

*L. J. Barnes U.S.A. Surgeon General
With the Respects of the Author*

(2.)
ANNUAL REPORT
OF
QUARANTINE OPERATIONS,
IN
CHARLESTON HARBOR, S. C.,
FOR
(2.) 1869-70.
THE YEAR ENDING OCTOBER 31st, 1870.

ROBERT LEBBY, M. D.,

HEALTH OFFICER.

COLUMBIA, S. C.:

JOHN W. DENNY, PRINTER TO THE STATE.

1871.

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R E P O R T .

QUARANTINE OFFICE,
CHARLESTON, S. C., November 1, A. D. 1870.

To His Excellency ROBERT K. SCOTT,
Governor of the State of South Carolina.

GOVERNOR: I have the honor to transmit to your Excellency my second Annual Report of Quarantine Operations in the harbor of Charleston, under my supervision, for the current year ending 31st of October, 1870.

The experience of the past two years has proven the utility, and established the success of the present Quarantine Regulations of the State of South Carolina, as adopted by the General Assembly in 1868. Under the protecting care of an all-wise Providence who controls the destinies of Nations and States, as well as of individuals, the community of Charleston has been preserved from the desolating scourge of yellow fever and cholera epidemics. To that Supreme Governor of the Universe, who has so beneficently watched over the health, lives and business of the people of Charleston, are we indebted for this exemption from these terrible visitations. While several of our sister cities have suffered from epidemics of yellow fever, Charleston has been passed over by the "destroying angel," and our beloved city and State has been spared. Let us render up our thanksgiving to God alone for His great mercy and protection.

YELLOW FEVER.

The French armed dispatch sloop-of-war "Limier" arrived at this Quarantine, on the 26th of January, 1870, seven days from Port-au-Prince, with twenty-five of her crew sick with yellow fever, eight (8) severe cases, the balance in different stages of the disease, and several others of the crew convalescing. On the 27th, three (3) of the sick died on board, and were buried at Fort Johnson Cemetery. On the 28th, twenty-two (22) of the sick were removed to the Lazaretto on Morris Island, and on the 29th, three (3) others were taken from the ship. On this day four (4) (of the twenty-two) died. On the 31st two (2) more, and on the 5th of February, two (2) others of this unfortunate ship's crew died, and were buried on Morris Island; making a total of eight (8) deaths

among those sent to the Lazaretto, which, with the three (3) that occurred on the ship, made a total of eleven (11) deaths since the arrival of the vessel on the 26th of January. Seventeen of the number sent to the Lazaretto were returned to the ship on the 25th of February, entirely recovered. The ship was thoroughly cleansed, fumigated, and disinfected by the most powerful agents, and no other cases occurred on board up to the 5th of April, 1870, on which day she sailed for France, nor was there a new case on the vessel after her anchoring in the harbor. This may be attributed to the very cold weather which set in directly after her arrival. This ship lost four (4) officers, and forty-eight (48) seamen in the harbor of Port-au-Prince, and eleven (11) seamen in the harbor of Charleston, making a total of four (4) officers, and fifty-nine (59) seamen, in all sixty-three (63) deaths, from the period of the yellow fever's first appearance on board. This was the only vessel during the season in this harbor with yellow fever, or any other infectious or pestilential disease on board.

The brig H. C. Brooks arrived at the anchorage on the 5th of August, (1870), seven days from Havana, with the Captain convalescing from fever. The brig sailed from the port of Havana on the morning of July 28th, and the Captain sickened a few hours after he got to sea. Upon his arrival here, he was quite weak from the attack, but fresh beef and champagne in a few days restored him to ride out a quarantine of thirty-two (32) days, making thirty-nine (39) days from his leaving Havana. No other cases occurred on board the Brooks. Her cargo was sugar and molasses.

PERSONAL CONTAGION OR INFECTION.

During the past two seasons of 1869 and 1870, very minute observations were made from the Log Books of vessels coming from infected ports, and inquiries were made of intelligent Captains relative to how many of their crews who were engaged in actual attendance upon those who had the yellow fever, were taken sick with the same disease, and, almost in every instance, the reply was, that "as long as they remained on board of the vessel, and did not expose themselves to the night air, they were exempt." The same information was given in 1869, and I had the opportunity of personally observing the fact in this harbor on board the schooners Emma Wadsworth and Tropic Bird, where the wife of the Captain of the former and the Captain of the latter, (who died in forty-eight hours after his arrival,) were attended by unacclimated persons of Northern constitutions, who were exposed in every way to contact with the persons of the sick. No one, in any single instance, took the disease. So, likewise, with the brig Merriwa, where the Captain and First Mate

were both ill with yellow fever, and put in to this port in distress. No one took the disease from them.

This notice of personal contagion or communicating the disease from person to person, is made with the view of drawing the attention of Health Officers to similar observations, in order to establish the fact of non-personal communication. This fully corroborates the observations of many of our most prominent Physicians for a period of nearly fifty (50) years back, or even longer.

FOMITES.

The clothing and bedding, particularly flannels and blankets, that have been worn and used by yellow fever patients in the hospitals at Havana, and on ship-board, require the vigilant attention of the Health Officer more than anything else. Captains and sailors constantly have an accumulation of such deleterious old rags on board, and it is not uncommon for the Health Officer to be told that they kept them to be washed for future use. I have made it a rule to have these old rags thrown overboard at strong ebb-tide, and, in many instances, the contents of their mattresses, before the vessel was liberated from Quarantine or allowed to come up to the city.

A very clear case of this sort of propagation of the disease occurred at Fort Johnson during the latter part of the season, in the person of a white woman, a German, who washed the flannels of Capt. Shea, of the brig Brooks, who clandestinely got his clothes on shore, after having been several times positively directed not to carry them on shore, either there or at Charleston, but to immerse them in a solution of one part of carbolic acid, in crystals, to seventy of water, and have them washed afterwards in clear water, on board, or take them north after drying. He neglected this advice and got them on shore. The woman was taken sick on the seventh day after with all the symptoms of yellow fever, and was very ill. On the fifth day her fever left her in a most debilitated condition, almost amounting to collapse, and jaundiced. She continued in this way for two or three weeks. I would ask, how did this woman contract the disease? She was never on board of the vessel, for it was at too great a distance from the wharf, and her husband was too fearful of the yellow fever to have gone on board himself, or to have allowed her to do so. Upon her recovery, not many weeks after, she was attacked with malarial fever, and is now an invalid.

BILGE WATER,

Another grave engenderer of disease to a community. The vessels from the West Indies, and particularly those from Havana and Matan-

zas, are all infected (if I may use the term) with this, black, putrid bilge water, the result of transporting cargoes of sugar and molasses, and the great carelessness or neglect to have the "holds" and "run" properly cleaned, and the vessel pumped frequently and washed out well. I am sorry to say that our American vessels are more infected with this material, and more neglected than any other nation's, except the Spanish vessels. Every vessel that arrived at this station during the past season from Havana and Matanzas were in this dangerous condition, and those in "light ballast" and "no ballast" were in a more dangerous condition than those with cargoes; for, while the former were perfectly tight, the latter leaked, to a greater or less degree.

From all the information before me relative to the bark "Home," which arrived at the Quarantine Station, below Philadelphia, on the 29th of June last, from Black River, Kingston, Jamaica, it seems that it was the filthy condition of the vessel from putrid bilge water that propagated the disease. This was aided by the burning of the rags and the refuse clothing on shore. Such material from an infected ship, when burning, would infect those immediately under its influence. Dr. Ramsay, the historian of South Carolina, states that "the small pox was wafted over Charlestown, in 1760, by the burning of the contents of a house where several persons resided who had the small pox and had recovered or died. The house was cleaned, and a great smoke was made, which being carried by an easterly wind from White Point, propagated the disease extensively to the westward in the line of the smoke." If the small pox could be propagated and extended in this manner, why not yellow fever?

Yellow Fever, the past season, has been particularly fatal at the New York Quarantine, (as reported by the papers,) and prevailed epidemically at New Orleans and Mobile, and somewhat in Galveston. Of its origin in those cities I am not specially advised, but there is every reason to believe that it was carried into New Orleans and Mobile. From Havana it has crossed the Atlantic by steam, and almost depopulated Barcelona, and extended up and along the Mediterranean Sea in all directions. The terrible "vomito" brought into Barcelona from Cuba by the steamer "Marie," on or before the 23d of September, is driving thousands before it. This introduction of "vomito" comes well authenticated. Better, far better, for the whole West India Trade to be entirely suspended between the 1st days of May and November, than that Charleston should be afflicted as Barcelona has been by this fearful pestilence—"vomito."

ARRIVALS, 1870.

The following shows the number and kind of vessels which arrived and were examined at the Quarantine Station up to the 31st of October, 1870:

MONTHS.	Kind of Vessel.						Aggregate.
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Sloops.	
1870.							
January.....	* 1	0	0	0	0	0	1
May.....	30	1	2	9	36	0	78
June.....	30	0	1	4	24	0	59
July.....	24	0	1	6	18	0	49
August.....	29	0	5	6	34	1	75
September.....	32	0	4	7	17	0	60
October.....	8	0	4	2	15	0	29
Totals.....	154	1	17	34	144	1	351

*The French sloop of war Limier, with yellow fever on board.

From the West Indies, as follows:

	VESSELS.
From Baracoa.....	1
Bermuda.....	3
Cardenas.....	4
Elethuvia.....	1
Havana.....	3
Matanzas.....	8
Port-au-Prince.....	2
St John's, P. R.....	1
St. Thomas'.....	1
Total number of vessels from West Indian ports.....	26
Total number of all classes of vessels from European and American coastwise ports.....	325
Total number of vessels examined.....	351

All vessels from healthy ports North of the port of Charleston, were partially relieved from Quarantine examination on and after the 5th of October, by request of the merchants, on account of the large influx of merchandize, and the demand for vessels required for exportation.

Vessels from the West Indies were rigidly Quarantined to November 1. As this course was pursued and approved by your Excellency in 1869, it was adopted the past season without detriment to the public health, believing that it would not be disapproved.

In the following Comparative Meteorological table for the Quarantine Seasons of 1858 and 1870, it will be observed that the "range" of the Barometer is very similar in both years—except the months of September and October, in the first of which, in 1858, there was the greatest "range," and just the reverse in 1870, when the least range appears; and this order is nearly reversed in October, though not to the same degree, thus showing a "later season." The maximum point reached by the Barometer in 1858 was pretty high, while the minimum indication was the lowest during the six months, in 1870; almost the same thing appears in the month of October. In the other months the Barometrical indications are remarkably alike. The extreme degrees of heat and cold are much greater in 1870 than 1858, but the "mean temperature" is much the same for both years, the "mean—night" being the highest in 1858, and the "mean—day" highest in 1870. The following shows a marked difference in the "extremes of temperature" of the two years:

	1858.	1870.	Difference.
Maximum of Thermometer,	94°	99°	5° hotter in 1870
Minimum of Thermometer,	63°	47°	16° colder in 1870
Range,	31°	52°	19° greater range

during the season of 1870 than in 1858. The mean of the "Dew Point" shows a much greater proportion of moisture in the atmosphere of 1858 than 1870, while the "Rain-fall" for both years is practically the same, although varying considerably in corresponding months. The "Prevailing Winds" and Weather is the same for both years. The following resume of arrivals during the two seasons, and the result, will serve to illustrate the "difference" between the two systems of Quarantine:

YEARS.	Total number of vessels arrived at Quarantine.	From West Indies and South America and Africa, &c.	No. vessels arriving at Quarantine with sickness on board.	No. of vessels Quarantined.	Average No. of days of Quarantine.	No. of Cases of Yellow Fever.		
						Total Treated.	Died.	Recovered.
1858	*103	79	15	103	unknown	16	13	3
1870	350	26	0	26	35	0	0	0

* This does not include the European and coastwise arrivals.

COMPARATIVE VIEW

Of the Condition of the Atmosphere at Charleston, South Carolina, from the 1st of May to the 1st of November, 1858, when there was a severe epidemic of Yellow Fever, and of the corresponding months of the year 1870, when there was no Yellow Fever.

[COMPILED FROM THE METEOROLOGICAL REGISTER OF THE CITY OF CHARLESTON—INTERVAL TWELVE YEARS.]

1858.

MONTHS.	BAROMETER.			THERMOMETER.					Dew Point at Sunrise.		Course of Winds.		Hottest Day.	Coldest Day.	Quantity of Rain.	Prevailing Weather.	REMARKS.
	Maximum.	Minimum.	Range.	Maximum.	Minimum.	Mean—night.	Mean—day.	Mean.	At Sunrise.	At 4 P. M.	4	26	Inches.	6	3.67	Fair.	
May.	30.436	29.906	.530	84	65	67.87	78.96	65.38	S. W.	S. W.	S. W.	26	3.67	6	3.67	Fair.	
June.	30.372	29.968	.404	88	70	74.43	85.99	73.83	S. E.	S. W.	S. W.	30	1.46	15	1.46	"	
July.	30.322	20.984	.338	94	72	75.93	87.12	75.64	S. W.	S. W.	S. W.	4	6.11	7	6.11	"	
August.	30.312	30.000	.312	93	72	76.06	86.80	75.77	S. W.	S. W.	S. W.	3	5.80	24	5.80	"	
Sept r.	30.512	29.650	.862	87	64	67.36	78.96	66.63	N. E.	N. E.	N. E.	4	7.02	28	7.02	"	
October.	30.544	30.000	.544	82	63	64.32	75.58	62.19	N. E.	N. E.	N. E.	4	0.77	27	0.77	"	

COMPARATIVE VIEW OF THE CONDITION OF THE ATMOSPHERE AT CHARLESTON.—CONTINUED.

1870.

May.	30.370	29.724	.646	95	50	61.00	79.64	58.54	N. W.	4.27	Fair.
June.	30.380	29.900	.480	94	61	69.40	84.60	67.16	S. W.	6.22	"
July.	30.384	30.028	.356	99	70	71.06	91.03	65.09	S. W.	3.00	"
August.	30.340	30.020	.320	93	67	73.00	87.93	74.00	S. W.	3.75	"
Sept'r.	30.300	29.990	.310	92	65	67.16	82.66	63.56	N. E.	2.14	"
October.	30.500	29.776	.724	87	47	59.67	77.74	58.08	N. E.	5.02	"

HOSPITALS.

In my last Annual Report I informed the General Assembly, through your Excellency, that the Lazaretto and Physician's and Steward's houses were completed, together with a wharf and eight hundred (800) feet of causeway ten (10) feet wide, leading from the Creek around the Hospital, and also a wharf at a cost, by contract, of seven thousand (7,000) dollars, leaving a balance of the appropriation unexpended of one thousand (1,000) dollars, to be applied for bedding, furniture, kitchen, &c.

On the 26th of January, upon the arrival of the French sloop of war Limier, with yellow fever on board, your Excellency (in accordance with the Act) approved my requisition for three hundred and fifty (350) dollars for the purposes above specified, in order to accommodate the sick from the French ship. These articles are now on hand, in good order, and ready for use. Again, from the exposed situation of these buildings, and several in the vicinity having been struck by lightning and partially destroyed, with your Excellency's approval, a contract was made with Mr. D. G. Nash to furnish them with Munson's Patent Copper Conductors for three hundred and thirteen dollars and seventy-six cents (\$313.76). This work has been well done. It was found that a kitchen was absolutely necessary for the Lazaretto. Accordingly a building (12 by 20) twelve by twenty feet was erected, under contract, for three hundred and thirty dollars (\$330), making a total expenditure at this point of eight thousand and thirteen dollars and seventy-six cents (\$8,013.76). The buildings are all in good condition and ready for immediate use, upon the shortest notice. The expenses of their erection will be shown somewhat in detail in the following :

RECAPITULATION.

Health Officer, Port of Charleston, in account with State of South Carolina.

DR.

1869.			
Aug.	9	To Treasury draft, per Governor's order.....	\$1,950 00
Sept.	8	To Treasury draft, per Governor's order.....	1,950 00
Nov.	15	To Treasury draft, per Governor's order.....	1,950 00
	15	To Treasury draft, per Governor's order.....	500 00
1870.			
Jan.	12	To Treasury draft, per Governor's order.....	650 00
Feb.	17	To Treasury draft, per Governor's order.....	350 00
July	20	To Treasury draft, paid Mr. Nash.....	313 76
Oct.	10	To cash paid Health Officer.....	350 00
			\$8,013 76

RECAPITULATION.—CONTINUED.

Health Officer, Port of Charleston, in account with State of South Carolina.

CR.

1869.			
Aug.	9	By cash paid Sawner and Ferguson, first installment on contract.....	\$1,950 00
Sept.	8	By cash paid Sawner and Ferguson, second installment on contract.....	1,950 00
Nov.	15	By cash paid Sawner and Ferguson, third installment on contract.	1,950 00
	15	By cash paid Sawner and Ferguson, contract for wharf.....	500 00
1870.			
Jan.	12	By cash paid Sawner and Ferguson, 10 per cent. retained on contract.....	650 00
Feb.	17	By cash paid for building Cots, Hospital Furniture, &c.....	350 00
July	20	By cash paid for Lightning Conductors, to Mr. Nash.	313 76
Sept.		By cash paid for three barrels Lime, A. McCobb..	6 50
Oct.	10	By cash paid for kitchen, per contract of Joseph Brown.....	330 00
		Total cost of Lazaretto and appurtenances..	\$8,000 26
Oct.	10	By balance of cash in Loan and Trust Co.'s Bank	13 50
			\$8,013 76

The foregoing shows an expenditure of twenty-six (26) cents more than the appropriation.

KEEPER OF THE LAZARETTO.

In my last Annual Report will be found the result of a correspondence, by your Excellency's approval, with the City Council of Charleston, (marked A. P. D., 1869,) through which that honorable body had assumed the care of the Lazaretto in trust for the State, as before the war. They directed the City Registrar to appoint a "Keeper of the Lazaretto," to reside permanently on Morris' Island, at a salary of four hundred (400) dollars (the same as prior to the war) per annum, payable monthly. This officer has been paid promptly to the 31st of October 1870, by the City Treasurer.

To re-imburse the City Treasury for this outlay in caring for the property of the State, and to provide for the Keeper's salary for the fiscal year ending October 31, 1871, an appropriation of eight hundred (800) dollars is required at the next session of the General Assembly.

SURVEYING PUBLIC LANDS ON MORRIS ISLAND.

As soon as it was ascertained that the State was about to erect buildings for a Lazaretto on Morris Island, the owner of the Island notified the Health Officer that if these buildings were located upon any portion of his domain, reclamation would be made on the State for the same.

The State of South Carolina owned, by purchase from the late Newman Kershaw and James Reid, a large body of land on Morris Island, but it was found to be impossible to locate it, as all the landmarks had been obliterated by the recent military occupation of the island. Your Excellency authorized the County Commissioners of Charleston County to have the property re-surveyed, and to have stone marks placed to designate the State boundaries. This has been done at a cost of two hundred and sixty-six dollars and sixty-eight cents (\$268.68.)

WARE HOUSES.

Last year I directed your Excellency's attention to the subject of ware houses, as connected intimately with the proper administration of the Quarantine establishment. The Medical Committee of the House promptly reported upon the subject, and the Legislature unanimously adopted a series of Resolutions, directing your Excellency to forward them to our Senators and Representatives in Congress. The President of the United States referred the subject to the Secretary of the Treasury for his immediate action. A Special Agent was appointed in the person of Mr. J. G. Lobsdell, an experienced merchant, formerly of New York, and well acquainted with the ware house system of that port, who, after several interviews with Hon. Geo. W. Clark, Collector of the Port, and

myself, proposed to allow the matter to remain in abeyance for the present, until it could be ascertained if the West India trade with this port increased to such an extent as to warrant the large outlay that the erection of the buildings would involve during the season of 1870. Mr Lobsdell's instructions were such that if their construction was insisted upon, and they were found to be necessary for the preservation of the public health of Charleston, they should be erected.

Upon a free interchange of opinions, and after learning that our insisting upon their erection would endanger the large appropriations then before Congress for the Custom House and other works in this harbor, Mr. Clark and myself concurred in the opinion that it were best to let this matter lie over, the more so, as we were assured by Mr. Lobsdell that the President's instructions to the Secretary of the Treasury were such as would admit of the re-opening of the subject, at any time during the present administration. I beg to refer to my letter on this subject under date of February 14, 1870.

QUARANTINE EXPENSES.

The economical administration of this important branch of public service intrusted to my care by your Excellency in November, 1868, with these instructions only, to "keep the yellow fever out of the city of Charleston at any cost," has been constantly aimed at, for, while, during the past two years, in order to preserve the citizens of Charleston from the pestilence, I felt that I was untrammelled, free to do my best to that end, "at any cost" to the State, at the same time I felt that the most rigid economy of the public funds should be exercised in this as well as in every other branch of expenditures of the State.

Upon assuming the duties of my office, it was my first action to ascertain what it had just previously cost the State, for the execution of the Quarantine Laws:

I learned that in 1865 and 1866 it cost about.....	\$ 7,200
In 1867 and 1868, exclusive of salaries, it cost about.....	3,600
In 1869, exclusive of salaries, it cost about.....	2,208
And for oil, lanterns, &c.....	44
	————— \$2,252 00

or, in round numbers, two thousand (2,000) dollars, for the boat, lanterns, &c., the cost of which was included in the total, were used during the season just ended.

With the experience acquired in 1869, the expenses of the present year have been reduced to a still smaller figure, as will appear below.

As before stated, on the 26th of January, the French dispatch sloop-of-war "Limier," put into this port, having many of her crew sick with yel-

low fever, and as this was a National vessel, the State of South Carolina, by your Excellency's instructions, under the opinion of the Attorney-General, assumed the expenses incident to their care, the vessel belonging to a Nation in amity with the United States, this course being almost universally followed in such cases. The extraordinary contingent expenses for medical attendance, medicines, etc., and supplies, were on this occasion \$590.62.

QUARANTINE EXPENSES, 1870.

Health Officer in account with the State of South Carolina.

1870.	DR.		
Feb 28	To Treasury draft, by order of Governor.....		\$590 62
	CR.		
28	By expenses of the sick from the French steamer Limier, paid.....	\$590 62	590 62
	DR.		
Ap'l 13	To Treasury draft from Comptroller-General.....		\$1,000 00
July 15	To Treasury draft from Comptroller-General.....		500 00
Oct 15	To Treasury draft from Comptroller-General.....		200 00
			\$1,700 00
	CR.		
May 31	By expenses paid, as per account current, and vouchers forwarded.....	\$755 48	
June 30	By expenses paid, as per account current, and vouchers forwarded.....	181 05	
July 31	By expenses paid, as per account current, and vouchers forwarded.....	204 80	
Aug 31	By expenses paid, as per account current, and vouchers forwarded.....	125 00	
Sept 30	By expenses paid, as per account current, and vouchers forwarded.....	193 85	
Oct 31	By expenses paid, as per account current, and vouchers forwarded.....	102 00	1,562 18
31	By balance of cash in Loan and Trust Company's Bank, Charleston.....		\$137 82

Your Excellency will perceive that the actual cost to the State of South Carolina for the execution of the Quarantine Regulations, proper, at the Port of Charleston, for the fiscal year ending 31st of October, 1870, was..... \$1,562 18
 And for the French steamer..... 590 62
 Total..... \$2,152 80

Which is ninety-nine dollars and twenty cents (\$99 20) less than the expenditures for the year previous (1869). The difference in favor of 1870 would have been still greater, but for that contingency.

For the amount expended the State has on hand a large hospital, with two comfortable houses for the Physician and Steward, with a kitchen attached and fixtures complete, costing eight thousand dollars and twenty-six cents, (\$8,000.26;) and, for quarantine purposes, two (2) boats, with oars, &c, iron davits, with blocks and tackle, together with signal, signal staff, etc., at a cost of about five hundred (500.00) dollars for next year's operations. These will require, comparatively, little expense for painting, &c.

Previous to the war the Quarantine Officer was required to board and examine only vessels coming from the West Indies, or from other ports, with sickness on board. Under this law every vessel has to be boarded and examined day or night. It is true that the Act does not require the performance of this duty except between sunrise and sunset, but the passenger steamers arrive at all hours of the night, frequently with heavy freight and passenger lists, and 'tis important that they should get to the city in time to connect with the early morning trains for the interior. The commercial and traveling public must be accommodated, consequently the duty of the Health Officer, under the present law, is not only responsible, but laborious and dangerous. There is much difference between the former and present system. The average number of vessels boarded previous to the war scarcely exceeded one hundred (100) during the season, at an appropriation of about one thousand (1000) dollars for the season. During the year 1869 three hundred and thirty-one (331) vessels were boarded and examined, and in the year 1870, the number reached three hundred and fifty-one (351) vessels. Prior to the war they were boarded by day; since the war it is done both day and night, and at about double the cost only to the State. Since the war there has been no epidemic yellow fever originating or introduced into the City of Charleston.

CONCLUSION.

Permit me, in concluding this Report, and my official term, which is about to expire, to express my grateful appreciation of the uniform kindness, confidence and friendship always manifested towards me by your Excellency. Our official connection has not been disturbed by a single unpleasant occurrence during the two years that I have been associated with your Department. Your constant anxiety and solicitude has been to preserve the City of Charleston from epidemic yellow fever at all hazards. In the Providence of Almighty God our united efforts have been successful so far, and our fellow-citizens have been protected "from the pestilence that walketh in darkness, and the destruction that wasteth at noon-day," and their business has not been set back by what has been too often the precursor of commercial disasters in our city.

While endeavoring to accomplish this desirable object, which the Quarantine laws design through faithful execution, I very nearly sacrificed my life in discharging the duties of the trust reposed in me by your Excellency, and for my fellow-citizens of my own native city and State.

Let me respectfully urge upon you and the General Assembly of the State to foster and continue the thorough execution of the Quarantine law, which she has enacted for the public good. A strict Quarantine is a blessing to a community; a lax Quarantine is a nuisance to any people. Continue your rigid laws.

I am indebted to Hon. G. W. Clark, Collector of the Port of Charleston, and to the Captain and officers of the United States Revenue cutter Racer, for important and valuable assistance afforded me in the discharge of my duties, and for which I desire to return my grateful thanks.

Finally, I would recommend a continuance of the watchful care and earnest attention, heretofore manifested by your Excellency in this important department of the State Government. "Forewarned is forearmed" should be an axiom for worthy action in every case. If, after observing it in this instance, the great Providence, who is alike the dispenser of life and death, should arrest the approach of this terrible destroyer, and turn it from our shores, we shall, as in the past two seasons, have the satisfaction of feeling that we have done our whole duty, and if, in His infinite wisdom, He shall see fit to permit it to come upon us, we shall have the consolation, at least, of being prepared to do all we can to weaken its attack, subdue its effects and confine its march.

Very respectfully,

Your Excellency's obedient servant,

ROBERT LEBBY, M. D.,

Health Officer.