixtures.....	134.47		
To services of special nurse.....	12.00		
To drugs purchased.....	341.98		
Freight charges paid.....	13.27		
To moneys advanced for car fares, etc.	10.16		
Ambulance hire—transportation of contagious cases.....	53.10		
Ambulance hire—transportation of noncontagious cases.....	16.00		
To burials.....	955.50		
To laundry supplies purchased.....	62.50		
To repairs.....	438.77		
To subsistence stores, etc.....	6,850.39		
To salaries of hospital officers and attendants.....	4,931.42		
To salaries of officers and clerks, medical examining service.....	6,891.95	To balance.....	11,517.89
Total.....	24,410.68	Total.....	24,410.68

NOTE.—The expense of washing all the blankets used in the detention house is included in the cost of running the laundry, the labor being performed by a hospital attendant.
The cost of maintenance of patients in immigrant hospital includes all expense with the exception of the cost of fuel, light, and water, which can not be approximated.

ANNUAL MEDICAL AND SURGICAL REPORT.

Diseases and injuries of patients treated in hospitals by the United States Immigration Service, port of New York, during the year ended June 30, 1894.

Diseases and injuries. <small>(As required by the regulations of the U. S. Marine-Hospital Service, follow in order and arrangement the nomenclature of the official nomenclature of diseases.)</small>	Remaining under treatment from previous year.	Received during the year.	Total to be accounted for.	Discharged.				Remaining under treatment.	Deported.	Remarks.
				Recovered.	Improved.	Not improved.	Died.			
Smallpox.....	1	3	4	4						
Cowpox.....		1	1	1						
Chickenpox.....		5	5	3				2		
Measles.....	4	146	150	143			7		4	4 deported with parents.
Scarlet fever.....	1	5	6	6						
Influenza.....		2	2	2						
Whooping cough.....		1	1		1					1 discharged to parents, by request.
Mumps.....		1	1	1						
Diphtheria.....		5	5	1			2	2		
Cerebro-spinal fever.....	2	5	7	4			3			
Enteric fever.....		4	4	2			1	1		
Sporadic cholera.....		2	2	2						
Dysentery.....		9	9	5	1	2	1		1	
Intermittent fever.....		29	29	29						
Remittent fever.....		1	1	1						
Malarial cachexia.....		6	6	1	4	1			1	
Erysipelas, facial.....		16	16	15	1					1 discharged to family, by request.
Syphilis, primary.....		1	1			1			1	
Syphilis, secondary.....		14	14		9	4		1	8	
Gonorrhoea.....		9	9	4	5				1	
Lumbricoides.....		2	2	1			1			1 Tonsilitis follicular.
Effects of heat.....		2	2	2						
Effects of cold.....		1	1	1						
Starvation.....		2	2		2					2 children.
Alcoholism.....		3	3	2	1					
Immaturity at birth.....		2	2				2			
Debility.....	1	26	27	20	5	2			2	

Diseases and injuries of patients treated in hospitals by the United States Immigration Service, port of New York, during the year ended June 30, 1894—Continued.

Diseases and injuries. <small>(As required by the regulations of the U. S. Marine-Hospital Service, follow in order and arrangement the nomenclature of the official nomenclature of disease.)</small>	Remaining under treatment from previous year.	Received during the year.	Total to be accounted for.	Discharged.			Died.	Remaining under treatment.	Deported.	Remarks.
				Recovered.	Improved.	Not improved.				
Old age.....		3	3			3			1	2 discharged to children.
Rheumatic fever.....	1	1	2	2						
Rheumatism.....	1	35	36	18	8	8		2	6	
Gout.....		1	1	1						
Warts.....		2	2	1				1		
Tubercle of lung.....	2	36	38		11	20	6	1	18	
Tubercular glands (neck).....		1	1		1					
Tubercle of bone (leg).....		1	1			1				
Scrofula.....		1	1		1					
Anæmia.....		1	1		1					
Acanthia lecutularia.....		2	2	2						
Hæmorrhage, cerebral.....		1	1		1					
Abscess of brain.....		1	1				1			
Pediculus capitis.....		2	2	1	1					
Locomotor ataxy.....		1	1			1				Expiration of year.
Hemiplegia, left.....		3	3		1	2			2	
Anæsthesia of finger (local).....		1	1		1					
Neuralgia.....		1	1	1						
Sciatica.....		1	1	1						
Migrim.....		1	1		1					Malingerer.
Epilepsy.....		4	4	1		3			3	
Hemichorea.....		1	1		1				1	
Hysteria.....		1	1	1						
Mental delusion.....		1	1			1			1	
Hypochondriasis.....		1	1			1				
Insanity.....	2	14	16		4	11		1	8	2 discharged expiration of year; 1 discharged on bonds.
Mania, acute.....		3	3	1		2			2	
Melancholia.....		11	11			11			11	
Dementia.....		6	6			6			6	
Idiocy.....		3	3			3			1	2 discharged by board.
Mental incapacity.....		1	1			1			1	
Insanity, puerperal.....		1	1	1						
Conjunctivitis.....		2	2	1	1				1	
Conjunctivitis, phlyctenular.....		1	1	1						
Conjunctivitis, catarrhal.....		2	2	1					1	
Conjunctivitis, purulent.....		5	5	2	2			1		
Keratitis.....		3	3	2	1					
Keratitis, vascular.....		3	3	1	2				1	
Ulcer of cornea.....	1	4	5	3	2				1	
Inflammation optic nerve.....		1	1			1				
Shrunken eyeball.....		1	1			1				
Myopia.....		2	2			2			1	
Amaurosis.....		1	1			1			1	
Blepharitis.....		2	2			2				
Perforation membrana tympani.....		1	1			1				
Deafness.....		1	1			1			1	
Epistaxis.....		1	1	1						
Endocarditis.....		1	1			1			1	
Pericarditis.....		2	2	1			1			
Valv. disease heart, mitral.....		14	14		7	6		1	7	
Cyanosis.....		2	2				2			2 foramen ovale persistent.
Syncope.....		3	3	3						
Thrombosis subclavian artery.....	1		1			1			1	
Varicose veins, leg.....		6	6		1	5			5	
Bronchitis, acute.....	1	26	27	17	9		1			1 inflammation of stomach.
Bronchitis, chronic.....		3	3			2	1		1	
Bronchitis, catarrhal.....		2	2	1				1		
Asthma, spasmodic.....		2	2		1	1			1	
Pneumonia, lobular.....		28	28	16	1		10	1		1 discharged to family, by request.
Pneumonia, lobar.....	2	18	20	17	1		2		1	
Atelectasis.....		1	1				1			
Pleurisy, acute.....		5	5	4	1					
Pleurisy, chronic.....		3	3		2	1			2	
Pleurisy with effusion.....		2	2		1		1			
Empyema.....		1	1			1				Pneumonia lobar.
Stomatitis, ulcerative.....		1	1	1						

Diseases and injuries of patients treated in hospitals by the United States Immigration Service, port of New York, during the year ended June 30, 1894—Continued.

Diseases and injuries. <small>(As required by the regulations of the U. S. Marine Hospital Service, follow in order and arrangement the nosology of the official nomenclature of diseases.)</small>	Remaining under treatment from previous year.	Received during the year.	Total to be accounted for.	Discharged.				Remaining under treatment.	Deported.	Remarks.
				Recovered.	Improved.	Not improved.	Died.			
Abscess, dental periosteum		1	1	1						
Tonsillitis, follicular		7	7	7						
Inflammation of stomach		8	8	7		1			2	
Inflammation stomach and intestines, catarrhal.		1	1				1			
Inflammation stomach, chronic.		1	1			1			1	
Vomiting of pregnancy		1	1	1						
Inflammation intestines, catarrhal.	1	13	14	11			3			
Hernia, strangulated		1	1	1						Operation for.
Hernia, inguinal, direct		2	2			2			1	
Hernia, inguinal, incomplete.		1	1			1				
Diarrhea	1	6	7	5	1		1			1 child.
Constipation		10	10	9				1		
Colic		7	7	7						
Abscess anus		1	1	1		1				
Fissure of anus		1	1	1						
Hypertrophy of liver		2	2	1	1					
Cirrhosis of liver		1	1				1			
Jaundice		1	1	1					1	
Ascites		1	1			1				
Peritonitis		1	1	1					1	
Suppuration lymph. glands groin.		3	3	2				1		
Acute nephritis		1	1	1						
Bright's disease		1	1			1			1	
Diabetes insipidus		1	1				1			
Stricture urethra, organic		1	1		1					
Ulcer of penis	2	1	2	1	1					
Paraphimosis		1	1	1						
Inflammation spermatic cord.		1	1		1				1	
Varicocele		1	1	1		1				
Hæmatocele	1		1	1						
Orchitis		2	2		1	1			1	
Epididymitis		2	2		1	1			1	
Inflammation uterus, catarrhal		1	1			1				
Amenorrhœa		1	1		1					
Metrorrhagia		1	1		1					
Leucorrhœa		1	1		1					
Pregnancy		55	55	5		49		1	23	25 discharged by board.
Effects of childbirth	1	17	18	18					2	
Abortion		2	2	2						
Premature labor		1	1	1						
Stillbirth		1	1				1			
Parturition		1	1	1						
Inflammation of bone, periosteal.		1	1		1					
Periostitis, circumscribed		1	1		1					
Caries of bone, skull	1		1		1					
Necrosis of femur	1		1	1						
Necrosis of tibia		1	1			1			1	
Inflammation of joint, knee.		1	1		1					
Inflammation of hip joint, chronic.		1	1		1				1	
Anchylolysis, knee joint		1	1			1			1	
Loose cartilage, knee		1	1			1				
Atrophy of muscles, leg		1	1		1				1	
Inflamed bursa	1	3	4	3		1			1	
Œdema connective tissue, foot.		2	2	2						
Inflammation connective tissue, eyelid.		1	1	1						
Inflammation connective tissue, hand.		2	2	1	1					
Inflammation connective tissue, thigh.		1	1		1				1	
Abscess connective tissue, face.		1	1	1						
Abscess connective tissue, neck.		2	2	2						
Abscess connective tissue, hand.	1	8	9	7	1	1				

Diseases and injuries of patients treated in hospitals by the United States Immigration Service, port of New York, during the year ended June 30, 1894—Continued.

Diseases and injuries. <small>(As required by the regulations of the U. S. Marine-Hospital Service, follow in order and arrangement the nosology of the official nomenclature of diseases.)</small>	Remaining under treatment from previous year.	Received during the year.	Total to be accounted for.	Discharged.				Remaining under treatment.	Deported.	Remarks.
				Recovered.	Improved.	Not improved.	Died.			
Abscess connective tissue, thigh.		2	2		2					
Abscess connective tissue, leg.	1	3	4	4						
Erythema		1	1	1						
Eczema		7	7	5	2					
Eczema, capitis		7	7	7						
Eczema, scalp		5	5	5						
Eczema, facial		5	5	2	3					
Eczema, leg		1	1	1		1			1	
Eczema, vesicular		3	3	3						
Intertrigo		3	3	3						
Impetigo		1	1	1						
Psoriasis		1	1				1			
Tinea sycosis		3	3		2	1			1	
Stearrhœa		3	3	2	1					
Ichthyosis		1	1		1				1	
Alopecia		4	4			4				
Ulcer of skin, finger		1	1							
Ulcer of skin, leg		7	7	3	3	1			2	
Boil		3	3	2	1					
Carbuncle of face		1	1	1						
Carbuncle of leg and thigh		1	1	1	1				1	
Gangrene of foot	1		1	1						
Favus	1	97	98	66	31		1	2		
Itch		9	9	4	5			1		
Wound of hand, poisoned		1	1	1						
Burn and scald, neck		1	1	1						
Sunstroke		1	1	1						
Wound of arm, incised		1	1	1						
Wound, scalp, punctured		1	1	1						
Scald of hand		1	1	1						
Wound of scalp (bone not exposed)		2	2	1	1					
Wound of chin, incised		1	1	1						
Fracture of nasal bone		1	1	1		1				
Wound of cornea, punctured		1	1	1						
Fracture of rib		1	1	1						
Compression spinal cord		1	1			1				
Rupture of urethra		1	1	1						
Contusion of hand		1	1	1						
Contusion of shoulder		2	2	2						
Wound of hand, incised		1	1	1		1				
Wound of finger, lacerated		1	1	1						
Wound, testicle, gunshot	1		1	1						
Fracture of clavicle		2	2	1	1					1 discharged to family.
Fracture of humerus	1	1	2	2						
Dislocation of humerus		1	1	1						
Contusion of elbow		2	2		2					
Contusion of leg	1		1	1						
Contusion of foot		1	1	1						
Sprain of ankle		4	4		4					
Wound of leg, incised		1	1		1					
Wound of toe, contused		1	1	1						
Fracture of patella, ununited		1	1			1			1	
Fracture of tibia		1	1	1						
Fracture of fibula		2	2	1	1					1 discharged to parents.
Malingering		3	3			3				
Nostalgia		2	2			2				
Infancy		9	9			9				
Observation		158	158	143		12		3	3	10 readmitted for other diseases; 2 malingerers.
Accompanying	6	387	393	388				5	4	
Total	40	1,552	1,592	1,042	227	242	51	30	162	

A correct compilation from the Register of Patients and Case Book.

W. A. WHEELER, Surgeon.

FULL COPY OF CIRCULAR OF ONE OF THE STEAMSHIP LINES REFERRED TO.

To our agents:

To meet numerous inquiries put to us, we give you on the other side an extract of the United States immigration act, of which please take note and act accordingly. We request you again to see to it that no persons are accepted for transportation whose landing in the United States will meet with difficulties.

In doubtful cases you will inquire of us, filling up the list of questions as per copy on the other side, and not book the passenger before you are informed by us that he can be forwarded.

In case any passenger booked by you be refused permission to land in the United States, and it appears that with proper care on your part you should have discovered the difficulty, we shall have to hold you responsible for the amount of the return passage, 80 marks net, and also for transportation expenses from Hamburg to the passenger's home.

Yours, respectfully.

[Extract from the United States immigration act.]

The person intending to emigrate should carefully read the extract before filling out the list of questions on the next page.

According to the law of the United States of America of March 3, 1891, the following persons will be refused permission to land:

(1) Imbeciles, idiots, and insane persons.

(2) Cripples.

(Exceptions can be made in certain cases, for instance, with children traveling with or to their parents, or persons who are expected by relatives giving bond for their support. Under certain conditions it is important to know, in deciding a case whether the infirmity of the passenger impairs his ability to support himself.)

(3) Persons suffering from a loathsome or a dangerous and contagious disease. (Consumption is counted among these.)

(4) Paupers, i. e., persons likely to become a public charge. (This includes inmates of poorhouses or persons supported by the community or state; beggars; persons unable to work on account of old age or for other reasons; orphans who are not old enough to earn their own living, unless they are expected by relatives who give bond for their support; persons bodily or morally degraded, i. e., drunkards; single women or widows with children or in a pregnant condition, unless expected by relatives who give bond for their support; unmarried women with children or in a pregnant condition traveling alone; exceptions have been made in cases where the intended husband expected the arrival and the marriage took place before landing.)

(5) Persons convicted of a felony or other infamous crime or misdemeanor involving moral turpitude. (Political criminals are excepted.)

(6) Polygamists, i. e., persons having several wives, for example, Mormons.

(7) Persons whose passage is paid for by others or who are supported or assisted by others in emigrating, if it is not already shown that the person in question does not belong to one of the excluded classes of emigrants. (The assistance itself is, therefore, not the cause of exclusion, but in case an emigrant is suspected of belonging to one of the barred classes of emigrants is regarded as an aggravation.)

(8) Persons who want to emigrate on the strength of a labor contract closed before they arrive in America. (Act of February 26, 1885.) (A labor contract is a binding obligation between employer and employé, whereby the employer agrees to engage the workman on certain terms.)

The following persons are excepted under the provisions of the act of the 26th of February, 1885: Private secretaries, servants, and domestics engaged by foreigners transiently living in the United States; persons engaged in an industry requiring particular skill and not yet pursued in the United States, if such workmen can not be secured in the United States; ministers of religious societies, professors, teachers, actors, artists, orators, singers, domestics, and tradesmen.

According to section 4 of the law of 3d of March, 1891, steamship and other transportation companies and shipowners are forbidden to invite or encourage emigration to the United States, either directly or through agents, in writing, in print, or verbally. Only ordinary business letters, circulars, notices, or verbal representation regarding sailings of vessels, rates of passage, and condition and advantages of the steamship company are permitted.

Whenever a doubt exists as to the admission of an emigrant it is absolutely necessary that an inquiry should be addressed to the steamship line, in which the case is explained and a decision asked for.

REGARDING PERMISSION OF AN INTENDING EMIGRANT TO LAND
IN THE UNITED STATES.

These questions must be plainly and truthfully answered and then sent to the agent of the steamship line, who will reply as soon as possible whether the landing is likely to be permitted or not. In case no answer is received within eight days the applicant must be informed that the application has been sent to the United States authorities, so that a decision can not be expected before four or five weeks.

The emigrant will be held responsible for all consequences of false statements.

Questions.

[In case the reply received is favorable, the emigrant should carefully preserve this paper in order to present it upon being examined when landing in America.]

- (1) Christian name and family name? _____.
- (2) Age? _____. Residing in? _____.
- (3) Occupation or trade? _____.
- (4) Destination in the United States? _____.
- (5) Traveling alone or in company? (In the latter case state name of companions and their relationship to applicant.)
- (6) Is the person expected in America? Who are the persons expecting him or her? Where do they live, and how are they related to the emigrant? (Exact address must be given.)
- (7) State the reason why a doubt exists that the person will be permitted to land. _____, the _____, 18—.

[Signature:] _____.
[Address:] _____.

Answer _____.

[Circular.]

MAINTENANCE AND DEPORTATION OF ALIEN IMMIGRANTS.

TREASURY DEPARTMENT,
BUREAU OF IMMIGRATION,
Washington, D. C., November 29, 1898.

The attention of all concerned is called to the following instructions:

RULE 1. All alien immigrants before they are landed shall be inspected and examined, as by law provided, on shipboard, or at a suitable place provided for the convenience of the owners of vessels transporting them and the comfort of the immigrant, where they may be temporarily placed whilst undergoing such examination. During such time, and until finally discharged and landed, said immigrants shall be deemed and treated as on shipboard, and the owners, consignee, or master of the vessel transporting them shall be liable for all expense incurred in lodging, feeding, and caring for them, or said immigrants may be remanded on board ship, or taken on board ship by the master thereof, who shall be responsible for their safe-keeping.

RULE 2. Upon arrival all alien immigrants shall be inspected and examined without unnecessary delay. Those qualified to land shall be promptly discharged. Those detained for special inquiry shall have a speedy hearing and be either discharged or ordered deported. If an appeal is prayed the record of proceedings shall at once be transmitted to the Superintendent of Immigration at Washington. All expenses incurred in lodging, feeding, and maintaining alien immigrants during the period covered by these proceedings shall be borne by the steamship company, owners, or master of the vessel transporting them. No appeal shall be received or transmitted which is applied for after the immigrant has been transferred from the immigrant station to be deported.

RULE 3. Upon the arrival of an alien immigrant, helpless from sickness, physical disability, or infancy, who is detained for further inquiry, one person only (if necessary) shall be detained to look after and care for such helpless immigrant, the natural guardian or a relative to be selected; the transportation company to be responsible for their maintenance whilst so detained. The remainder of the family (if any) shall proceed on their journey or defray their own expenses.

RULE 4. In case of an immigrant not qualified to land, but who would be entitled, upon proof of certain facts, such as the case of a woman who claims to have a husband, father, or brother, residents in this country, able and willing to support her, she may be detained a reasonable time until such husband, father, or brother can

REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

be communicated with; the transportation company to be responsible for her maintenance in such and like cases until a final decision is reached.

RULE 5. Immigrants qualified to land shall be promptly discharged and landed, and if they desire to wait for friends or remittances they may be permitted to do so upon payment of all costs and expenses, which should not be charged to the transportation company. In cases where an immigrant qualified to land is unable, from accident or unavoidable circumstances, to immediately continue his journey and is without sufficient means to defray the expenses of the enforced delay, the Commissioner of Immigration may, in his discretion, pay said expense, reporting said case to the Bureau of Immigration with reasons for his action, and ask that such expense be paid out of the "immigrant fund."

RULE 6. That in case of the arrival of sick and disabled immigrants unable to travel, said immigrants shall be moved to hospitals provided for their care, and shall be maintained at the expense of the owner or master of the vessel transporting them until sufficiently recovered either to be landed or deported, and whilst detained in hospital shall not be considered as landed until examined and discharged, or said immigrant shall remain on shipboard until able and ready to be landed or deported.

RULE 7. Any alien immigrant who shall come into the United States in violation of law may be returned, as by law provided, at any time within one year from the date of his arrival, at the expense of the person or persons, vessel, transportation company, or corporation bringing such alien; and any alien immigrant who shall become a public charge within one year after his arrival from causes existing prior to his landing may be returned at the expense of said above-named parties. The expense above mentioned shall include all expenses incurred for maintenance after such cases are brought to the attention of the Bureau of Immigration, provided said Bureau, upon investigation, has ascertained the case to be one for deportation, and has so ordered.

RULE 8. Any immigrant who has been lawfully landed and has become a public charge within one year from date of landing, from accident or bodily ailment, or disease, or physical inability to earn a living, which is likely to be of a permanent character, shall be deported at the expense of the "immigrant fund," upon a proper case for relief being first established to the satisfaction of the Bureau of Immigration, provided said pauper immigrant is delivered at a port designated by the Bureau of Immigration, free of charge, and said "immigrant fund" shall be liable to pay any public or charitable institution fixed charges, agreed upon, for the care of any alien immigrant who has fallen into distress within and until the end of one year from the time of landing, and has become a public charge from above causes, from the date of notification to the Bureau of Immigration and establishment of said immigrant's right to relief.

RULE 9. Immigrants who are detained under rules 4 and 6 (awaiting proofs, etc., or who are sick and in hospital) should pay for their own maintenance, and the transportation company shall be held only as security for the payment of subsistence and hospital expenses. Access to such immigrants shall be permitted to an agent of said transportation company to request payment thereof, and should said immigrants refuse or be unable to pay the same, it shall be a circumstance to be considered, upon arriving at a decision in his case, as to whether he may or may not be likely to become a public charge.

RULE 10. No charge for food, lodging, or maintenance, or for hospital attendance, medicines, or other expenses shall be made in excess of the actual cost of furnishing the same, the intention being to make this service self-sustaining without profit.

HERMAN STUMP,
Superintendent of Immigration.

Approved:
J. G. CARLISLE,
Secretary.