[L. & M. 5,000—19-11-96.]

Local & Munl. (1897) Department.

MISCELLANEOUS.

G.O., No. 1029 M

DATED 30 4 97

[Despatch Abstract.]

Sanitary arrangements at the Ports of France.

Recording Go. Marine ordering to be published in the Fort Saint George Gazette papers relating to the —— consequent on the outbreak of plague at Bombay.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O	No.	Department.	Date.

Government {1897} of Madras.

MARINE.

LOCAL & MUNICIPAL DEPT.
CURRENT No. 1750.

Recd. 26 APR. 1897 } 1897.
Regd.

Enclosures

Spare copies 6

G.O., No. 286, 23rd March 1897.

MARCH.

Sanitary Arrangements at the Ports of France

Ordered that the papers forwarded by the Secretary of State relating to new — consequent on the outbreak of plague at Bombay, be published in the *Fort St. George Gazette.*

his order No. 1029 dt. 30-4-97

Receipt

Copy to the Surgl. Genl. 28-4-97
" " Secy. Comrs.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

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GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper:—

Despatch from the Right Honourable the Secretary of State for India, to His Excellency the Right Honourable the Governor-General of India in Council, dated India Office, London, 28th January 1897, No. 19, Revenue.

With reference to my telegram, copy of which is given in the margin,* I forward herewith, for the information of your Excellency's Government, copy of papers† respecting new sanitary arrangements at the ports of France consequent on the outbreak of plague at Bombay.

* From Secretary of State, to Viceroy, 20th January 1897.

"French stringent sanitary regulations have been applied to the southern ports of France in communication with the East, as well as those in the north in communication with Plymouth. A despatch on the subject will follow."

† Telegram from Her Majesty's Ambassador at Paris, dated 16th January 1897.

Extract, *Journal Officiel*, dated 21st January 1896, in original.

Extract from the *Journal Officiel*, dated 21st January 1896.

Official Part.

Paris, 20th January 1896.

REPORT.

To

The President of the French Republic.

The Marine Sanitary Police is governed at present, according to the law of the 3rd March 1822, by a regulation of the 22nd February 1876. Its object is to protect France and Algeria, by an organisation for watching the whole coast against the importation of the exotic and pestilent diseases, cholera, jaundice and the plague. On arrival into port, captains are questioned as to whence their vessels come and as to their sanitary state; if it is necessary, these ships are subjected to quarantine either in the roads or in the lazarets. These vexatious and burdensome measures have raised at all times protests from the shipping community: they were indispensable, for want of other means, to defend the people from invasion by dreadful scourges; they are now no longer justified.

Thanks to the discoveries by the school of Pasteur, the prophylactic of epidemic diseases is precisely known; hygiene has henceforth at its disposal certain and rapid processes for the destruction of disease-producing germs; heat and chemical agents furnishes it with powerful means of disinfection. A better established knowledge of the period of incubation permits its action to be limited.

Sanitary administration, taking advantage of these scientific data, has resolutely entered on the path of reform. The principal ports have been furnished with disinfecting stoves and whilst the administration endeavoured to introduce in marine customs a practice that would transform so advantageously the sanitary *régime*, she has gradually lessened the severity of quarantine regulations. Since 1892 quarantines have almost ceased to exist notwithstanding the presence of cholera in several of the European ports. Quarantine regulations have been superseded by medical inspection on the arrival and departure of ships, by suitable disinfection, by delivery to passengers, immediately on landing, of a sanitary passport proving whence they come, by applying to them in case of disease the necessary measures of segregation, and by these means avoiding the formation of a centre of infection. It is these principles, bases of a new sanitary *régime*, that have caused the representatives of France to have dominated in the International Sanitary Conferences of Venice in 1892, of Dresden in 1893 and of Paris in 1894.

The sanitary convention signed at Dresden on the 15th April 1893 by the representatives of the countries of Europe has for its object "the establishment of common measures to safeguard public health in times of cholera without causing useless obstacles to commercial transactions and to the movements of travellers."

It remained to put the regulation of the 22nd February 1876 in harmony with the measures adopted by this convention which was promulgated in France by the decree dated 22nd May 1894. The work has been long and laborious on account of the complicated interests which were put into play and on account of all the public services having been called in to co-operate.

Twice the directors of coast sanitation, the chambers of commerce that were specially interested, and the principal navigation companies were consulted both in France and in Algeria, either on the basis of the reforms to be introduced or on its wording. This undertaking has been carried out after taking into account its different elements, by the care of the directing committee of the service of Hygiene which is composed of the best authorities on matters of hygiene and commerce. Then it was submitted to the consulting committee of public hygiene in France, which unanimously adopted its terms in its sitting of the 8th July 1895. It has finally been communicated to each of the ministerial departments which had to assent to its execution, for examination of the special points concerning them and has received from them, excepting a few modifications in details almost all of which it has been possible to adopt, a definitive assent.

As it stands, the new regulation realises over the preceding one a considerable progress; it greatly decreases the costs of navigation; it increases the guarantees which the protection of public health exacts; it suppresses quarantines to replace them by precise sanitary information, by prophylactic measures taken, as much as possible, either at starting or on board under the control of a medical man specially deputed for this purpose—by a medical supervision applied, in case of necessity, to passengers for a few days after granting *libre pratique* according to the duration of the period of incubation of the disease; it affords special facilities and advantages such as an appreciable diminution of taxes on ships which, in conformity with the views of the sanitary service, have on board a sanitary doctor and a disinfecting stove, and which can prove on arrival that all the prescribed measures for disinfection and for putting the ship in sanitary condition have been scrupulously carried out during the voyage.

I am confident, Sir, that the new regulation regarding the marine sanitary police, for the drafting of which appeal has been made to all the technical authorities, confers while serving the sanitary interests, an appreciable relief to navigation, and henceforth it will rest with the shipping community to increase still more these benefits by the sincerity of their declarations and by the use of means more and more complete which science now lays at their disposal. Agreeing with my colleagues the Ministers of Justice, Foreign Affairs, Finance, War, Marine, Public Works, Commerce, Trade, Post and Telegraphs, Agriculture and Colonies, I request you, Sir, to be pleased to authenticate with your signature the draft decree hereto annexed.

Be pleased to accept, Sir, the tribute of my deep respect.

LEON BOURGEOIS,
President of the Council, Minister of Interior.

The President of the French Republic.

On the report of the President of the Council, Minister Interior—
Seen the law of the 3rd March 1822 on sanitary police.
Seen the decree of the 22nd February 1876 concerning the regulation of the marine sanitary police.
Seen the decrees of 15th April 1879, 19th December 1883, 19th October 1894 and 22nd June 1895.
Seen the decree of the 30th December 1884 modifying the constitution of sanitary councils.
Seen the decree of the 15th December 1888 relating to the recovery of fines in sanitary police matters.
Seen the international sanitary convention signed at Dresden on the 15th April 1893, especially appendix I, titles I, II, III, IV and VIII, and the decree of the 22nd May 1894 concerning the promulgation in France of the said convention.
Seen the decree of the 25th July 1894 modifying the sanitary taxes applicable to vessels in port.
Seen the decree of the 20th June 1895 relating to the marine sanitary police.
Seen the decrees of the 25th May 1879, 26th January 1882 and 29th October 1885 extending the application of the regulation of the 22nd February 1876 to Algerian ports.
Seen the decree of the 5th January 1889 transferring the departments of hygiene to the Minister of Interior.
Seen the draft presented by the directing committee of the service of hygiene and the opinion of the consulting committee of public hygiene in France.
Seen the opinions of the Ministers of Justice, Foreign Affairs, Finance, War, Marine, Public Works, Commerce, Trade, Post and Telegraphs, Agriculture and the Colonies.

DECREE.

Title I.

Objects of the Marine Sanitary Police.

Art. 1.—Cholera, jaundice and the plague are the only exotic pestilent diseases which in France and in Algeria cause the application of permanent sanitary measures.

Other serious diseases, contagious and capable of importation, specially typhoid and small-pox, may, under exceptional circumstances, require special precautions.

Art. 2.—Measures of precaution can always be taken against any ship whose hygienic condition is considered dangerous by the sanitary authority.

Title II.

Bill of Health.

Art. 3.—The bill of health is a document for stating the sanitary condition of the country from which vessels arrive and especially the existence or non-existence of the diseases mentioned in Art. 1. The bill of health also states the name of the ship, the captain's name, the nature of the cargo, the total crew, the number of passengers and the sanitary condition of the ship at the time of sailing.

The bill of health is dated; it is valid only if it has been delivered within the 48 hours that preceded the sailing of the ship.

Art. 4.—A ship should have but one bill of health.

Art. 5.—The bill of health is either clean or rough. It is clean when it declares the absence of all pestilent diseases in the district or districts from whence the ship comes. It is rough when the presence of any such disease is noted.

The value of the bill is appraised by the sanitary authority of the port of arrival.

Art. 6.—In France and in Algeria the bill of health is drawn up according to a form prescribed by the Minister of Interior after consultation with the directing committee of the services of hygiene. It is delivered, free of cost, by the sanitary authority to all captains who demand it.

Art. 7.—When a pestilent disease breaks out in a port or its neighbourhood, the sanitary authority of that port gives immediate notice to the superior administration, and once the fact that a centre of infection exists is established, the sanitary authorities mention the fact on all bills of health delivered by them.

An epidemic is considered to have died out when five full days have elapsed without there having been any fresh cases or deaths. The complete cession of the disease is then at once notified to the superior administration, and if the steps for disinfection have been properly taken, this is mentioned on the bill of health as also the date on which the disease died out.

Art. 8.—In foreign parts, the bill of health is delivered to French ships leaving for France or Algeria by the French Consul of the port of departure or, if there be no Consul, by the local authority.

As regards foreign ships sailing for France or Algeria, the bill may be delivered by the local authority, but in that case it must be seen by the French Consul who, if necessary, adds remarks.

Art. 9.—The bill of health given at the port of departure is preserved till the port for which the vessel is bound is reached. The captain should under no circumstances part with it.

At each port in which the vessel puts in the bill is seen by the French Consul or, failing him, by the local authority, who notes on it the sanitary condition of the port and its neighbourhood.

Art. 10.—Ships that ply regularly in European waters may be exempted by the sanitary authorities from the necessity of having the bill of health seen at each port at which they call.

Art. 11.—A bill of health is always compulsory at arrival in a French or Algerian port from (1) countries beyond Europe (Algeria and Tunis excepted); (2) from the coasts of the Black Sea and from the coasts of Turkey in Europe along the Archipelago and the sea of Marmora.

Art. 12.—As regards countries other than those mentioned in Art. 11 a bill of health is compulsory for all ships coming from any region infected with a pestilent disease.

The same obligation may be extended, by order of the Minister of Interior, to countries either adjoining these infected parts or in direct communication with them. In that case the necessity for a bill is at once brought to the knowledge of the public, chiefly by means of the *Journal Officiel* of the French Republic.

Art. 13.—Vessels coasting France or Algeria are, except under special circumstances, exempted from providing themselves with a bill of health. The same exemption applies to ships that go to and from France and Tunis.

Art. 14.—The captain of a ship not furnished with a bill of health, when he ought to have had one, or having a defective bill of health is liable, on arrival in a French port, to the penalties prescribed by Art. 14 of the law of the 3rd March 1822, without prejudice to the segregation and the other measures to which the ship may be subjected because of its coming from a certain place and without prejudice to the prosecutions that may be instituted for fraud.

Title III.

Marine Sanitary Doctors.

Art. 15.—All French steamers appropriated to the postal service or for the conveyance of at least one hundred passengers, and making voyages of more than forty-eight hours, inclusive of stoppage, are bound to have a sanitary doctor on board.

This doctor must be a French subject and furnished with a diploma of Doctor of Medicine. He takes the title of "Marine Sanitary Doctor."

Art. 16.—Marine sanitary doctors are chosen from a list prepared by the Minister of Interior after an examination held by a jury appointed by the Minister on the advice of the directing committee of the service of hygiene.

The examination will be on epidemology, prophylaxy, sanitary regulations and their practical application. The conditions and the date of the examination are fixed by the Minister of Interior, on the motion of the directing committee of the services of hygiene.

A certificate of fitness for the duties of marine sanitary doctor is delivered to each candidate accepted by the Minister.

Art. 17.—If the number of marine sanitary doctors should prove insufficient, the Minister of Interior provides, on the motion of the directing committee of the services of hygiene, for the necessities of the medical service.

Art. 18.—A delay of three months is granted, from the date of the present decree, to enable doctors to obtain the certificate referred to in Art. 16 and to enable shipping companies and ship owners to secure the services of these doctors.

Sanitary doctors previously commissioned to shipping companies may be entered in the list of marine sanitary doctors, on their application forwarded, with opinions and reasons, by the Directors of Health of the ports to which they belong and on the motion of the committee of the services of hygiene.

Art. 19.—It is the duty of the marine sanitary doctor to make use of all those means which science and experience place at his disposal.

(*a*) To protect the ship from pestilent exotic diseases (cholera, jaundice, plague) and from others that are serious and contagious.

(*b*) To prevent these diseases, when they have made their appearance on board, from spreading amongst the passengers and crew committed to his care, and among the people of the various ports at which the vessel touches.

Art. 20.—The marine sanitary doctor has to prevent the admission on board of persons or things capable of causing any contagious disease.

Art. 21.—The marine sanitary doctor enforces the observation on board of the rules of hygiene. He watches the health of the passengers and crew and attends to them in case of illness.

Art. 22.—The Marine sanitary doctor concerts with the captain for the enforcement of the measures stated in the three preceding articles. If a suspicious or pestilent disease breaks out on board, he gives immediate notice to the captain and secures, with his concurrence, the adoption of the necessary measures of preservation.

Art. 23.—The marine sanitary doctor enters day by day, in a register, all matters affecting the health on board. He states the dates of the outbreak, recovery or termination by death of all contagious diseases and makes notes of any important features exhibited by them.

At each stoppage he enters in his register the dates of arrival and departure, as also any information which he may have obtained regarding the health of the port and its neighbourhood.

He also states in the same register what measures have been adopted for the segregation of the sick, for the disinfection of vacuations, for the destruction or cleaning of wearing apparel, clothes and bedding, and for the disinfection of quarters. The register states also the nature, quantity, and mode of use of the disinfectants and the date of each disinfection.

Art. 24.—The marine sanitary doctor is bound on arrival at a French port to forward his register to the sanitary authority who acts only after having perused it.

He answers the questions put by this officer and furnishes him either *vivâ voce* or, if required, in writing with all information demanded.

Art. 25.—The declarations of the marine sanitary doctor are made on oath. The offence of false declaration is prosecuted according to the laws.

Art. 26.—The marine sanitary doctor forwards at least once a year to the Minister of Interior a report on observations of all kinds made by him in the course of his voyages on matters of interest to the sanitary service, and on the etiology and prophylaxy of epidemics.

The reports of marine sanitary doctors are submitted to the consulting committee of public hygiene in France. Rewards of honour selected by the Minister of Interior and published in the *Journal Official* of the French Republic may be conferred thereupon.

Art. 27.—In case of infraction of sanitary rules or non-execution of his duties by a marine sanitary doctor, a ministerial resolution may be taken on the advice of the directing committee of the services of hygiene, and after the interested officer has been heard in defence his name may be struck out, permanently or temporarily, from the list drawn up in accordance with Art. 16.

Art. 28.—The captain of a vessel who cannot justify the absence of a sanitary doctor taken according to the regulations or give a legitimate excuse is liable, on arrival at a French port, to the penalties laid down in Art. 14 of the law of the 3rd March 1822, without prejudice to the exceptional sanitary measures to which the vessel may be subjected and without prejudice to the prosecutions that can be set on foot for fraud.

Art. 29.—On board vessels that have no sanitary doctors, the information concerning the sanitary state and regarding outbreaks at sea are gathered by the captain and entered by him in a book kept on board.

Title IV.

Sanitary measures at the port of departure.

Art. 30.—The captain of a French or foreign ship in a French or Algerian port about to leave that port is bound to inform the sanitary authority before beginning to load or take passengers on board.

Art. 31.—If the sanitary authority considers necessary he may examine the vessel before any cargo is taken on board and insist on proper information and proof being given as to the cleanliness of the clothes of the crew, the quality of the drinking-water on board and the means for preserving it, the nature of the victuals and of drinks, the state of the pharmacy and in general the hygienic condition of the crew and of the goods on board.

The sanitary authority can, under these circumstances, order the disinfection of soiled clothes either ashore or on board.

These various operations are carried out within the shortest possible time so as to avoid delaying the vessel.

Art. 32.—The sanitary authority should prevent the taking on board of persons and things capable of spreading pestilent diseases.

Art. 33.—The necessary permission either to load cargo or to sail is given by the customs authorities only on the production of a pass granted by the sanitary authority.

Art. 34.—Unless, under special restrictions, fishing boats and in general ships that do not go far from the port of departure are exempted from the declaration required by article 30.

Title V.

Sanitary measures during the voyage.

Art. 35.—Clothes of passengers and crew soiled during the voyage are washed as often as possible.

Art. 36.—Privies are washed and disinfected twice a day.

Disinfectants are kept in cabins from which the occupants do not move, and instructions are given as to their use which is compulsory.

Art. 37.—As soon as the first symptoms of a pestilent disease makes its appearance, the sick are segregated, as well as those who have been specially selected to nurse them.

Art. 38.—In the cabins where the sick are, if there are beds over one another, only the lower ones are occupied. The bedding coverlets, &c., of the unoccupied beds are taken out of the cabin and only strictly necessary articles are left.

Art. 39.—The vacuations of the sick are disinfected at once.

Clothes, towels, sheets, coverlets, &c., used by the sick are dipped in a disinfectant solution before being taken out of the segregated quarter.

Clothes of those who nurse them are similarly treated before being washed.

Infected or suspicious articles of small value should at once be thrown overboard if the ship is in the open sea. When the ship is in port they should be burnt.

The floor of the places set apart for segregating the sick and their nurses is washed daily twice with disinfectant solutions.

Art. 40.—These places are used for ordinary purposes only after a thorough washing of all their sides with disinfectant solutions, repainting or whitewashing with chloridized lime and after the furniture has been disinfected. It is only after having been left wide open for several days subsequent to disinfection that these places are thrown open to new passengers in health.

Art. 41.—When the death of a segregated patient is clearly proved, the body is thrown overboard. The bedding used by the patient at the time of his death is also thrown overboard if the vessel is in the open sea, or it is disinfected.

Title VI.

Sanitary measures when in infected ports.

Art. 42.—On reaching an infected port the captain anchors at a distance from the town and shipping. If he is forced to enter into port and to moor at the wharf he should, as much as possible, avoid the neighbourhood of the debouchure of gutters or of streams polluted by sewage water.

No landing is permitted unless absolutely necessary. No one should sleep ashore nor, if possible, on deck.

Art. 43.—Water taken at an infected port is dangerous; if it is necessary to renew the supply on board, the water should be at once boiled and sterilized.

Art. 44.—Washing of decks is forbidden if the water around a vessel near shore is dirty or suspicious. The decks are then rubbed dry.

Art. 45.—The marine sanitary doctor or, in his absence, the captain prevents all persons coming on board who are either sick or suspected of being sick or convalescent of a pestilent disease if their convalescence does not exceed 15 days at least.

Soiled clothes are refused or disinfected.

Art. 46.—Only such partitions of the hold, whose opening is unavoidable for loading or unloading, or for disinfection should be opened.

Art. 47.—If during the stay in the port a pestilent disease breaks out on board, the sick on whom the first symptoms clearly appeared are, whenever possible, taken to the lazaret or if there is no lazaret to the hospital, and all their luggage and the bedding they used is either destroyed or disinfected.

Title VII.

Sanitary measures on arrival.

Art. 48.—Every ship entering a French or Algerian port must, before communicating with shore, be *reconnoitered* by the sanitary authority.

This obligation is prescribed in order to ascertain whence the ship comes and what is its sanitary state.

It consists of an examination by questions whose form has been fixed by the Minister of Interior upon the advice of the direction of services of hygiene and a certificate of health is granted if the ship is considered entitled to it.

When ships are well known to be free from suspicion this obligation is reduced to a summary examination which is said to be *reconnoitering properly so called.* In cases requiring a more thorough examination it is called "*arraisonnement*" or sanitary inspection of the vessel. This may consist of a *sanitary inspection* and also of a *medical inspection* of passengers and crew should the sanitary authority consider this necessary.

Art. 49.—The work of reconnoitering and of sanitary inspection is carried out without delay.

It is even executed during the night whenever the circumstances admit of this. Nevertheless if there is doubt as to the port whence the ship comes or as to the sanitary conditions of the ship, the sanitary inspection can take place only by day.

Art. 50.—The results either of the reconnoitering or of the inspection are noted in writing and entered simultaneously in the medical register, and in the book on board as also in a special register kept by the sanitary authority of the port.

Art. 51.—Customs boats, Public Works boats attached to commercial ports or to lighthouses and buoys, pilot boats, river watchers, small boats that fish along the French and Algerian coasts or on that part of the coast of Tunis that extends from Cape Negro to the Algerian frontier and in general all those vessels that do not go far from shore and can be recognised at sight are, except under special circumstances to be determined by the sanitary authorities, exempted from the necessity of being reconnoitred.

Art. 52.—Every captain entering a French port is bound to:—

(1) Prevent all communication with shore and all landing of cargo before the vessel has been admitted to "libre pratique."

(2) To produce to the sanitary police authorities all the ship's papers; to answer on oath questions on sanitary matters and state all the facts and give all the information within his knowledge which may be of interest to public health.

(3) To conform to the regulations of the sanitary police and also to the orders issued to him by the said authorities.

Art. 53.— Should the sanitary authorities deem fit the crew and passengers may be subjected to similar questions and compelled under oath to answer them truly.

Art. 54.—Ships exempted from the production of a bill of health or furnished with a *clean* bill of health are at once permitted to have *libre pratique* after the reconnoitre or the sanitary inspection except in the following cases:—

(*a*) If the ship has had on board during the journey outbreaks, clearly established or not, of cholera, jaundice or plague or of any other grave contagious and importable disease.

(*b*) If it has had at sea suspicious communications.

(*c*) If it exhibits on arrival dangerous hygenic conditions.

(*d*) If the sanitary authority has good reasons for doubting the truth of the statements in the bill of health.

(*e*) If the ship comes from a port that has free communication with a neighbouring infected place.

(*f*) If the ship arrives from a place where shortly before a pestilent disease prevailed, and if it left such place before it ceased to be considered infected.

In all these cases, the ship, although furnished with a clean bill of health, may be subjected to the same regulations as if it had a rough bill.

Art. 55.—A ship coming into port with rough bill is subjected to the sanitary regulations specified hereafter.

These regulations vary according as the ship is classed as clean, suspicious or infected.

Art. 56.—A ship is considered *clean*, although coming from an infected region, if it had neither deaths nor cases of pestilent disease on board either before sailing or during the voyage or at the time of arrival.

A ship is considered *suspected* if there has been on board one or more cases, established or suspected, at the time of sailing or during the voyage but has had no case of cholera for *seven* days previously or of jaundice or of the plague for *nine* days.

A vessel is considered *infected* which has on board one or more cases, established or suspected, of pestilent disease or which has had cholera within seven days previously or jaundice or plague within nine days.

Art. 57.—A *clean* ship is subject to the following regulations:—

(1) Medical inspection of the passengers and crew.

(2) Disinfection of soiled clothes, articles in use, bedding, baggage and every other thing which the port sanitary authority considers infected.

If the ship left more than five days previously a place infected with cholera or more than seven days a place infected with jaundice or the plague, the measures specified below are taken at once and the ship is admitted to "*libre pratique.*"

If the ship left within five days previously a place infected with cholera, a sanitary passport is delivered to each passenger stating *the date on which the ship left the infected port*, the passenger's name and that of the *commune* to which he states he is going. The sanitary authority, at the same time, gives notice of the passenger's departure to the mayor of the *commune* and draws his attention to the necessity of observing the said passenger, from a sanitary point, until the end of five days from the date on which the ship sailed (*sanitary supervision*).

The crew is subjected to the same sanitary supervision.

If the ship left within seven days a place infected with jaundice or plague, the same precautions are taken, with the following modifications :—

(1) The date of supervision is extended to seven days.
(2) The landing of cargo is begun only after the landing of all the passengers.
(3) The sanitary authority may direct the disinfection of the whole or part of the ship; but this is done only after the landing of the passengers.

In all cases the drinking water on board is renewed and the bilge water is pumped out after disinfection.

Art. 58.—A *suspected vessel* is subject to the following regulations :—

(1) Medical inspection of the passengers and crew.
(2) Disinfection of soiled clothes, articles in use, bedding as well as all other articles or baggage which the sanitary authority of the port considers to be infected.

Passengers are landed immediately after the completion of these operations. A sanitary passport is handed to each of them stating the *date on which the ship arrived*, the passenger's name and that of the *commune* to which the states he is going. The sanitary authority, at the same time, gives notice of the passenger's departure to the mayor of the *commune* and draws his attention to the necessity of watching the said passenger for sanitary purposes until after five days from the date on which the ship arrived.

The crew is subject to the same sanitary supervision

The drinking water on board is renewed and the bilge water is pumped out after disinfection.

If the disease which broke out on board is cholera, and if the disinfection of the ship or of the infected part has not been carried out according to the requirements of Title V, or if the sanitary authority considers that the disinfection has not been sufficient, this operation is executed immediately on the landing of the passengers.

If the disease that broke out on board is either the jaundice or the plague, the landing of the cargo is only begun after the landing of all the passengers Disinfection of the ship is compulsory but is only done after the landing of the passengers and of the cargo.

Art. 59.—An *infected* ship is subject to the following regulations :—

(1) The sick are at once landed and segregated until their recovery.
(2) The others are then landed as soon as possible and submitted to *observation*, which varies in duration according to the sanitary state of the vessel and according to the date of the last case. The period of observation cannot exceed *five* days for cholera and *seven* days for jaundice or the plague, after the landing or after the last case that occurred among those landed; landed passengers are divided into as small groups as possible so that if an outbreak should occur in any one group it will not be necessary to increase the period of segregation for all the other passengers.
(3) Soiled clothes, articles in use, bedding as well as all other articles and baggage which the sanitary authority of the port considers infected are disinfected.
(4) The drinking water on board is renewed and the bilge water is pumped out after disinfection.
(5) The disinfection of the ship or of the infected part is then proceeded with but only after the landing of the passengers and if necessary of the cargo also.

If the disease, which has broken out on board, is either jaundice or the plague, the unloading of the cargo is effected only after the landing of the passengers and the ship is disinfected only after the unloading of the cargo.

Art. 60.—Under all circumstances, those who have been entrusted with the total or partial disinfection of the ship, or who either before or during the disinfection have proceeded with the unloading or disinfection of goods or who stayed on board during these operations are segregated for a period determined by the sanitary authority and not exceeding, from the time when the operations were completed, five days in case of ships with rough bills of health on account of cholera, and seven days for jaundice or the plague.

The ship is segregated until the operations of unloading and disinfection have been completed on board.

Art. 61.—In France, from the 1st November up to the 20th February, if a ship comes from a place infected with jaundice, whatever may be the condition of the ship whether clean, suspected or infected, there will be only a medical inspection of the passengers, disinfection of soiled clothes, articles in use, bedding and other suspected articles or baggage and disinfection of the ship or of the part of the ship which the sanitary authority may consider infected.

If there be on board persons attacked with jaundice, they are at once landed and segregated until their recovery : the other passengers and the crew are submitted to the *sanitary* supervision (foreseen in article 57) for seven days.

Art. 62.—The measures affecting ships considered either clean, suspected or infected may be lightened by the port sanitary authorities if there is on board a marine sanitary doctor and a disinfecting stove that meets the requirements as to safety and efficacy laid down by the Consulting Committee of the Public Hygiene in France, and if the doctor certifies that the measures for disinfection and sanitation have been duly taken during the voyage.

Art. 63.—The measures prescribed by the port sanitary authority are at once notified to the captain with the proviso that they are liable to any modifications which unforeseen circumstances may render necessary.

Art. 64.—All segregated ships are kept at a distance in a place fixed before hand and watched by a sufficient sanitary guard.

Art. 65.—An infected ship which calls at a port without communicating with shore or which refuses to submit to the rules prescribed by the sanitary authority of the port is free to leave for the open sea. In this case its certificate of health is returned to it with an endorsement stating the circumstances under which it leaves. It may be permitted to discharge cargo after the necessary precautions have been taken.

It may also be allowed to land passengers who may express their wish to do so on the condition that these will submit themselves to the measures laid down for infected ships.

Art. 66.—When an infected ship appears in a port not having a lazaret, it is sent on to the nearest lazaret.

But should the port have a sanitary station, the ship can land its sick and suspected persons and receive such help as may be required.

Under special circumstances the ship may be exempted from going to a lazaret if the sanitary station is in a position to ensure the segregation and disinfection required in such cases. Then the sanitary authority gives immediate notice either to the Minister of Interior or the Governor-General of Algeria of the decision that has been taken.

Art. 67.—A foreign ship bound for a foreign port which appears with a rough bill of health in a port with a lazaret to undergo segregation may, if it is likely to cause any danger to other persons already segregated, be prevented from landing its passengers at the lazaret and be requested to continue her journey to the closest port for which she is bound, after receiving all necessary help.

If there are cases of pestilent diseases on board, the sick are if possible landed at the hospital of the lazaret.

Art. 68.—Emigrant ships, pilgrim ships, troop ships and, in fact, all ships considered dangerous on account of the number of persons gathered together under unfavourable conditions, may at all times be subject to special precautions that may be prescribed by the sanitary authority of the port of arrival, upon the advice of the Sanitary Council, if there is one; provided that the matter is reported without delay either to the Minister of Interior or to the Governor-General of Algeria.

Art. 69.—Besides the various measures mentioned in the preceding articles, the sanitary authority of a port is bound, in face of imminent and totally unforeseen danger, to prescribe provisionally such measures which it may consider indispensable to ensure public health; provided the matter is reported as soon as possible, either to the Minister of Interior or to the Governor-General of Algeria.

Title VII.

Goods: Importation, Transit, Prohibition, Disinfection.

Art. 70.—Saving the exceptions mentioned below, goods and articles of all kinds imported in a ship having a clean certificate of health and not falling under any of the exceptions stated in article 54 are at once admitted to *libre pratique*.

Art. 71.—Raw skins, fresh or dry, uncleaned horse-hair and in general all animal produce, may, even in case of a clean certificate of health, be liable to such disinfection as may be prescribed by the sanitary authority.

When there is on board organic matters capable of transmitting contagious disease, which it is impossible to disinfect and if there is danger in giving them *libre pratique*, the sanitary authority orders their destruction after having ascertained by a formal proceeding, conducted according to article 5 of the Law of the 3rd March 1822, the necessity for this step and after having entered on the said proceeding any statements made by the owner or his representative.

Art. 72.—The following articles must be disinfected under all circumstances :

(1) Linen and clothes (articles in use) and used bedding when carried as goods.
(2) Old carpets.
(3) Rags unless they come under the following categories which are admitted to *libre pratique* :—

(*a*) Rags compressed by hydraulic power and carried as goods in bulk in bales hooped with iron; unless the sanitary authority has good reasons for classing them as infected.

(*b*) Fresh waste coming directly from spinning, weaving, clothes making or bleaching mills; artificial wool and parings of new paper.

Art. 73.—Articles landed from ships provided with rough certificates of health may be considered infected and on this account the sanitary authority may require their disinfection either at the lazaret or on lighters.

Art. 74.—Goods coming from infected countries are admitted for transit without disinfection if they are provided with a covering that prevents any danger of transmission.

Art. 75.—Letters and correspondence, printed matter, books and newspapers, documents (excluding parcels sent by post) are submitted to no restriction or disinfection.

Art. 76.—Live animals, other than cattle or those referred to by the Law of the 21st July 1881, on the sanitary police for domestic animals, may be the subjects of measures of disinfection.

Certificates of origin may be required for animals on board ships coming from a port in the neighbourhood of which cattle disease prevails.

Certificates of origin can be granted for animals shipped in France or in Algeria.

When fresh hides skins, or fresh animal produce are exported from France or Algeria to foreign ports, they may, at the request of the shipper, be granted certificates of origin upon the declaration on oath of a veterinary.

Title IX.

Sanitary Stations and Lazarets.

Art. 77.—The sanitary service comprises *sanitary stations* and *lazarets* distributed among the ports according to the decision of either the Minister of Interior or of the Governor-General of Algeria after consultation with the directing committee of the services of hygiene.

Art. 78.—The sanitary station comprises—

(1) Separated quarters (tents or buildings) intended for the treatment of the sick and for the segregation of the suspected.

(2) A disinfecting stove fulfilling the conditions as to safety and efficacy required by the Consulting Committee of Public Hygiene in France.

(3) Apparatus admitted to be effective for disinfections that cannot be carried out by means of the disinfection stove, specially apparatus for disinfecting tents, and in the absence apparatus for disinfecting buildings where the sick and suspected are segregated.

The sanitary service and the hospital administration make arrangement, for the common use of the quarters and of the apparatus as well as for the common use of the service establishment.

Art. 79.—The lazaret is a permanent establishment formed so as to admit of the application of all the measures prescribed for the landing and segregation of passengers and the disinfection of goods and articles belonging to the ship.

Art. 80.—The interior distribution of the lazaret is such that the persons and things forming different sets in segregation may be kept separate.

Two blocks of buildings, isolated and suitably apart, are reserved; one for the sick and the other for the suspected.

Art. 81.—Parlours are prepared for visitors with the necessary precautions to avoid contagion.

Art. 82.—Different store-rooms are reserved; on the one side for articles and things to be disinfected and on the other for disinfected articles and things.

Art. 83.—The lazaret must have one or more disinfecting stoves fulfilling the conditions as to safety and efficacy prescribed by the consulting committee of public hygiene in France and other apparatus admitted to be effective for disinfections that cannot be done by means of the stove.

Art. 84.—The lazaret is furnished with—

(1) Pure water, free from contamination, and in sufficient quantity.

(2) A system of drainage without stagnation. If such a system is not practicable, drainage is done by means of moveable tubs placed in a receiving pit. These tubs contain at all times a disinfectant. They are emptied far away and as often as possible or at all events once at the end of each period of segregation.

Art. 85.—A doctor is attached to the lazaret. His especial duty is to visit the segregated persons, to attend on them if sick and to ascertain their state of health at the end of the period of segregation.

Art. 86.—The sick receive in the lazaret such religious ministration and medical aid as they would obtain at an ordinary hospital.

Those who come from outside to visit them or give them help are segregated if they have exposed themselves.

Every sick person has the option, under the same condition, to get himself treated by any doctor he pleases and attended to by nurses from outside.

Art. 87.—The attendance and the visits of the doctor of the lazaret are given gratis.

Art. 88.—The cost of the treatment and of medicines are to be paid by the segregated persons subject to a deduction made according to the tariff approved annually, after advice of the committee of the direction of services of hygiene, by either the Minister of Interior or by the Governor-General of Algeria.

Art. 89.—The cost of food supplied is to be paid by segregated persons subject to a deduction made according to a tariff approved annually by the prefect of the department.

Art. 90.—The charges for food and for medical attendance at the lazaret, furnished to emigrants and pilgrims who travel by contract, are to be paid by the vessel. In the case of soldiers and sailors these charges have to be met by the authorities under whom they are.

Art. 91.—The poor not coming within the category mentioned in Art. 89 are fed and attended to free of charge.

Art. 92.—Segregated persons have also to pay the sanitary duties prescribed in title X.

Art. 93.—The local regulations referred to in Art. 132 defines the limits of the sanitary station, lazaret and other reserved places mentioned in Arts. 17, 18 and 19 of the law of the 3rd March 1822.

It defines also the zone set aside for the segregation of ships.

Title X.

Sanitary Duties.

Art. 94.—The sanitary duties consist of:—

(*a*) Reconnoitering duty at arrival, to wit:—

Vessels coasting France (including Algeria) from one sea to another, 5 cents per ton.
Vessels coasting between several countries, 10 cents per ton.
Sailing vessels, 15 cents per ton.
Ships plying regularly between one European port and a French port on the Channel or on the Atlantic, 5 cents per ton.
Ships coming from a foreign to a French port on the Mediterranean, if the total and usual length of the voyage does not exceed twelve hours, 5 cents per ton.
Ships belonging to the two preceding classes can enter into agreements for periods of six months or a year The duty then will be calculated at the rate of 50 cents per ton a year, irrespectively of the number of voyages.
Steam ships touching the French coast in order to take or leave passengers—

If coming from an European port—	
Per passenger embarked or landed	50 cents
Per ton of cargo landed, up to 3 tons	10 ,,
If coming from a port outside Europe—	
Per passenger embarked or landed	1 franc
Per ton of cargo unloaded up to 3 tons	15 cents

(*b*) Port duty, to be paid by ships subjected to segregation, per day and per ton, 3 cents.

(*c*) Duties for stoppage in sanitary stations and lazarets per day and per person.—

1st class	2 francs
2nd ,, ...	1 franc
3rd ,, ...	50 cents

(*d*) Duties for disiufection—

(1) Disinfection of soiled clothes, articles in use, ship's bedding and of all other articles and baggage considered as infected—

Per 1st class passenger landed	1 franc
,, 2nd do.	50 cents
,, 3rd do.	25 ,,
Per individual of the crew (ship's officers included) ..	25 ,,

(2) Disinfection of goods:—
Disinfection carried out on boardship per ton according to tonnage, 5 cents.
Goods landed for disinfection:—
Goods in bails per 100 kilogrammes, 59 cents.
Hides, every 100, 1 franc.
Small skins not in bails, per 100, 50 cents.
(3) Disinfection of rags and shreds, per 100 kilogrammes, 50 cents.
(4) Disinfection of the ship or of part of the ship infected—
For the entire ship per ton according to tonnage, 2 cents. If the disinfection is only for the part of the ship which is contaminated, the duty is reduced by one half.

The duties prescribed in paras. (1), (2) and (4) may be reduced by one half for ships having on board a sanitary doctor appointed or recognized by the Government of the country to which the ship belongs, and also a disinfecting stove whose security and efficacy has been ascertained and if it can be proved that all the measures for sanitation and for disinfection have been regularly taken during the voyage according to the requirements of title V.

All the sanitary duties are payable by the ship. The charges accruing on account of work done or labour expended or for the use of chemical disinfectants are also to be paid by the vessel. If incurred in connection with rags and shreds the cost is, according to custom, debited to the goods.

Art 95.—Ships that do French coasting (Algeria included) in the same sea are exempted from the obligation of being reconnoitred.

Art. 96.—Ships which in the course of the same journey enter in succession several ports situated on the same sea, pay the reconnoitering duty only once at the first port they enter.

Art. 97.—Soldiers and sailors, children under seven and the poor put on board by the Consuls at the expense of Government or of the consulate are exempted from sanitary duties.

Art. 98.—Sanitary duties to which emigrants or pilgrims travelling by contract are liable are to be paid by the ship.

Art. 99.—The following are exempted from all sanitary duties leviable under the preceding articles:—

(1) Men-of-war and vessels belonging to the various departments of the State.

(2) Ships putting in from distress provided they do not necessitate any sanitary measures and that while in the port they do not enter upon any commercial transactions.

(3) French and foreign fishing vessels, including transports bringing fish into French ports, provided that these boats do not enter upon any commercial transactions in the ports at which they call.

(4) Ships going on trial to sea without entering upon commercial transactions.

Art. 100.—The collection of the sanitary duties is entrusted to the Customs departmen

Title XI.

Sanitary authorities.

Art. 101.—The work of the coast sanitary police is done by persons directly under the orders of the Minister of Interior in France and in Algeria under the orders of the Governor-General.

Art. 102.—The coast is divided into sanitary divisions.

Each of these divisions is sub-divided into agencies (principal and ordinary).

The number and the extent of the divisions and agencies are fixed by the Minister of Interior upon advice of the directing committee of the services of hygiene.

For Algeria the limits are determined, upon advice of the directing committee, by the Governor-General; the distribution of agencies is done by the Governor.

Art. 103.—At the head of each division is placed a Director of Health appointed, upon advice of the directing committee of the services of hygiene, in France by the Minister of Interior and in Algeria by the Governor-General.

The Director of Health must be a doctor in medicine.

He has under his orders principal agents, ordinary agents, and sub-agents one above another all along the coast.

The principal agents do the work of heads of departments in those divisions in which the Director of Health does not reside.

The department of the direction of health also includes an establishment of officers, employés and of guards whose duties are fixed, according to the requirements of the service, by the decision of either the Minister of Interior or of the Governor-General of Algeria; it may comprise one or more physicians, doctors in medicine, who take the title of doctors of health.

The doctors of health and the doctors attached to lazarets are appointed in France by the Minister and in Algeria by the Governor-General.

Art. 104.—The Director of Health is required to ensure the application in his division of the rules and instructions regulating the marine sanitary police.

He grants or sees the certificates of health for the port where he resides.

Art 105.—The Director of Health is immediately under the orders of the Minister of Interior or of the Governor-General of Algeria in all matters of interest to the public health.

Art. 106.—The Director of Health must hold himself constantly and accurately informed on the sanitary state of his division and of the foreign countries with which it is in communication.

Art. 107.—In imminent and unforeseen circumstances the Director of Health may take, any urgent measures he considers necessary in order to safeguard public health; provided that he immediately reports the matter either to the Minister of Interior or to the Governor-General of Algeria.

Art. 108.—Directors of Health should communicate to each other all sanitary information which may be of interest to their departments.

Art. 109.—The Director of Health addresses at least once a month either to the Minister of Interior or to the Governor-General of Algeria a report intimating the sanitary state of the ports situated within his division, and summarises the various information relating to public health in the foreign countries in communication with his ports as well as the sanitary measures to which articles coming from those countries have been subjected This report is accompanied by a statement describing the conditions of the ships that necessitated the application of special measures. For the Algerian ports, copies of the report and of the statement are forwarded to the Minister of Interior by the Governor-General.

The Director of Health gives immediate notice either to the Minister of Interior or to the Governor-General of all grave matters affecting the public health of his division or of foreign countries in communication with it.

Art. 110.—Principal and ordinary agents, each for that portion of the coast which he guards, ensures the application of sanitary regulations according to the instructions and under the control of the Directors of Health.

To this end they ascertain the sanitary condition of imports and, if there is no objection, grant them *libre pratique* They attend to the due execution of rules and orders which prescribe the measures for segregation and the special precautions to which infected or suspected vessels are to be subjected. They oppose, by all means in their power, the infraction of sanitary regulations and certify all breach of regulations by means of reports. In urgent and unforeseen circumstances they make such provisional arrangements as the public health may require, but they must immediately report the matter to the Director of Health of their division. They give or countersign the certificates of health for the ports in which they reside.

Art. 111.—In virtue of Arts. 12 and 13 of the law of the 3rd March 1822, the Directors of Health and the principal and ordinary agents have the power to require for the execution of duties which are confided to them the co-operation not only of the public force, but also, in case of urgency of officers, harbour masters, and forest guards and, in case of need, of all citizens.

But these requests should not withdraw from their ordinary occupations persons entrusted with public duties unless the danger be sufficiently pressing, from a sanitary point of view, to exact the temporary postponement of every other interest.

Art. 112.—Ordinary agents of the sanitary service are selected, as much as possible, from among the agents of the customs department; they receive an indemnity.

The indemnities are fixed by the decision either of the Minister of Interior or of the Governor-General of Algeria.

Art. 113.—The principal agents, the captains of lazarets and captains of health are named either by the Minister of Interior or by the Governor-General of Algeria. If the candidates belong to the customs establishment, their appointment takes place on selection by the Director-General of this department.

Art. 114.—Agents, sub-agents and other employés of the sanitary service are appointed by the prefect on the recommendation of the Director of Health or of the chief agent and upon consent of the Director of Customs, if the selected agent belongs to that service.

These nominations can take place only subject to any legislative enactments or regulations regarding appointments reserved for re-engaged sub-officers or to veterans of graded rank For this reason no nomination is made by prefects without previous reference to the Minister of Interior or to the Governor-General of Algeria.

Title XII.

Sanitary Councils.

Art. 115.—In France, the Minister of Interior and in Algeria the Governor-General decide, after advice of the directing committee of the services of hygiene, the ports in which sanitary councils are to be established.

There must be one council at least for every sanitary division.

Art. 116.—The Sanitary Council must be consulted by the executive—

On the local regulation of the port in which the council is established.
On the organization of the sanitary station or of the lazaret in that port.
On the arrangements to be made, when necessary, with hospitals.
On the plans and estimates of the buildings to be constructed.

It gives its advice on all questions submitted to it by the executive or which it considers itself bound to bring to the notice of the executive in the interests of the port.

Art. 117.—The Sanitary Council is composed of the following:—

(1) The Prefect or the General Secretary, the Sub-Prefect or in their stead a Councillor of the Prefecture deputed by the Prefect.
(2) The Director of Health, the principal or ordinary agent of the sanitary service residing in the port.
(3) The Mayor.
(4) The Professor of Hygiene either of the Faculty of Medicine or of the School of Medicine with full practice, or, in their absence, the Professor of the Naval School of Medicine of the department.
(5) The Epidemic Specialist of the district.
(6) The Military Doctor of the highest rank, or most senior in the highest rank, residing in the port.
(7) In commercial ports, the Head of the Marine department or, in his absence, the Commissioner of Marine Registration, and in military ports, the Marine Prefect or his deputy and the Doctor of the highest rank of the Department of Naval Health.
(8) The Agent of the highest rank in the Customs department.
(9) The Chief Engineer or, in his absence, the ordinary Engineer attached to the Marine service of the port.
(10) A member of the Municipal Council elected by the Council.
(11) Two members of the Chamber of Commerce elected by the Chamber or, in the absence of a Chamber of Commerce, two members of the Commercial Court elected by the Court or, in the absence of both a Chamber of Commerce and Commercial Court, two merchants elected by the Municipal Council.
(12) A member of the Council of Public Hygiene and Health of the *arrondissement* elected by the Council.

The Prefect or the Sub-Prefect is the President of the Sanitary Council.

The Council appoints a Vice-President who presides in the absence of the Prefect or Sub-Prefect.

Art. 118.—The four elected members if the Sanitary Council are appointed for three years. They may be re-elected.

Art. 119.—The Prefects and Sub-Prefects, Presidents of Sanitary Councils, may convene to the sittings of the Council the Consul of the country interested in the questions which are being discussed.

In this case the Foreign Consul takes part in the discussions of the Council with the right of discussion without voting.

Art. 120.—The Sanitary Council is convened by the Prefect or Sub-Prefect.

In urgent matters the meeting may be convened in the absence of the President by the Vice-President.

Art. 121.—The proceedings of the sittings are recorded and a report of it is immediately and directly addressed by the President either to the Minister of Interior or to the Governor-General of Algeria as also to the Director of Health of the division, if it relates to a port other than that in which this officer resides.

Title XIII.

Powers of the Sanitary authorities in matters of Judicial Police, and of the Etat Civil.

Art. 122.—The Sanitary authorities who, in execution of Arts. 17 and 18 of the law of the 3rd March 1822, may be called upon to exercise the powers of officers of judicial police are the Directors of Health, the principal and ordinary agents of the sanitary service, captains of health and captains of lazarets.

Art. 123.—For this purpose these officers take an oath at the time of their appointment before the Civil Court of the port to which they are attached.

Art. 124.—These sanitary authorities exercise the functions of officers of the *etat civil* according to Art. 19 of the law of the 3rd March 1822.

Art. 125.—In case an infraction of the law should occur which is not exclusively within the cognizance of the Sanitary authority, the latter acts according to Arts. 53 and 54 of the Code d'Instruction Criminelle.

Title XIV.

Recovery of Fines.

Art. 126.—Whenever the law of the 3rd March 1822 is broken in a port, roadstead or anchorage in France or Algeria, the ship is temporarily detained and the charge is at once brought to the knowledge of the captain of the port or of any one else doing his duty who postpones the grant of the bill of departure until he has been satisfied as to the points mentioned in the following article.

Art. 127.—The reporter (*agent verbalisateur*), assesses provisionally the amount of fine and also the cost of the proceeding according to a tariff fixed by the Minister of Finances in consultation with the Minister of Interior. He orders its immediate payment into the hands of the agent charged with the collection of revenue duties, unless a good surety is offered.

This officer, in case of acquittal, will re-imburse to the party entitled the sum so paid. If, on the other hand, there is condemnation, he will pay this sum over to the collector (in Algeria the collector of miscellaneous revenues) who has taken charge of the extract of the judgment, or he will inform this officer of the name and address of the surety offered.

Art. 128.—The person who commits a breach is bound to choose a residence in the department of the place where the breach has been proved; in default of a choice by him of a place of residence, every notice will be deemed to have been duly brought to his knowledge if made at the mayory of the *commune* where the breach was committed.

Title XV.

General Rules.

Art. 129.—French sanitary doctors are appointed in the East. Their number, place of residence and salaries are fixed by the Minister of Interior.

These doctors are required to inform the Agents of the French Consular service, the superior administration and in case of urgency the directors of health on the sanitary condition of the country where they reside.

Art. 130.—The French agents in foreign parts should hold themselves accurately informed of the sanitary state of the country where they reside and to address to the department to which they belong, for transmission to the Minister of Interior, information of interest to the sanitary police and to the public health of France. If there is any danger they should, at the same time, give notice to the nearest French authority or the one most within reach of the places he considers threatened.

Art. 131.—Chambers of commerce, captains or owners of ships coming from foreign parts, all those in whom public authority is vested either at home or in foreign parts, and generally all persons having information that may be of interest to public health, are requested to communicate such information to the sanitary authorities.

Art. 132.—Local regulations approved either by the Minister of Interior or by the Governor-General of Algeria, may fix for each port, if necessary, special sanitary police rules in order to ensure the observance of general regulations.

Art. 133.—The costs of the sanitary service are annually regulated beforehand by special budgets prepared by the Directors of Health for each of the departments of their division and approved, upon the opinion of the prefect, either by the Minister of Interior or by the Governor-General of Algeria.

No expenditure may be incurred nor entered upon not provided in these budgets without the special sanction of the Minister or of the Governor, unless there is urgency. In this case it is referred at once to the Minister or to the Governor, in order that the expenditure incurred or entered upon may be sanctioned in conformity with the rules

Immediately after the close of the financial year the Directors of Health address to the Minister or to the Governor, through the prefect, and independently of the documents required by the account rules, a detailed account of the ordinary or extraordinary expenditure incurred in the course of the year in each of the departments of their division.

Art. 134.—The decrees hereby repealed are those of the 22nd February 1876, 25th May 1878, 15th April 1879, 26th January 1882, 19th December 1883, 30th December 1884, 29th October 1885, 15th December 1888, 25th July and 19th October 1894, 20th and 22nd June 1895, and generally all regulating Acts inconsistent with the present decree.

Art. 135.—The Minister of Interior and the Ministers of Justice, Foreign Affairs, Finance, War, Marine, Public Works, Commerce, Trade, Post and Telegraphs, Agriculture, and Colonies and the Governor-General of Algeria are entrusted, each in what concerns him, with the execution of the present decree which will be published in the *Journal Officiel* of the French Republic and inserted in the *Bulletin des Lois*.

Enacted at Paris, 4th January 1896.

FÉLIX FAURE.

By the President of the Republic.

LEON BOURGEOIS,
The President of the Council, Minister of Interior.

BERTHELOT,
Minister of Foreign Affairs.

G. CAVAIGNAC,
Minister of War.

ED. GUYOT-DESSAIGNE,
Minister of Public Works.

VIGER,
Minister of Agriculture.

L. RICARD,
Minister of Justice.

PAUL DOUMER,
Minister of Finance.

EDOUARD LOCKROY,
Minister of Marine.

G. MESUREUR,
Minister of Commerce and Trade, of Post and Telegraphs.

GUIEYSSE,
Minister of Colonies.

(Signed) A. CAMMIADE,
for French Translator.

23rd March 1897.

Enclosure.

Telegram from Sir E. MONSON, dated 16th January 1897.

I am informed that, in consequence of the outbreak of plague at Bombay and the cases of cholera on a ship at Plymouth, the provisions of the Sanitary Decree enclosed in Lord Dufferin's Despatch No. 10, Commercial, of 23rd January last, are being applied to the southern ports of France in communication with the East, as well as those of the north in communication with Plymouth.

No. 753—757 (Sanitary).

Copy forwarded to the Government of Madras for information.

(By order.)

Home Dept., Calcutta,
26th February 1897.

(Signed) R. NATHAN,
Offg. Under Secy. to the Govt. of India.

No. 286, Local and Municipal.

Transferred to the Marine Department.

Fort St. George,
9th March 1897.

(Signed) G. S. FORBES,
Secretary to Government.

Order—No. 286, Marine, dated 23rd March 1897.

Ordered to be published in the *Fort St. George Gazette*.

(True Extract.)

Under Secretary to Government.

To the Superintendent, Government Press.
" Presidency Port Officer.
" Local and Municipal Department.

Exd. T. K. Narayana Aiyangar.

Title XIII.

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Art. 123.—For this purpose these officers take an oath at the time of their appointment before the Civil Court of the port to which they are attached.

Art. 124.—These sanitary authorities exercise the functions of officers of the *etat civil* according to Art. 19 of the law of the 3rd March 1822.

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This officer, in case of acquittal, will re-imburse to the party entitled the sum so paid. If, on the other hand, there is condemnation, he will pay this sum over to the collector (in Algeria the collector of miscellaneous revenues) who has taken charge of the extract of the judgment, or he will inform this officer of the name and address of the surety offered.

Art. 128.—The person who commits a breach is bound to choose a residence in the department of the place where the breach has been proved; in default of a choice by him of a place of residence, every notice will be deemed to have been duly brought to his knowledge if made at the mayory of the *commune* where the breach was committed.

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Art. 129.—French sanitary doctors are appointed in the East. Their number, place of residence and salaries are fixed by the Minister of Interior.

These doctors are required to inform the Agents of the French Consular service, the superior administration and in case of urgency the directors of health on the sanitary condition of the country where they reside.

Art. 130.—The French agents in foreign parts should hold themselves accurately informed of the sanitary state of the country where they reside and to address to the department to which they belong, for transmission to the Minister of Interior, information of interest to the sanitary police and to the public health of France. If there is any danger they should, at the same time, give notice to the nearest French authority or the one most within reach of the places he considers threatened.

Art. 131.—Chambers of commerce, captains or owners of ships coming from foreign parts, all those in whom public authority is vested either at home or in foreign parts, and generally all persons having information that may be of interest to public health, are requested to communicate such information to the sanitary authorities.

Art. 132.—Local regulations approved either by the Minister of Interior or by the Governor-General of Algeria, may fix for each port, if necessary, special sanitary police rules in order to ensure the observance of general regulations.

Art. 133.—The costs of the sanitary service are annually regulated beforehand by special budgets prepared by the Directors of Health for each of the departments of their division and approved, upon the opinion of the prefect, either by the Minister of Interior or by the Governor-General of Algeria.

No expenditure may be incurred nor entered upon not provided in these budgets without the special sanction of the Minister or of the Governor, unless there is urgency. In this case it is referred at once to the Minister or to the Governor, in order that the expenditure incurred or entered upon may be sanctioned in conformity with the rules

Immediately after the close of the financial year the Directors of Health address to the Minister or to the Governor, through the prefect, and independently of the documents required by the account rules, a detailed account of the ordinary or extraordinary expenditure incurred in the course of the year in each of the departments of their division.

Art. 134.—The decrees hereby repealed are those of the 22nd February 1876, 25th May 1878, 15th April 1879, 26th January 1882, 19th December 1883, 30th December 1884, 29th October 1885, 15th December 1888, 25th July and 19th October 1894, 20th and 22nd June 1895, and generally all regulating Acts inconsistent with the present decree.

Art. 135.—The Minister of Interior and the Ministers of Justice, Foreign Affairs, Finance, War, Marine, Public Works, Commerce, Trade, Post and Telegraphs, Agriculture, and Colonies and the Governor-General of Algeria are entrusted, each in what concerns him, with the execution of the present decree which will be published in the *Journal Officiel* of the French Republic and inserted in the *Bulletin des Lois*.

Enacted at Paris, 4th January 1896.

By the President of the Republic. FÉLIX FAURE.

LEON BOURGEOIS,
The President of the Council, Minister of Interior.

BERTHELOT,
Minister of Foreign Affairs.

G. CAVAIGNAC,
Minister of War.

ED. GUYOT-DESSAIGNE,
Minister of Public Works.

VIGER,
Minister of Agriculture.

L. RICARD,
Minister of Justice.

PAUL DOUMER,
Minister of Finance.

EDOUARD LOCKROY,
Minister of Marine.

G. MESUREUR,
Minister of Commerce and Trade, of Post and Telegraphs.

GUIEYSSE,
Minister of Colonies.

(Signed) A. CAMMIADE,
for French Translator.

23rd March 1897.

Enclosure.

Telegram from Sir E. MONSON, dated 16th January 1897.

I am informed that, in consequence of the outbreak of plague at Bombay and the cases of cholera on a ship at Plymouth, the provisions of the Sanitary Decree enclosed in Lord Dufferin's Despatch No. 10, Commercial, of 23rd January last, are being applied to the southern ports of France in communication with the East, as well as those of the north in communication with Plymouth.

No. 753—757 (Sanitary).

Copy forwarded to the Government of Madras for information.

(By order.)

Home Dept., Calcutta,
26th February 1897.

(Signed) R. NATHAN,
Offg. Under Secy. to the Govt. of India.

No. 286, Local and Municipal.

Transferred to the Marine Department.

Fort St. George,
9th March 1897.

(Signed) G. S. FORBES,
Secretary to Government.

Order—No. 286, Marine, dated 23rd March 1897.

Ordered to be published in the *Fort St. George Gazette*.

(True Extract.)

Under Secretary to Government.

To the Superintendent, Government Press.
" Presidency Port Officer.
" Local and Municipal Department.

Exd. T. K. Narayana Aiyangar.

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STATEMENT WITH DITTO								
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