

ABSTRACT OF SANITARY REPORTS.

VOL. VIII.

WASHINGTON, D. C., MAY 5, 1893.

No. 18.

TREASURY DEPARTMENT, *U. S. Marine Hospital Service.*—Published in accordance with act of Congress approved February 15, 1893.

UNITED STATES.

SPECIAL REPORTS.

Circular.—*Relating to the labeling of baggage and the issue of inspection cards to steerage and cabin passengers.*

TREASURY DEPARTMENT,
Washington, D. C., May 4, 1893.

To consular officers of the United States, medical officers of the United States serving in foreign ports, and others:

In accordance with the act of Congress approved February 15, 1893, it is hereby ordered that, until further notice, all baggage of steerage passengers destined for the United States shall be labeled. If the baggage has been inspected and passed, the label shall be a *red* label, bearing the name of the port, the steamship on which the baggage is to be carried, the word *inspected* in large type, the date of inspection, and the seal or stamp of the consulate or of the medical officer of the United States serving in the office of the consul. All baggage that has been *disinfected* shall be pasted with a *yellow* label, upon which shall be printed the name of the port, the steamship upon which the baggage is to be carried, the word *disinfected* in large type, the date of disinfection, and the seal or stamp of the consulate or of the medical officer of the United States serving in the office of the consul. It is understood, and it will be so printed on the blank, that the label is not valid unless bearing the consular or medical officer's stamp or seal.

It is further ordered that each immigrant or steerage passenger shall be furnished with an inspection card (see form below), on which shall be inscribed or stamped the port of departure, name of the steamship, date of departure, name of immigrant or steerage passenger and last residence, and the seal or stamp of the United States consulate or the detailed medical officer. This card is to be retained by the immigrant until he reaches his point of destination in the United States, and is for the purpose of giving information to the maritime quarantine officers of the United States and the health officers of the several States through

whose boundaries the immigrant must pass, and will greatly facilitate his transportation. The card will also contain blank spaces for stamping at the local quarantines of the United States and at the immigration stations. On the same card are blank spaces to be filled in by the ship's surgeon or agent, when it is desired by the steamship company to utilize this card for compliance with article 13 of the Immigration Regulations promulgated April 25, 1893; also a column indicating the inspection by the ship's surgeon of each immigrant during the voyage, as demanded by the local quarantine officer at the port of arrival.

On the reverse of the card is a certificate of vaccination, to be filled out when the immigrant has been vaccinated; also instructions, in several languages, to the immigrant to retain the card until he reaches his destination in the United States in order to avoid detention.

This card is to be issued by the consular or medical officer to each steerage passenger, to every member of a family as well as to the head thereof. If not used by the steamship in complying with article 13 of the Immigration Regulations, April 25, 1893, a separate card must be furnished by the vessel, in compliance with the law.

Cabin passengers from cholera-infected ports or places shall be given a special inspection card, on which shall be printed the port of departure, name of passenger, name of ship, date of departure, and an indicated space for the seal or stamp of the consular or medical officer.

The baggage of said cabin passengers shall be properly labeled.

J. G. CARLISLE,

Secretary.

INSPECTION CARD.

(Immigrants and Steerage Passengers.)

Port of departure, Date of departure,

Name of ship, Last residence,

Name of Immigrant,

Inspected and passed at <div style="border: 2px solid black; border-radius: 50%; padding: 10px; text-align: center;">Seal or Stamp of Consular or Medical Officer.</div>	Passed at quarantine, port of , U. S. (Date.)	Passed by Immigration Bureau, port of (Date.)
	(The following to be filled in by ship's surgeon or agent prior to or after embarkation.)	

Ship's list or manifest, No. on ship's list or manifest,

Berth No.	1st day.	To be punched by ships surgeons at daily inspection.
	2	14
	3	13
	4	12
	5	11
	6	10
	7	9
	8	8
	9	7
	10	6
	11	5
	12	4
	13	3
	14	2

Vaccinated

(Signature or Stamp.)

(REVERSE SIDE.)

Keep this Card to avoid detention at Quarantine and on Railroads in the United States.

Diese Karte muss aufbewahrt werden, um Aufenthalt an der Quarantäne, sowie auf den Eisenbahnen der Vereinigten Staaten zu vermeiden.

Cette carte doit être conservée pour éviter une détention à la Quarantaine, ainsi que sur les chemins de fer des États-Unis.

Deze kaart moet bewaard worden, ten einde oponthoud aan de Quarantijn, alsook op de ijzeren wegen der Vereenigde Staten te vermijden.

Conservate questo biglietto onde evitare detenzione alla Quarantina e sulle Ferrovie degli Stati Uniti.

Tento lístek musíte uschovati, nechcete-li ukarantény (zastavení ohledně zjištění zdraví) neb na dráze ve spojených státech zdržení býti.

Tuto kartočku treba trítat' u sebe aby sa predešlo zdržování v karantene aj na železnici ve Spojených Státoch.

The U. S. S. Omaha loaned to the Treasury Department for use in detaining passengers at quarantine.

By request, the honorable Secretary of the Navy has temporarily loaned the U. S. S. *Omaha* to the Treasury Department for use in detention of cabin passengers at the United States Quarantine Station at Angel Island, San Francisco Bay, California.

Immigration at the Port of New York during the year 1892.

U. S. IMMIGRATION SERVICE, MEDICAL DEPARTMENT,
Port of New York, April 22, 1893.

SIR: I have the honor to transmit herewith for your information a table showing the number of passengers landed at New York during the year 1892, and the ports from which they came. Owing to the suspension of immigration after September, 1892, the number is some 56,000 less than in 1891. It will be noticed that immigration from Stettin, Germany, is very slight.

Very respectfully,

W. A. WHEELER,
Surgeon, M. H. S.

To the SUPERVISING SURGEON-GENERAL M. H. S.

Table showing the number of steerage passengers landed at Ellis Island during the year 1892, also cabin passengers landed at the port of New York.

Name of steamship line.	Where from.	Cabin.	Steerage.	No. of trips.
North German Lloyd	Bremen	17, 768	65, 051	129
Hamburg-American Packet Company....	Hamburg.....	9, 476	58, 131	113
Red Star Line.....	Antwerp.....	7, 772	30, 390	62
White Star Line	Liverpool and Queenstown..	14, 095	29, 995	53
Cunard Line	Liverpool and Queenstown..	16, 065	26, 528	61
Netherlands Am. Steam Nav. Company..	Rotterdam and Boulogne..	4, 852	23, 410	57
General Transatlantic Company.....	Havre	6, 735	20, 954	44
Inman Line.....	Liverpool*.....	14, 069	19, 943	48
Guion Line.....	Liverpool and Queenstown..	7, 539	14, 517	42
Anchor Line.....	Mediterranean.....	72	13, 025	29
Anchor Line.....	Glasgow	8, 410	12, 980	47
Thingvalla Line.....	Copenhagen	1, 225	12, 460	24
Fabre Line.....	Mediterranean †.....	20	11, 480	18
North German Lloyd.....	Mediterranean †.....	1, 800	7, 670	23
Florio Rubatino Line	Mediterranean †.....	110	7, 618	18
Companie Nationale de Navigation	Mediterranean †.....	9	7, 247	9
Netherlands Am. Steam Nav. Company..	Amsterdam	606	6, 985	24
Allan-State Line.....	Glasgow	3, 641	6, 544	52
Union Line.....	Hamburg	2	5, 422	20
Baltic Line.....	Stettin.....	.....	3, 923	16
General Transatlantic Company †.....	Cherbourg.....	3, 240	.....	.....
Hamburg American Packet Company †..	Southampton....	2, 522	.....	.....
Miscellaneous.....	.....	963	4, 213	5
Total.....	.....	120, 991	388, 486	957

* Now Southampton.

† Genoa and Naples principally.

‡ During cholera epidemic last summer these lines left Cherbourg and Southampton instead of Hamburg and Havre.

Notification of State and Territorial boards of health in case of infectious disease among immigrants arriving at New York.

OFFICE OF U. S. COMMISSIONER OF IMMIGRATION,
Port of New York, April 28, 1893.

SIR: The following-named State boards of health are notified in case of measles occurring on board of ships: Lansing, Mich.; Red Wing, Minn.; Valley City, N. Dak.; Nashville, Tenn.; Bowling Green, Ky.; Augusta, Me.; Chicago, Ill. (only immigrants destined for Chicago).

In cases of scarlet fever and diphtheria: Philadelphia, Pa., in addition to the above named.

In cases of smallpox, varioloid, typhus fever, yellow fever, and cholera all the States and Territories are notified, New Jersey receiving three separate reports: Trenton; Jersey City, Hudson County; and Hoboken.

Very respectfully,

W. A. WHEELER,
Surgeon, M. H. S.

To the SUPERVISING SURGEON-GENERAL M. H. S.

NOTE.—Surgeon W. A. Wheeler, M. H. S., sailed on steamship *La Touraine*, April 29, for Havre, having been detailed to act as inspector of work done by medical officers of the U. S. Marine-Hospital Service serving on quarantine duty at foreign ports.

Promulgation of foreign quarantine regulations—Continued.

Official notification has been received that the quarantine regulations made by the Secretary of the Treasury have been posted in the offices of the United States consuls at the following-named ports for ten days: Barranquilla, Bastia, Berlin, Bremen, Cairo, Catania, Cette, Christiania, Colon, Curacoa, Falmouth, Frankfort, Fürth, Genoa, Halifax, Magdeburg, Manchester, Marseilles, Moncton, Naples, Nice, Nuremburg, Palermo, Palma, Port Mahon, Puerto Cabello, Stettin, Swansea, Toulon, and Venice.

VESSELS REMAINING, ARRIVING AT, AND DEPARTING FROM UNITED STATES QUARANTINE STATIONS.

CAPE CHARLES QUARANTINE.

Week ended April 22, 1893.

One vessel inspected and passed.

DELAWARE BREAKWATER QUARANTINE.

Week ended April 29, 1893.

Eight vessels inspected and passed.

PORT TOWNSEND QUARANTINE.

Week ended April 15, 1893.

One vessel inspected and passed.

SAN DIEGO QUARANTINE.

Week ended April 19, 1893.

Two vessels inspected and passed.

SOUTH ATLANTIC QUARANTINE.

Week ended April 22, 1893.

Name of vessel.	Date of arrival.	Where from.	Destina- tion.	Treatment of vessel and cargo.	Date of dep'ture.
Swedish bark Gevalia	Apr. 3	Santos	Brunswick, Ga.	Disinfected.....	Apr. 17
Russian bark Columbus.....	Apr. 4	Rio de Ja- neiro.	Sapelo, Ga.....	do.....	Apr. 17
British bark Asiana.....	Apr. 4	do	do	do.....	Apr. 19
Norwegian bark Prince Victor	Apr. 6	do	do	Held for disinfection.	
British bark Flora.....	Apr. 10	do	do	do.....	

One vessel inspected and passed.

Reports of States, and yearly and monthly report of cities.

CONNECTICUT.—*New Haven*.—Month of March, 1893. Population, 90,000. Total deaths, 195, including phthisis pulmonalis, 20; enteric fever, 2; scarlet fever, 4; diphtheria and croup, 6; and whooping cough, 2.

MICHIGAN.—Week ended April 22, 1893. Reports to the State board of health from 78 observers indicate that inflammation of kidneys, remittent fever, and pleuritis increased, and that scarlet fever and inflammation of bowels decreased in area of prevalence.

Scarlet fever was reported present during the week at 43 places, measles at 28, diphtheria at 28, and enteric fever at 10 places.

TENNESSEE.—Month of March, 1893. Reports to the State board of health from 7 cities and towns, having an aggregate population of 249,968, show a total of 384 deaths, including phthisis pulmonalis, 88; enteric fever, 5; scarlet fever, 1; diphtheria and croup, 4; and whooping cough, 6.

VIRGINIA—*Lynchburg*.—Month of April, 1893. Estimated population, 30,000. Total deaths, 43, including phthisis pulmonalis, 7, and croup, 1.

Publications received.

Third biennial report on vital statistics of the State of Minnesota, 1890-'91.

Leeward Islands Medical Journal. 1891-'92.

MORTALITY TABLE, CITIES OF THE UNITED STATES.

Cities.	Week ended.	Population, U. S. Census of 1890.	Total deaths from all causes.	Deaths from—												
				Phthisis pulmonalis.	Yellow fever.	Smallpox.	Varioloid.	Cholera.	Typhus fever.	Enteric fever.	Scarlet fever.	Diphtheria.	Measles.	Whooping cough.		
Auburn, N. Y.	Apr. 29.	25,855	9	2												
Baltimore, Md.	Apr. 29.	434,439	204	23						2		4				1
Binghamton, N. Y.	Apr. 29.	35,000	12	3												
Boston, Mass.	Apr. 29.	448,477	243	26						3	6	7				
Brooklyn, N. Y.	Apr. 29.	806,343	426	33						1	6	17				
Chicago, Ill.	Apr. 29.	1,099,850	554	44						15	12	13		2		
Cincinnati, Ohio.	Apr. 28.	296,908	120	14						2		3		4		
Detroit, Mich.	Apr. 29.	205,876	78							1	3					
Erie, Pa.	Apr. 29.	40,634	16	2								1				
Fall River, Mass.	Apr. 28.	74,398	44	1								3				
Galveston, Tex.	Apr. 21.	29,084	14	3												
Manchester, N. H.	Apr. 29.	44,126										1				
Milwaukee, Wis.	Apr. 29.	204,468	75	1									3			
Minneapolis, Minn.	Apr. 29.	164,738	49	6						1						1
Mobile, Ala.	Apr. 29.	31,076	12	3												
Nashville, Tenn.	Apr. 29.	76,306	26	6												
Newark, N. J.	Apr. 29.	200,000	91	11								1	3			1
New Orleans, La.	Apr. 22.	242,039	130	9												1
New York, N. Y.	Apr. 29.	1,515,301	962	123		3			8	7	23	36	7			16
Pensacola, Fla.	Apr. 22.	11,750	6													
Philadelphia, Pa.	Apr. 22.	1,046,964	474	49						11	1	21	1			8
Pittsburg, Pa.	Apr. 22.	238,617	97	7						5		1	7			
Portland, Me.	Apr. 22.	36,426		2												
Providence, R. I.	Apr. 29.	148,944	47										2	1		
Richmond, Va.	Apr. 22.	81,388	29	1												
Rochester, N. Y.	Apr. 29.	133,896	51	5						1	3	4				
San Diego, Cal.	Apr. 22.	16,159	3													
San Francisco, Cal.	Apr. 29.	298,997	105	21						2		3				
Yonkers, N. Y.	Apr. 7.	32,033	9													
Yonkers, N. Y.	Apr. 21.	32,033	10	1												
Yonkers, N. Y.	Apr. 28.	32,033	13	1												
Washington, D. C.	Apr. 22.	230,392	120	13						3			1			

Table of temperature and rainfall, week ended May 1, 1893.

[Received from Department of Agriculture, Weather Bureau.]

Locality.	Temperature in degrees Fahrenheit.			Rainfall in inches and hundredths		
	Normal.	*Excess.	*Defic'nicy.	Normal.	Excess.	Deficiency.
New England States :						
Eastport, Me.....	42			.85		.65
Portland, Me.....	47		3	.70		.30
Northfield, Vt.....	44		4	.56	.36	
Manchester, N. H.....	48		2	.85		.35
Boston, Mass.....	50		2	.77		.27
Nantucket, Mass.....	46		4	.70	.20	
Block Island, R. I.....	47		1	.77	.43	
New London, Conn.....	50		4	.84		.04
Middle Atlantic States :						
Albany, N. Y.....	52		4	.63	.19	
New York, N. Y.....	53		3	.76	.74	
Philadelphia, Pa.....	55		3	.63	.47	
Atlantic City, N. J.....	52		4	.70	1.00	
Baltimore, Md.....	58		4	.77	.23	
Washington, D. C.....	57		1	.77	.31	
Lynchburg, Va.....	61	1		.78	.92	
Norfolk, Va.....	60	4		.91	.79	
South Atlantic States :						
Charlotte, N. C.....	63	7		.92		.52
Raleigh, N. C.....	62	6		.72		.52
Wilmington, N. C.....	65	7		.71		.51
Charleston, S. C.....	68	6		.86		.86
Augusta, Ga.....	68	6		.78		.68
Savannah, Ga.....	69	7		.72		.72
Jacksonville, Fla.....	72	6		.78		.78
Titusville, Fla.....	73	3		.77		.77
Jupiter, Fla.....	75	1		.93		.43
Key West, Fla.....	78	2		.47		.47
Gulf States :						
Atlanta, Ga.....	65	5		.84		.14
Pensacola, Fla.....	71	3		.76		.76
Mobile, Ala.....	71	3		.95	.05	
Montgomery, Ala.....	70	4		1.07	.93	
Vicksburg, Miss.....	70	4		1.35	.05	
New Orleans, La.....	72	5		1.23		1.23
Shreveport, La.....	71		1	1.20		
Fort Smith, Ark.....	66		4	1.24	5.26	
Little Rock, Ark.....	66			1.19	4.31	
Palestine, Tex.....	69	1		1.23	1.67	
Galveston, Tex.....	73	0		.78	.82	
San Antonio, Tex.....	72	2		.77	.33	
Corpus Christi, Tex.....	73	1		.55		.15
Ohio Valley and Tennessee :						
Memphis, Tenn.....	66	0		1.17	2.53	
Nashville, Tenn.....	63	3		1.05	.35	
Chattanooga, Tenn.....	64	4		1.04	.26	
Knoxville, Tenn.....	62	6		1.07	1.93	
Louisville, Ky.....	61	3		.97	2.83	
Indianapolis, Ind.....	57		1	.85	3.50	
Cincinnati, Ohio.....	58	2		.70	4.50	
Columbus, Ohio.....	56		2	.89	5.61	
Pittsburg, Pa.....	56	0		.64	1.36	
Lake Region :						
Oswego, N. Y.....	47		3	.50	.70	
Rochester, N. Y.....	49		3	.57	.33	
Buffalo, N. Y.....	47		3	.64	.36	
Erie, Pa.....	49		3	.70	1.30	
Cleveland, Ohio.....	50		2	.64	1.86	
Sandusky, Ohio.....	51		3	.57	1.63	
Toledo, Ohio.....	52		4	.64	.66	
Detroit, Mich.....	51		7	.61	.99	
Port Huron, Mich.....	46		4	.56	.74	
Alpena, Mich.....	42		5	.57	.03	
Marquette, Mich.....	41		9	.49	.01	
Green Bay, Wis.....	47		9	.56	.34	
Grand Haven, Mich.....	48		6	.64	.25	
Milwaukee, Wis.....	48		8	.70	.50	
Chicago, Ill.....	49		7	.78	1.62	
Duluth, Minn.....	42		8	.63	.17	

*The figures in these columns represent the average daily departure. To obtain the average weekly departure these should be multiplied by seven.

Table of temperature and rainfall, week ended May 1, 1893—Continued.

Locality.	Temperature in degrees Fahrenheit.			Rainfall in inches and hundredths.		
	Normal.	*Excess.	*Deficiency.	Normal.	Excess.	Deficiency.
Upper Mississippi Valley :						
St. Paul, Minn.....	51		13	.63	.87	
La Crosse, Wis.....	52		10	.61	1.49	
Dubuque, Iowa.....	53		11	.82	.18	
Davenport, Iowa.....	54		10	.82		.12
Des Moines, Iowa.....	55		13	.93	1.77	
Keokuk, Iowa.....	56		10	.82	.16	
Springfield, Ill.....	57		7	.96	2.44	
Cairo, Ill.....	62	2		.90	3.80	
St. Louis, Mo.....	61		3	.81	3.69	
Missouri Valley :						
Springfield, Mo.....	62		2	1.24	2.86	
Kansas City, Mo.....	59		8	.90	.60	
Concordia, Kans.....	57		9	.85		.65
Omaha, Nebr.....	56		14	.81		.01
Yankton, S. Dak.....	53		13	.84	1.56	
Valentine, Nebr.....	51		17	.69	1.41	
Huron, S. Dak.....	50		12	.77	.73	
Pierre, S. Dak.....	52		12	.42	.58	
Extreme Northwest :						
Moorehead, Minn.....	46		10	.49		.19
St. Vincent, Minn.....	43		7	.35		.35
Bismarck, N. Dak.....	48		10	.56		.26
Fort Buford, N. Dak.....	48		10	.38		.25
Rocky Mountain Slope :						
Havre, Mont.....	48		12	.21		.21
Helena, Mont.....	48		9	.28	.82	
Rapid City, S. D.....	49		11	.68		.18
Spokane, Wash.....	52		4	.28	.42	
Walla Walla, Wash.....	58		6	.40		.30
Winnemucca, Nev.....	50		6	.21		.11
Salt Lake City, Utah.....	54		12	.47	.03	
Cheyenne, Wyo.....	46		12	.41	.19	
North Platte, Nebr.....	53		15	.63		.53
Denver, Colo.....	51		11	.57		.47
Montrose, Colo.....	52		6	.28		.18
Pueblo, Colo.....	54		12	.41		.31
Dodge City, Kans.....	58		12	.63		.63
Abilene, Tex.....	67		7	1.05		.75
Santa Fe, N. Mex.....	51		3	.14		.14
El Paso, Tex.....	68		4			
Tucson, Ariz.....	69		7			
Pacific Coast :						
Olympia, Wash.....	52	2		.70		.50
Portland, Oregon.....	56	6		.66		.16
Roseburg, Oregon.....	55	5		.55		.55
Eureka, Cal.....	51	3		.77		.67
Red Bluff, Cal.....	63	7		.68		.58
Sacramento, Cal.....	62	6		.51		.51
San Francisco, Cal.....	57	5		.36		.36
Fresno City, Cal.....	58			.20		.20
Keeler, Cal.....	62	6		.07		.07
Los Angeles, Cal.....	62	4		.23		.23
San Diego, Cal.....	60	4		.17		.17
Yuma, Ariz.....	73		5	.07		.07

*The figures in these columns represent the average daily departure. To obtain the average weekly departure these should be multiplied by seven.

FOREIGN.

(Reports received from medical officers of the U. S. Marine-Hospital Service detailed for quarantine service at foreign ports.)

Typhus fever and cholera in France.

Surgeon Fairfax Irwin has transmitted the following translations from Le Petit Provençal of April 15, 1893:

PARIS, *April 14, evening.*

Two new deaths caused by typhus fever occurred at Nanterre. They were cases treated since the commencement of the epidemic. At the prison of health (a la prison de la santé) there are but two suspected cases; one of these occurred at the conciergerie, and the sick man was sent to the Hotel Dieu. In all the other prisons the sanitary situation is excellent.

QUIMPER, *April 14, evening.*

Yesterday there were two cases of epidemic cholera, followed by death, at the insane asylum at Quimper. Another death from cholera occurred at Erguearmel. These were the only cases occurring in this region. There is no epidemic.

Cholera at Vannes, France.

UNITED STATES CONSULATE,
Marseilles, April 17, 1893.

Cholera is reported to be present at Vannes. Vannes is about 50 miles southwest from Lorient, in the department of Morbihan, contiguous to Finisterre. This slight epidemic is without doubt an extension of the disease which has lingered all winter in Brittany.

FAIRFAX IRWIN,
Surgeon, M. H. S.

To the SUPERVISING SURGEON-GENERAL M. H. S.

Typhus fever in Paris.

Assistant Surg. E. R. Houghton reports from Havre as follows:

UNITED STATES CONSULATE,
Havre, France, April 10, 1893.

SIR: I have the honor to report that the epidemic in the prison at Paris is typhus fever and not cholera. All the cases are isolated and every precaution is taken to prevent a spread of the disease.

I would state also that I obtained an official letter from the prefecture of police stating that there is not a single case of cholera in Paris. I received the same statements from the English and also from the American legation.

As far as I can find out, there are no cases of cholera in Havre, though the death rate for the week is much above the average, the deaths from "diarrhea and enteritis" being eight.

To the SUPERVISING SURGEON-GENERAL M. H. S.

*Cholera in Lorient, France.*HAVRE, FRANCE, *April 21, 1893.*

SIR: I have the honor to give the following abstract of the report of cholera in and about Lorient sent me by Mr. Ed. Broni, consular agent at Lorient:

Number of cases of cholera during the week, 9th to 16th of April, both dates inclusive, under treatment, were 45; new cases during week, 14; deaths, 6; out of town, but in district of Lorient, for same time, twenty-one boroughs, 135 cases, 33 deaths.

Mr. Broni states that "the disease is cholericine, or, to speak properly, a sort of cholericiforme diarrhea."

Respectfully, yours,

E. R. HOUGHTON,
Assistant Surgeon, M. H. S.

To the SUPERVISING SURGEON-GENERAL M. H. S.

Arrival at Halifax, Nova Scotia, of steamship Hungaria, from Hamburg.

Sanitary Inspector McDowell, M. H. S., under date of April 23, 1893, telegraphs from Halifax, Nova Scotia, as follows:

Hungaria, from Hamburg via Antwerp, arrived with 500 steerage for United States; all well. Dominion authorities will fumigate by sulphur at quarantine. Have informed them that my Government wants steam process; considered impracticable by Wickwire. Will certify to sulphur process.

To the SUPERVISING SURGEON-GENERAL M. H. S.

Disinfection of immigrants' baggage by sulphur process at Halifax.

HALIFAX, NOVA SCOTIA, *April 29, 1893.*

SIR: I have the honor to report that the steamship *Mongolian* arrived last Saturday with over 1,000 immigrants, and that the steamship *Oregon* and the steamship *Hungaria* arrived last Sunday, each having about 500 immigrants. The baggage of all immigrants was subjected to the sulphur process at quarantine by Dominion authorities. I requested Dr. Wickwire to have the baggage of all United States immigrants from suspected localities subjected to steam. This was considered impracticable. There being no way of forcing my request, I simply certified to what was done. The steamship *Prussian* has been due since last Saturday. It was learned to-day that she had arrived in Boston instead of coming to this port. This being the last of the regular boats, I would recommend that my services be dispensed with, and that the deputy United States consul-general superintend the disinfection of baggage from the extra boats and the "tramps" during the summer.

Very respectfully,

ALEXANDER B. McDOWELL,
Sanitary Inspector, M. H. S.

To the SUPERVISING SURGEON-GENERAL M. H. S.

Relative to disinfection of baggage at Antwerp.

Assistant Surg. M. J. Rosenau reports as follows :

UNITED STATES CONSULATE,
Antwerp, April 15, 1893.

SIR: I have the honor to report that matters are gradually assuming better shape at this port.

There is an average of twenty-two ships a month leaving Antwerp for the United States. Last year the Red Star Line forwarded 40,000 immigrants. I find that this amount of shipping is calculated to keep me fully occupied in order to carry out the provisions of the law.

I have subscribed to the *Veröffentlizungen des Kaiserlichen Gesundheitsamtes*. It is my intention to consider the facts published in that journal as official in deciding which localities are infected.

At present Russia, Galicia, and Hungary are considered infected. France and portions of Germany are looked upon with suspicion.

All baggage exposed to the danger of contagion in the city must be disinfected. Baggage passing through to the wharf and delivered unopened on the steamship does not require disinfection (if coming from noninfected localities). At my suggestion the Red Star Line has stationed men at each one of the railroad stations. They intercept the hand baggage of the immigrants and send it directly to the dock to await shipment. Trunks and boxes and heavier parcels all come through Belgium in bond.

The company has done what it could to isolate steerage passengers passing through the city, but it can not assume the right to enforce isolation. The question has therefore been referred to the local authorities for their cooperation.

The steamship *Apollo*, with general cargo, cleared April 12, 1893, for New York. The disinfection of the closets and of the firemen's forecabin was required. I vaccinated thirty-four of the crew of thirty-seven.

The steamship *Dupuy de Lome* stopped here from Havre en route to New Orleans. The captain was instructed that the crew should not be allowed on shore. Twenty-three passengers were taken on board. They passed the usual inspection, and I disinfected the contents of five trunks.

The steamship *Belgenland* sailed this morning for New York. She carried 862 steerage passengers. One hundred and sixty-seven were from Hungary and 7 from Galicia.

To the SUPERVISING SURGEON-GENERAL M. H. S.

Report of work done at Rotterdam, Netherlands.

ROTTERDAM, NETHERLANDS, *April 17, 1893.*

SIR: I have the honor to make the following report of work done at this station :

Last week I inspected and disinfected five vessels—one passenger steamer, two freighters, and two petroleum steamers. With few exceptions the vessels are cleanly and in good sanitary condition. The passenger steamers of the Netherlands-American Steamboat Maatschappij (steamship company) are given a coat of paint throughout the forecabin

and other interior apartments on each return to the home port, forming a very effectual disinfection in itself. The berths, walls, etc., are cleaned with sea water before painting. This is the only line carrying passengers.

I am informed that at some of the European ports the presence of the officers is not looked upon with favor. I desire to say that in every instance so far I have been treated with the greatest courtesy, and the captains or officers of the day have given me every facility for performing my duties. There is one company here, of whom I had occasion to write you some days since, that has systematically endeavored to evade the restrictions laid down by the United States consul. I have had no trouble with them so far, and I trust that they may see the necessity of conforming to United States quarantine laws without a lesson from the other side.

There has been one case of smallpox (which recovered) since my arrival here. There is nothing of a contagious or infectious nature now except an occasional case of scarlatina or diphtheria.

Very respectfully,

R. M. WOODWARD,
Passed Assistant Surgeon, M. H. S.

To the SUPERVISING SURGEON-GENERAL M. H. S.

Disinfection of baggage at Quebec.

[Telegram.]

QUEBEC, *April 27, 1893.*

Montizambert authorizes me to report that disinfection will be done at three points, Grosse Isle, Point Levis, and Louise Embankment, Quebec. Infected ships only at Grosse Isle. Luggage from healthy vessels treated at Quebec and Levis simultaneously; hence need assistant. My address, St. Louis Hotel.

CHAS. E. BANKS.

To the SUPERVISING SURGEON-GENERAL M. H. S.

[Telegram.]

QUEBEC, *April 27, 1893.*

Shall I issue certificates to immigrants besides baggage tag, as at Halifax? Is it to be joint with consul?

CHAS. E. BANKS.

To the SUPERVISING SURGEON-GENERAL M. H. S.

[Telegram.]

APRIL 29, 1893.

Not under direction of consul, yet consult with him. Tag baggage, including hand baggage, and give certificates to immigrants showing what has been done. Use yellow label, properly inscribed, for disinfected baggage; send sample. Wire number steam chambers at each place—Grosse Isle, Point Levis, Louise Embankment. Stimpson ordered to report to you.

WYMAN,
Surgeon-General.

To Passed Assistant Surgeon C. E. BANKS,
Quebec.

[Telegram.]

QUEBEC, *April 29, 1893.*

Three steam chambers Grosse Isle, one steam chamber Louise Embankment, and two steam disinfecting cars Levis. All luggage steamed except hand baggage used on voyage.

BANKS.

To the SUPERVISING SURGEON-GENERAL M. H. S.

*Description of the St. Lawrence Quarantines.*QUEBEC, CANADA, *April 29, 1893.*

SIR : I have the honor to report my arrival here on the 27th instant, in the early morning. The first steamer of the season, the *Lake Huron*, had come to dock about the same hour, and I immediately went to the Louise Embankment and presented my credentials to Dr. F. Montizambert, who gave me a courteous official welcome, and invited me to an inspection of the sanitary arrangements at this point for the present season.

That you may understand the situation, I will explain in detail what constitutes the various plants which are known under the general title of "the St. Lawrence Quarantines." They are four, viz :

1st—Rimouski. This is a boarding station near the mouth of the St. Lawrence, where the royal mail is taken off and first-class passengers landed. At the same time a general inspection of the ship is made without detention, and the condition, if unfavorable, is wired to Grosse Isle for information of the regular inspecting officer. I am given to understand that during the present season this practice of landing mail and passengers will be suspended.

2d—Grosse Isle, the main plant of the system, is an island, 31 miles below Quebec. It is the boarding station for all foreign vessels bound up the St. Lawrence. If no sickness has appeared *en voyage*, the ship is given a conditional pratique to proceed to Quebec, where she performs and completes her quarantine requirements. This refers particularly to vessels carrying immigrants, whose luggage is disinfected at Quebec as described below. If the ship is infected she is held at Grosse Isle for treatment. I have not yet visited the island, nor has Dr. Montizambert taken up his service there for the season, his assistant being now on duty pending his arrival. As a somewhat detailed description of the facilities at Grosse Isle appeared in the Abstract for April 21, I will not rehearse it until I have made a personal inspection, which I shall do as soon as Dr. Montizambert goes on permanent duty there. At present he is supervising the final work upon the new plant in Quebec, the next in order of the system.

3d—Louise Embankment (Quebec). The general work of disinfecting the luggage of noninfected vessels carrying immigrants will be done at this point during the present season, with the exception of those to be treated at Point Levis, as will be explained below. The Louise Embankment is an immense artificial basin, built of granite, projecting into the St. Lawrence, on which the Dominion Government has erected the immigration buildings and on which the deep-water terminus of the Canadian Pacific Railway is laid to meet the transatlantic passenger traffic. At this place all the immigrants booked for transportation by this railroad disembark, and here the Dominion Government has caused

to be erected and set in place, under the direction of Dr. Montizambert, a complete disinfecting plant constructed after the latest modern designs and improvements in maritime sanitation. The principal piece in this plant is an iron steam chamber 8.6 by 8.6 by 25 feet, having an estimated capacity of 24 average trunks.

It is provided with a pressure gauge, thermometer, registration dials, electrical-contact thermometers, and when ready for use is exhausted by a Knowles vacuum pump. It has the usual wire cages operated on roller carriages, and the luggage goes in at one end and after disinfection is removed at the other, where it is labeled with a baggage tag prepared for use, with a punch to designate the place, time, and kind of treatment given. I inclose one for your inspection. The next portion of the plant is the sulphur dioxide chamber, where leather, fur, and similar goods are treated. It is provided with wire racks, and is fed by a furnace, a cooling receiver tank, and a Sturtevant blower. The next portion of the plant is the mercuric bichloride tank, of a capacity of 500 gallons, which is used for spraying the rooms after a ship's load has been treated, and for cleansing and disinfecting boxes, chests, etc. Supplementary to this the attendants apply the same solution (1-700) to the containers with a large flat brush from a supply in buckets.

From the above description you will understand that a commendation of this plant is not a perfunctory courtesy. Its completeness is a credit to the Government of Canada and to the intelligent supervision of Dr. Montizambert, who has managed its growth from its inception to the present time. I may say that it is the intention to disinfect everything by steam (except articles above noted), whether from a healthy or infected port.

4th—Point Levis. This place, as may be seen by a map, is directly opposite the city of Quebec, on the south side of the St. Lawrence River, and is the terminus of the Grand Trunk Railway, the competitor of the Canadian Pacific Railway for the immigrant traffic to the northwest. As soon as the passengers disembark at the Louise Embankment, those booked for the Grand Trunk are separated, with their baggage, and transferred by a steamer across the river to the terminal dock at Point Levis. This dock is a long L-shaped structure, easily isolated from the shore, if necessary, and is similar but smaller than the one at Quebec.

The Grand Trunk officials secured permission from the Government to disinfect their own passengers at this point, provided they would prepare an apparatus satisfactory to Dr. Montizambert. These officials have constructed a steam disinfecting plant in two box cars, provided with steam coils for heating the interior to a point above 100° C., and then live steam is introduced from a stationary boiler, and the same process is enacted as at Quebec, minus the vacuum and the pressure. The containers are rinsed outside with the mercuric chloride, as previously described, and a car has also been prepared for sulphur fumigation, supplied by the combustion of the rolls in kettles placed within. This plan has the approval of Dr. Montizambert, and is operated, like the others, under his direction and the supervision of assistants.

From the above-detailed explanation you will understand that the great work of disinfecting baggage of immigrants during the present quarantine season on the St. Lawrence will be done at Quebec and Levis. It will go on simultaneously at these two points, one for the Canadian

Pacific Railroad and the other for the Grand Trunk Railroad passengers, and consequently I wired you that I must have a medical officer assigned for my assistant, for reasons that do not need further elaboration. Your reply notifying me of the detail of Assistant Surg. W. G. Stimpson for the purpose is hereby acknowledged. It will also be necessary to have two laborers to attend to the affixing of tags and labels and kindred work. As soon as I can ascertain the practical working of the plan I will further report upon this point.

I shall establish my headquarters at Quebec, the most important point at present in the St. Lawrence quarantines. It is my intention to go to Grosse Isle with Dr. Montizambert to inspect at his first trip to the island and report to you the condition of the equipment there.

It gives me pleasure to acknowledge a most cordial personal and official greeting as your representative from Dr. Montizambert, who has given me every facility for examining the sanitary posts under his charge.

I also called officially upon Mr. Frederic M. Ryder, the United States consul, and held a conference with him about the general situation. He extended to me the courtesies of his office, besides a personal tender of assistance in my duties.

Very respectfully,

CHAS. E. BANKS,
Passed Assistant Surgeon, M. H. S.

To the SUPERVISING SURGEON-GENERAL M. H. S.

(Reports received through the Department of State and other channels.)

Cholera at Lorient.

UNITED STATES CONSULATE,
Nantes, April 12, 1893.

SIR: I have the honor to inclose herewith the sanitary report from Lorient for the week ending April 8, 1893, inclusive. The sanitary condition of the consular district, apart from Lorient and its vicinity, is good and free from cholera.

I am, sir, your obedient servant,

H. DE SALLIER DUPIN,
United States Consul.

To the Hon. JOSIAH QUINCY,
Assistant Secretary of State, Washington, D. C.

[Inclosure.]

Week ended April 8, 1893. Lorient, town, 27 cases cholera and 3 deaths; Lorient, district, 117 cases cholera and 37 deaths.

Regarding disinfection of immigrants and baggage at Southampton, England.

UNITED STATES CONSULATE,
Southampton, April 10, 1893.

SIR: I have to report that there is no provision for disinfecting clothing and effects of immigrants at this port.

I have been requested by the managers of the American Line to inspect the disinfection of the effects of certain immigrants who will embark here next Saturday, the 15th instant, for America, and who will be housed at Blackwall, London, for the purpose, as there are no barracks at present available here.

I have consented to send one of my clerks, a reliable man, to Blackwall to superintend the said disinfection, and have given him instructions how to proceed.

I have written to the agents as follows :

“GENTLEMEN : While we are to meet you as nearly as possible, it seems to be our duty to request you to have a suitable disinfecting apparatus at this port.

“I have to say that while the disinfection will take place at Blackwall Friday, the 14th instant, Surg. Pettus will not be bound thereby so far as immigrants from near or infected ports or localities are concerned, and that the quarantine regulations will be applied as to presumably infected persons.

“Also, I desire to note that you do not contemplate disinfecting the wearing apparel in use, while the effects may be disinfected, and I can only certify to the disinfection of the effects.”

I am, gentlemen, your obedient servant,

JASPER P. BRADLEY,
United States Consul.

POSTSCRIPT.—If you cause the immigrants to doff their wearing apparel and have them changed for clothes already disinfected, and then disinfect those which were doffed, I can certify to complete disinfection (if a bath be given to each person).

To the Hon. JOSIAH QUINCY,
Assistant Secretary of State, Washington, D. C.

WASHINGTON, D. C., *May 1, 1893.*

SIR : I have the honor to acknowledge the receipt by reference of your letter of the 10th ultimo, addressed to the honorable the Secretary of State, in which you state that there is no apparatus at Southampton for the disinfection of baggage or immigrants, and that you have sent one of your clerks to Blackwall, London, to superintend the disinfection of immigrants' baggage at that point. I would respectfully inform you that your request for the steamship company to provide a steam disinfecting apparatus at Southampton is approved, and that it is deemed necessary that you should insist upon this, as a large number of immigrants will probably come to this country by way of Southampton on the American and other lines of steamers this season. The arrangement of housing immigrants in London and disinfecting baggage there may also work to advantage temporarily, but the work must be done under the supervision of the medical officer detailed at Southampton for that purpose. The steamship companies should be made to understand that unless they afford the proper facilities for the disinfection of immigrants' baggage and the inspection of immigrants, which are required by the regulations, the bill of health will be withheld, which will prevent their entering any port in the United States without detention, and also render them liable to the penalty provided by law. A circular is about to be issued requiring the labeling of all immigrants' baggage, showing what action has been

taken relative to the same; and a certificate of inspection must be given to each immigrant.

Very respectfully,

H. W. AUSTIN,
Surgeon, M. H. S., for the Supervising Surgeon-General.

To the Hon. JASPER P. BRADLEY,
United States Consul, Southampton, England.

Report on typhus and typhoid fever in Mexico.

UNITED STATES CONSULATE,
Piedras Negras, Mexico, April 20, 1893.

SIR: I have the honor to advise the Department of the continued prevalence of typhus and typhoid fevers in certain localities in the interior of Mexico.

At Zacatecas typhoid has now existed in an epidemic form for the past six months; at San Luis Potosi typhus has been epidemic for a number of months, and is now, according to Mexican newspapers, increasing.

Throughout a large portion of the states of Coahuila, Chihuahua, Durango, Zacatecas, and San Luis Potosi severe droughts have prevailed for the past four years, and it is now gravely anticipated that this drought will continue through the present season.

As it seems generally recognized that the various forms of typhus and typhoid fevers in the drought-stricken districts of Mexico are directly due to insufficient, innutritious, and unwholesome food and impure water, in fact are famine types of fever, it seems most probable that with the continuance of the drought these fevers will increase in virulence and frequency. As all railroads that enter Mexico from points on the Rio Grande frontier traverse some part of this drought and fever district, the attention of the Department is respectfully called to the desirability of specially instructing our consular officers at certain inland points of Mexico that the provisions of Department circular of April 1, in regard to cholera, are extended to typhus, typhoid, and all other contagious diseases.

Telegraphic advices from such interior points as Torreon, Durango, Sierra Mojada, Zacatecas, San Luis Potosi, and Monterey may be of great service to the frontier consuls in connection with their duties in respect to the Federal health officers at El Paso, Eagle Pass, and Laredo, Tex.

I am sir, your obedient servant,

EUGENE O. FECHÉT,
Consul.

To the Hon. JOSIAH QUINCY,
Assistant Secretary of State, Washington, D. C.

Sanitary condition of Tampico, Mexico.

UNITED STATES CONSULATE,
Tampico, April 17, 1893.

SIR: This port continues to be free from cholera or any other contagious disease. I will exercise vigilance in obtaining information regarding cholera or yellow fever.

I am, sir, your obedient servant,

A. LIEBERKNECHT,
Consul.

To the Hon. JOSIAH QUINCY,
Assistant Secretary of State, Washington, D. C.

Measures taken by the Government of Malta to prevent the introduction of cholera.

GOVERNMENT NOTICE.

The honorable the deputy governor, having heard the opinion of the board of health, has been pleased to direct that Government Notice No. 60, of the 27th of March, 1893, is to be modified, and that the following regulations are to be observed, viz :

1. *Exclusion from the harbor (Sfratto), with provision for coaling under such restrictions as may in each case be directed by the collector of customs.*

The following shall not be permitted to enter the harbor, but may be allowed to coal and take provisions in strict quarantine, with the least delay, and subject to the orders of the collector of customs; and shall in all cases be ordered, after coaling, to quit with all dispatch :

- (a) Vessels with pilgrims from the East.
- (b) Vessels having cases of cholera on board.
- (c) Vessels which have had on board a case of diarrheea, cholerrine, or any disease with symptoms resembling cholera, either among the passengers or the crew.
- (d) Vessels from North or South America when cases of yellow fever have occurred on board during the voyage.
- (e) Vessels arriving from Arabian ports in the Red Sea which have not been admitted to free pratique at Suez and Port Said.

2. *Quarantine for ten days, with provision for handling cargo in quarantine.*

(a) The following shall be subject to a period of ten days' quarantine, but shall be permitted, under the directions of the collector of customs, to discharge goods (which are not susceptible of communicating contagion) by means of the vessel's crew on lighters or to employ for handling cargo local laborers under ten days' quarantine, viz : Vessels arriving from any port without a clean bill of health.

3. *Medical inspection.*

(a) All vessels arriving at Malta shall undergo strict medical inspection.

4. *Passengers.*

(a) Passengers arriving by any vessel subject to quarantine are required to undergo the same restrictions as the vessel on which they arrive.

(b) Passengers arriving direct from England on vessels having a duly qualified medical officer on board are to be allowed to land without medical inspection, provided that the medical officer in charge on board shall declare on oath that during the voyage there has not been on board a case of dysentery, diarrheea, cholerrine, cholera, or any disease with symptoms resembling cholera, either among the passengers or the crew.

(c) The declaration above referred to shall be countersigned by the master of the vessel.

(d) No passengers and no members of the crew on board a vessel carrying pilgrims are allowed to land.

5. *Susceptible goods.*

(a) The importation of rags, raw silk, hair, and feathers is prohibited.

(b) The importation of soiled wearing apparel before disinfection is prohibited.

(c) The importation of vines, vine shoots, vine leaves, or roots from any port of the Mediterranean is prohibited.

(d) The importation of grapes, poles, or supports used in the cultivation of vines, vegetable earth, vegetable or mixed manure, is prohibited unless the importation is accompanied by a sworn declaration, made by the shipper before the British consular authority of the place of its origin, to the effect that the shipment does not contain vine plants or cuttings, or that its contents come from nurseries, hothouses, fields, or gardens which are at least 200 yards distant from the nearest vines or vineyards, and that, moreover, the phylloxera is not known to exist at the place of origin.

(e) Provided, however, that the collector of customs may grant permission for the importation of plants and vegetable produce under proper restrictions when application has been made and the precautions necessary are established before the shipment leaves the place of origin.

By command :

G. STRICKLAND,
Chief Secretary to Government.

PALACE, VALLETTA, *April 11, 1893.*

Recent legislation by the Netherlands Government on the subject of contagious diseases.

LEGATION OF THE UNITED STATES,
The Hague, April 11, 1893.

SIR: I have the honor to advise you of the passage by the States-General of an act amendatory of the laws of December 4, 1872, and March 28, 1877, for the prevention of the spread of infectious diseases, which act has this day received the royal approval.

Article 1 of the new act provides that article 16 of the law of December 4, 1872, shall be amended by adding the words "The burgomaster shall, without delay, send a copy of this notice to the general medical officer of the Government," making the article as amended read as follows: "Any local medical officer having in charge a patient laboring with the disease known as smallpox or Asiatic cholera shall, within twenty-four hours thereafter, notify the burgomaster of the parish in which the case exists, and the burgomaster shall, without delay, send a copy of this notice to the general medical officer of the Government."

Article 2 of the act provides that clause No. 2 of article 24 of the law of 1872, relating to the weekly publication in the official organ of the number of deaths caused by cholera in every parish throughout the Kingdom, shall be repealed. Clause No. 1 of said article, now in force, provides that the burgomaster of every parish in the Kingdom shall issue daily notices reciting the number of deaths resulting from this disease.

Article 26 of the act of 1872, imposing the duty on all burgomasters of advising the general medical officer of the Government of all measures adopted pursuant to the provisions of this law, is amended by adding the words: "In any case where the general medical officer has

reason to believe that the burgomaster of any given parish has failed to discharge the duties imposed upon him under this act, either in issuing the necessary instructions or adopting proper measures against the spread of the disease, he shall at once notify the burgomaster to that effect in a communication addressed to him, a copy of which shall be sent to the Queen's commissioner for that province. It shall thereupon become the duty of the burgomaster to notify the said commissioner as soon thereafter as possible of any action he may have taken pursuant to the suggestions made by the medical officer, or, in case no action has been taken, the reason therefor. A copy of such notification shall also be sent to the medical officer."

Still further, the new act repeals the first clause of article 8 of the law of March 28, 1877, relating to the same general subject, and substitutes the following: "That in any case where a ship, after undergoing the inspection required by article 7, is pronounced infected, or any vessel coming from an infected port where either of the diseases herein mentioned prevails, having left the said port within the period prescribed by the minister of the interior in the order proclaimed in the official organ, it shall be the duty of the burgomaster to prohibit intercourse between the occupants of the infected ship and the shore until such time as the sanitary measures prescribed in article 9 of said law shall be made operative, and all persons who, after examination, are found to be free from contamination shall be permitted to land after being subjected to such disinfection as the sanitary officer may require."

I have the honor to be,

SAMUEL R. THAYER.

To the Hon. SECRETARY OF STATE.

[Inclosure.]

Royal order of the 25th of March, 1893, amending the royal order of September 4, 1892 (official organ, No. 215), providing extraordinary measures for the prevention of Asiatic cholera and the spread of the same:

ARTICLE I.

The third clause of article 1 of the royal order of September 4, 1892, is hereby repealed.

ARTICLE II.

Article 8 of the royal order of September 4, 1892, shall be changed so as to read as follows:

"Persons coming from a foreign state or such places as the minister of the interior shall designate in the official organ as infected ports or places are forbidden to proceed beyond the Dutch boundary line or the first railway station therein, unless provided with a written certificate reciting the fact of their freedom from all symptoms of Asiatic cholera on their entrance into the Netherlands. The form of the certificate shall be prescribed by the minister of the interior and may be obtained from the Government medical inspector at the station or boundary line, or in case of said officer's absence, by the chief custom-house officer at either of the places mentioned.

"The person issuing the certificate shall notify the burgomaster of the place of destination of the traveler obtaining the certificate.

“All persons procuring certificates shall present the same to the civil authorities of the place where they are sojourning within twenty-four hours of their arrival at such place.

“Should the civil authorities for any reason see fit to place any of the above-named persons under the supervision of a medical officer, said persons shall furnish such officer, either orally or in writing, all information he may require in carrying out the provisions of this order.

“Should any of the persons above named tarry no longer than five days in any one place, it shall be their duty at each removal to observe the rule enjoined at the first stopping place, and the civil authorities of the place of their departure shall in each instance, as far as possible, give due notice to the authorities at their destination of their coming.

“The certificate referred to in clause 1 of this article shall recite the duties resting upon the holder thereof, as set forth in clauses 4, 5, and 6 of this article.”

ARTICLE III.

Article 14 of the royal order of September 4, 1892, shall be changed so as to read as follows:

“Travelers who on examination by the medical officer are found to be free from all symptoms of Asiatic cholera shall be allowed to proceed without delay on their journey, subject to the requirements named in article 8 of this order.”

ARTICLE IV.

Article 22 of the royal order of September 4, 1892, shall be followed by the eight articles immediately following:

Article 23. On each of the streams, canals, or other inland water ways designated by the minister of the interior and water staat all vessels and persons thereon shall be subject to the medical supervision of one or more officials to be appointed by the minister of the interior, the rate of compensation for all services rendered being fixed by this order, and the names of the said water ways shall be published in the official organ of the state at least one day before this part of the order shall come into force.

Article 24. Subject to the provisions named in article 10 of the law of December 4, 1872, as the same was amended by the law of March 28, 1877, all vessels plying on any of the streams described in article 23 of this order shall be subjected to sanitary inspection.

The commander of all water craft herein named shall anchor the same at any point designated by any burgomaster on their line of travel until the sanitary examination has been completed and all duties consequent thereon have been performed.

This requirement is, however, regulated by the rules laid down in article 10 of the law of December 4, 1872, as amended by the law of March 28, 1877.

The commanders in each case shall, to the best of their ability, aid the medical officer charged with the inspection by answering truthfully all questions that may be put by such officer.

Article 25. The medical officer shall include in his examination all persons, cargo, and articles on board such vessels, and the same shall be made as thorough as himself and the burgomaster of the place

where the inspection takes place shall deem expedient. Should he find, however, that the ship in question has undergone an inspection within twenty-four hours, he may exempt it from further inquiry, provided he is satisfied that the condition of the vessel and all on board warrants such action.

Article 26. The medical official conducting the inspection shall advise the burgomaster of all measures to be taken in the public interest, and said official shall see that said measures are promptly enforced, subject, however, to his right of appeal to the minister of the interior, the cost of all such proceedings to be defrayed by the Crown.

Where disinfection is necessary it shall be made in accordance with the provisions of article 25 of the law of December 4, 1872.

Article 27. After all the requirements above named have been fully complied with, all persons who are found to be free from all cholera symptoms shall be permitted to land without further hindrance unless the medical officials require their disinfection, in which case their disinfection shall precede their landing, and the vessel shall be allowed to proceed on its journey.

Article 28. The medical official in such case shall give the commander of the ship a written permit, in the form prescribed by the minister of the interior, certifying that the vessel is allowed to proceed, and that the prohibition relative to intercourse with the shore has been removed, which permit shall specify the condition of the vessel, the cargo, and other articles on board, as well as the condition and number of the persons on said boat.

Article 29. The burgomaster of any town adjoining any of the places named in article 23 shall, in conjunction with the medical official indicated in said article, provide all material and aid necessary for the placing of said ship in good sanitary condition, and shall also provide a full supply of pure water for drinking and cleansing purposes to each ship as the same may be required by said medical officer.

Article 30. The first and third clause of article 21 of this order are applicable to the medical officials appointed pursuant to article 23 of this order: said officer shall advise burgomaster and all officials, whether general or local, in all measures relating to Asiatic cholera.

Government officials and police officers shall cooperate to the full extent of their ability in carrying out the sanitary measures which may be prescribed.

Article 31. The ministers herein mentioned are authorized to revise and recall all instructions issued pursuant to this order whenever the public interests demand such action.

ARTICLE V.

Article 23 of the royal order of September 4, 1892, is hereby made article No. 32.

ARTICLE VI.

This order shall take effect five days after its publication in the official organ of the Netherlands.

Report of international sanitary meeting at Dresden.

[Transmitted by Julius Goldschmidt, consul-general at Vienna, Austria.]

At the request of the Austro-Hungarian Government, an international sanitary meeting was convened on March 11, 1893, at Dresden,

for the purpose of considering precautions to be taken to prevent the ingress of cholera into Europe, or, in case of its importation, what sanitary measures would be most efficient in the prevention of the spread of an epidemic.

The following countries and states sent deputies to the conference : Germany. Austria-Hungary, Belgium, Denmark, Spain, France, Great Britain, Greece, Italy, Montenegro, Portugal, Roumania, Russia, Servia, Sweden and Norway, Switzerland, the Netherlands, Turkey, and Luxemburg.

The deliberations of the conference were expected to embrace the following questions:

(A) IN GENERAL.

(1) Which measures will insure to the governments participating in this conference that in case of an outbreak of the cholera they are informed at all times of the state of the epidemy and of the measures taken against the spreading and invasion of the cholera?

(2) On what supposition is a place to be considered as infected by, suspicions of, and free again from cholera; and from what period, and for how long, are preventive measures considered admissible against foreign ports infected with cholera?

(3) In what manner may it be effected to limit the extent of an area whence arrivals are to be subjected to cholera measures, in such a way as not to affect perfectly unsuspecting arrivals from that place?

(B) INTERCOURSE OF MERCHANDISE AND LETTERS.

(4) Which objects may be excluded from being imported as freight or postal packages in order to prevent an invasion of the cholera?

(5) On what suppositions may such goods as are not prohibited from being imported into the country of destination be admitted for transit through those countries into which their import is prohibited, or to being imported, although the goods transmitted are from an infected country?

(6) On what conditions may it be effected that the prohibition of imports is not applied to goods which in view of their time of having been shipped may be considered unsuspecting?

(7) Do other limitations appear admissible besides the prohibition of the import of certain objects?

(8) Which objects may be subjected to disinfection on the boundary or in their place of destination?

Especially—

(a) On what suppositions and where is passengers' luggage to be disinfected?

(b) Under what circumstances and where are personal effects of immigrants to be disinfected?

(c) On what suppositions may other objects be subjected to disinfection?

(9) Under what circumstances should disinfection (8 a-c) be extended to such objects as come from ports that are free from cholera and have only passed through ports infected with cholera?

(10) For the purpose of preventing *damages* which could be evaded, may certain principles of disinfection, that are acceptable, be agreed upon?

In general—

- (a) For passengers' luggage.
- (b) For personal effects of immigrants.
- (c) For other objects.

(11) Is indemnification to be paid for damage done by disinfection? Eventually, in which cases and to what amount?

(12) Is it admissible not to subject the intercourse of letters to any limitation, especially not to make use of disinfection?

(13) Is it expedient to leave the regulations of the boundary traffic to the special agreement of the neighboring states?

(C) MEANS OF CONVEYANCE, VEHICLES, ETC. (EXCLUSIVE OF SEA VESSELS).

(14) Does it appear necessary to stop at the boundary the passenger, postal, and freight cars of a transit railroad train, or will it suffice to exclude cars that are infected?

(15) Are freight railroad cars to be disinfected on the frontier?

(16) Is it expedient to leave the regulation of river and lake shipping to the special agreement of the border States?

(D) PASSENGERS' TRAFFIC.

(17) Are land quarantines admissible?

(18) Under what circumstances may travelers from foreign ports be prevented from traveling on?

(19) Are the railroad officials to be taxed with the constant observation of travelers?

(20) Under what circumstances would a medical inspection of the travelers (eventually also of the railroad officials) be justified during the journey?

(21) Under what circumstances is an observation of several days in the place of destination admissible for persons coming from places infected with cholera?

(22) What measures are to be taken to grant to the officials of railroads and ports, for the purpose of performing their duties without any hindrance and under all circumstances, the passing of the frontier, eventually to stop at the foreign boundary places, if required so by their duty?

(23) Should special measures, left to the judgment of each government, be admissible for certain categories of persons, especially—

(a) Against gypsies and habituary vagrants?

(b) Against immigrants, and against persons traveling in troops, respectively passing the frontier?

(24) Is it expedient to leave the regulating of frontier traffic to the special agreement of the neighboring States?

(E) SEA NAVIGATION.

(25) When is a ship to be considered infected, and when suspicious?

(26) What measures will suffice for infected vessels, and which for suspected ones? Especially:

(a) Is it admissible perfectly to close up a port against vessels from a country infected with cholera?

(b) Are sea quarantines admissible, or will an official sanitary inspection connected with the isolating of persons infected or suspected of infection be sufficient, eventually combined with an observation of the whole crew and of the passengers, and with measures for disinfection?

(c) In so far as a sea quarantine will take place, to which vessels should it be confined, how is the duration of the quarantine to be limited, and where is it to be installed? What intercourse with the land is to be allowed to the vessel?

(27) How can the quarantine in the mouth of the Soulina be regulated so as to answer all the parties interested, and on what suppositions might the regulations of the Venice convention, especially concerning transit in quarantine, be applied there?

(28) Is it admissible to leave postal intercourse free from any restriction?

The following is an extract from the British Medical Journal, under date of April 22, 1893:

“The conference was brought to a termination on April 15, with the signing of a provisional convention by the representatives of Germany, Austria-Hungary, Belgium, France, Italy, Luxemburg, Montenegro, the Netherlands, Russia, and Switzerland. The delegates of the other states accepted the convention *ad referendum*. The ratification is to take place in Berlin within six months. The committee of the conference appointed to discuss the question of sanitation at the mouths of the Danube has, it is stated, recommended a quarantine of two days on arrivals in the Danube from Russian Black Sea ports. The Roumanian delegates were unable to accept this proposal without first consulting their Government, which, in its turn, referred the matter to the Roumanian sanitary board. It is believed that a quarantine of five days from the date of departure, equivalent to quarantine of three days' duration after arrival, will be recommended by the board and adopted by the Government against vessels from the above-named ports. Besides provisions for the interchange of official information between the signatory powers as to the appearance and progress of cholera in the several states, and the measures adopted to cope with the epidemic, the convention lays down certain general rules for common observance.

“In order to obviate in future the confusion which has hitherto prevailed with regard to the restriction of imports from infected countries, it has been agreed that old clothes, bedding, soiled linen, and rags (the last named in so far as they have not been subjected to any manufacturing process) shall alone become immediately liable to exclusion, and that the importation of other articles shall only be prohibited under special regulations; and in case of obvious expediency, the convention, it is stated, recognizes the futility of land quarantine, and circumscribes within fixed limits the power to enforce quarantine upon arrivals by sea. For this purpose ships arriving from cholera ports are to be treated as infected only in the event of cases having actually occurred on board during the last seven days of the voyage, and as suspect when cases have occurred prior to the last seven days. Other ships, although arriving from infected ports, so long as they are free from suspicious cases, are to be allowed as a rule free pratique, subject to the right of the local authorities to impose upon arrival reasonable

measures of disinfection and a term of medical observation, which is in no case to exceed five days from the date of sailing. The same term of five days, but reckoned from the date of landing, is to be applied to the isolation and observation of passengers and crews belonging to the ships actually infected or classified as suspect."

AUSTRALIA—*Melbourne*.—Month of January, 1893. Total deaths, 702, including enteric fever, 13; scarlet fever, 1; diphtheria, 6; and whooping cough, 5.

BAHAMAS—*Dunmore Town*.—Two weeks ended April 14, 1893. Population, 1,472. One death.

BRAZIL—*Ceara*.—Month of February, 1893. Population, 40,379. Total deaths, 192. No deaths reported from contagious diseases.

CANADA—*Belleville*.—Month of April, 1893. Population, 10,200. Total deaths, 6. No deaths from contagious diseases.

CHINA—*Hongkong*.—Month of February, 1893. Total deaths, 314, including smallpox, 6, and phthisis pulmonalis, 51.

CUBA—*Havana*.—Under date of April 22, 1893, the United States sanitary inspector reports as follows:

There were 113 deaths in this city during the week ending April 23, 1893. No deaths from yellow fever have been reported during the week, but there have been 2 new cases of the disease, while 5 have died of enteric fever and 4 of diphtheria and croup.

FRANCE—*Nantes*.—Month of March, 1893. Population, 127,482. Total deaths, 273, including cholera, 2; typhus fever, 2; enteric fever, 20; and diphtheria, 6.

GERMANY—*Brunswick*.—Month of February, 1893. Population, 104,136. Total deaths, 121, including enteric fever, 5; scarlet fever, 1; and diphtheria, 12.

GREAT BRITAIN—*England and Wales*.—The deaths registered in 33 great towns of England and Wales during the week ended February 25 corresponded to an annual rate of 20.8 a thousand of the aggregate population, which is estimated at 10,322,429. The lowest rate was recorded in Croydon, viz, 12.9, and the highest in Derby, viz, 28.4 a thousand.

London.—One thousand six hundred and eighty-one deaths were registered during the week, including smallpox, 3; measles, 24; scarlet fever, 18; diphtheria, 44; whooping cough, 49; enteric fever, 8; and diarrhea and dysentery, 15. The deaths from all causes corresponded to an annual rate of 20.4 a thousand. Diseases of the respiratory organs caused 416 deaths. In greater London 2,092 deaths were registered, corresponding to an annual rate of 18.7 a thousand of the population.

Newcastle-upon-Tyne.—Two weeks ended April 15, 1893. Population, 197,026. Total deaths, 156, including scarlet fever, 1.

Ireland.—The average annual death rate represented by the deaths registered during the week ended April 15 in the 16 principal town districts of Ireland was 21.6 a thousand of the population. The lowest rate was recorded in Lurgan, viz, 4.6, and the highest in Galway, viz, 37.8 a thousand. In Dublin and suburbs 144 deaths were registered, including enteric fever, 2; scarlet fever, 1; measles, 2; and whooping cough, 3.

Scotland.—The deaths registered in 8 principal towns during the week ended April 15 corresponded to an annual rate of 22.0 a thousand of the population, which is estimated at 1,447,500. The lowest mortality was recorded in Leith, viz, 12.5, and the highest in Glasgow, viz, 26.1 a thousand. The aggregate number of deaths registered from all causes was 619, including smallpox, 1; measles, 47; scarlet fever, 2; diphtheria, 3; whooping cough, 17; fever, 3; and diarrhea, 14.

MEXICO—Paso del Norte.—Two weeks ended April 15, 1893. Population, 10,000. Total deaths, 6. No deaths from contagious diseases.

PRUSSIA—Magdeburg.—Month of January, 1893. Population, 213,210. Total deaths, 389, including scarlet fever, 7, and diphtheria and croup, 24.

Month of February, 1893. Total deaths, 309, including scarlet fever, 4, and diphtheria and croup, 21.

RUSSIA—Rega.—Month of February, 1893. Population, 215,000. Total deaths, 232, including smallpox, 81; enteric fever, 3; "cramps," 21; scarlet fever, 8; diphtheria, 7; and measles, 2.

SWITZERLAND—Lucerne.—Month of March, 1893. Population, 22,000. Total deaths, 38, including 1 from diphtheria.

Zurich.—Month of March, 1893. Population, 104,406. Total deaths, 158, including phthisis pulmonalis, 24, and diphtheria and croup, 6.

WEST INDIES.—Turks Islands. Two weeks ended April 5, 1893. Population, 4,744. Total deaths, 11. No deaths from contagious diseases.

Cholera notes.

[Translated from the Deutsche Medicinische Wochenschrift, April 20, 1893.]

FRANCE.—The Semaine Medicale of April 15 states that cholera has been present in the city and suburbs of Lorient for the past six weeks. The disease is not an importation, but a recrudescence of the previous epidemic. Only two months elapsed between the last cases of the former epidemic and the first case of the present outbreak. According to the British Medical Journal there has been no cessation of cholera at Lorient during the winter. The present epidemic prevails with considerable intensity. Some reports give the number of cholera

deaths during March at 70. Others place the number of cases at 112; deaths, 35. On April 9, 10 choleraic deaths were reported. Cases of cholera are reported from Vannes and Quimper. No late reports of cholera have been received from Paris, but the general mortality in that city is considerably increased. During the week ended April 8 the number of deaths was 1,436, or 167 more than during the preceding week and 400 more than during the same week of the past year. The increase is attributed to influenza.

AUSTRIA-HUNGARY.—Cholera is reported present in 16 localities, but the reports are not officially confirmed. The Vienna Medical Weekly reports 8 cases and 6 deaths in Kudrynce during the past week, and 1 suspicious case each in Novosiolka and Paniowec. These places are all situated in the valley of the Zaluze, which is the dividing line between Podolia and Galicia.

RUSSIA.—An outbreak of cholera in the St. Petersburg district is reported. In the city of Orel, during the week ended March 26, there were 65 cases of cholera and 19 choleraic deaths; in the government of Ufa, from March 12 to 27, 84 cases and 29 deaths; in the government of Jelissawetpol, from March 22 to 29, 10 cases and 4 deaths.

MORTALITY TABLE, FOREIGN CITIES.

Cities.	Week ended.	Estimated population.	Total deaths from all causes.	Deaths from—									
				Cholera.	Yellow fever.	Smallpox.	Typhus fever.	Enteric fever.	Scarlet fever.	Diphtheria.	Measles.	Whooping cough.	
Aix-la-Chapelle	Apr. 8.	107,463	53								1		
Amsterdam	Apr. 1.	436,914	140								1		
Amherstburg	Apr. 22.	2,300	1										
Antwerp*	Apr. 15.	245,296	90			13			1	1	1		
Belfast	Apr. 15.	268,123	116										
Bremen	Apr. 8.	127,000	49						1	1			
Bristol	Apr. 15.	225,146	83										
Brussels	Apr. 8.	482,158	190			4		5			3		
Cardiff	Apr. 15.	142,346	44						2		2		
Chatham	Apr. 22.	10,000	1										
Christiania	Apr. 8.	156,500	63					1	1				
Christiania	Apr. 15.	156,500	50					1	2				
Cienfuegos	Apr. 22.	20,000	15										
Clifton	Apr. 22.	4,000	1										
Coaticook	Apr. 15.	2,000	1										
Cologne	Apr. 15.	298,732	139										
Copenhagen	Apr. 8.	334,000	147						1		6		1
Dresden	Mar. 25.	305,140	134								3		
Dresden	Apr. 1.	305,140	134								3		
Dresden	Apr. 8.	305,140	153								3		
Edinburgh	Apr. 15.	267,672	100					2			2		
Flushing	Apr. 15.	14,000	4										
Frankfort-on-the-Main	Apr. 8.	185,000	80										
Funchal	Apr. 8.	140,000	12							4			
Georgetown, Demerara	Feb. 11.	53,176	37										
Georgetown, Demerara	Feb. 18.	53,176	53										
Georgetown, Demerara	Feb. 25.	53,176	50										
Georgetown, Demerara	Mar. 4.	53,176	59										
Georgetown, Demerara	Mar. 11.	53,176	33										
Georgetown, Demerara	Mar. 18.	53,176	78										
Georgetown, Demerara	Mar. 25.	53,176	19										
Ghent	Apr. 8.	158,290	67					1				2	3
Gibraltar	Apr. 9.	25,755	9										
Girgenti	Apr. 8.	23,847	7										
Glasgow	Apr. 15.	677,883	340					1	2	3			
Göthenburg	Apr. 8.	105,800	34										
Guelph	Apr. 22.	10,695	3										
Hamburg	Apr. 1.	620,000	187					1	2	9			
Hamburg	Apr. 8.	620,000	225					1		11			
Hamilton, Bermuda	Apr. 22.	15,413	1										
Hanover	Apr. 8.	191,400	52							3			
Hogo	Apr. 1.	148,118	63			15		1					
Jerez de la Frontera	Apr. 1.	61,708	36										
Kingston	Apr. 28.	19,264	10										
La Guayra	Apr. 15.	15,000	9										
Leghorn	Apr. 16.	103,265	35										
Liverpool	Apr. 15.	510,480	265				1		7	1			
London, Canada	Apr. 22.	35,000	6										
London, England	Apr. 15.	5,849,104	2,092			3			26	56	28		
Lyons	Apr. 8.	436,000	219					3	1	7			
Magdeburg	Feb. 18.	213,527	88						1	4			
Magdeburg	Mar. 4.	213,527	75						1	3			
Magdeburg	Mar. 18.	213,527	83						1	5			
Magdeburg	Apr. 1.	213,527	70							3			
Mannheim	Apr. 8.	80,000	33							2			
Mannheim	Apr. 15.	80,000	40							4			
Marsala	Apr. 8.	40,131	20					1					
Matamoras	Apr. 21.	12,000	7										
Mayence	Apr. 8.	72,281	40							6			
Mayence	Apr. 15.	72,281	53							4			
Moncton, N. B.	Apr. 22.	8,762	2										
Munich	Apr. 1.	380,000	187						1	2			
Nuremberg	Apr. 1.	151,893	75							8			
Odessa	Apr. 8.	315,900	177			3		1	2	8	2	1	
Palermo	Apr. 8.	250,000	106							1			
Paris	Apr. 15.	2,424,705	1,622			4	6	9	5	32	19	26	
Port Hope	Apr. 29.	5,042	2										
Prague	Apr. 8.	186,315	115			1		1		4			
Queenstown	Apr. 22.	10,340	5										
Rotterdam	Apr. 15.	222,230	95						2	1			

*Seventy-nine cases smallpox during the week.

MORTALITY TABLE, FOREIGN CITIES—Continued.

Cities.	Week ended.	Estimated popula- tion.	Total deaths from all causes.	Deaths from—									
				Cholera.	Yellow fever.	Smallpox.	Typhus fever.	Enteric fever.	Scarlet fever.	Diphtheria.	Measles.	Whooping cough.	
Sagua la Grande.....	Apr. 22.....	18,109	12										
St. Georges, Bermuda.....	Apr. 24.....	15,013	1										
St. Johns, Canada.....	Apr. 29.....	4,772	1										
St. Thomas, W. I.....	Mar. 24.....	12,019	30										
St. Thomas, W. I.....	Mar. 31.....	12,019	34										
St. Thomas, W. I.....	Apr. 7.....	12,019	36										
Schiedam.....	Apr. 15.....	25,533	10										
Sonneberg.....	Apr. 9.....	12,000	7										
Southampton.....	Apr. 15.....	65,621	28			1							1
Stettin.....	Apr. 8.....	120,000	63						2	2			1
Stettin.....	Apr. 15.....	120,000	56							5	2		1
Stockholm.....	Apr. 1.....	248,051	89					1	5	4			3
Stuttgart.....	Apr. 15.....	139,659	59							6			
Trieste.....	Apr. 8.....	158,054	102			3				4			
Tuxpan.....	Apr. 8.....	10,280	2							4			
Venice.....	Apr. 8.....	162,326	121			1							
Vera Cruz.....	Apr. 21.....	25,000	32		3		1	1		1			
Victoria, B. C.....	Apr. 15.....	16,841	5										
Vienna.....	Mar. 25.....	1,435,931	701			4		1	1	41	23		1
Warsaw.....	Mar. 25.....	500,931	245			4		2	1	5			
Warsaw.....	Apr. 1.....	500,931	214			6		2	6	5			
Warsaw.....	Apr. 8.....	500,931	240			2		2	1	5			
Zurich.....	Apr. 8.....	91,323	55			1	1		8	23	15		4

By authority of the Secretary of the Treasury :

WALTER WYMAN,
Supervising Surgeon-General Marine-Hospital Service.

