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G.O., No. 601-2 Mar

Dated 6 July 97

[Despatch Abstract.]

Venice Sanitary Convention: Directing with remarks that the instructions and regulations prescribed by the — be carried into effect as far as practicable and that the requisite modification of existing rules be made.

Venice Sanitary Convention: Requesting a decision on certain questions ~~regarding~~ ~~under Convention~~ with the medical inspection of vessels raised in connection with the regulations prescribed by the —.

Indexed. 8/7/97

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Government {1897} of Madras.

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Venice Sanitary Convention

Requesting a decision on certain questions regarding the Medical inspection of vessels raised in connection with the regulations prescribed by the —.

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G.O., No. 601, 6th July 1897.

JULY.

Venice Sanitary Convention

Directing, with remarks, that the instructions and regulations prescribed by the — be carried into effect as far as practicable and that the requisite modification of existing rules be made.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—the following paper:—

From J. P. HEWETT, Esq., C.I.E., Secretary to the Government of India (Home Department—Sanitary), to the Secretary to the Government of Madras, Local and Municipal Department, dated Simla, the 1st June 1897, No. 1624.

I am directed to forward, for the information of the Government of Madras, a copy of a translation of the Convention framed at the Sanitary Conference recently held at Venice for the purpose of considering measures to prevent the spread of the plague.

2. The regulations prescribed by the present Convention are based on the conclusions of the Sanitary Conferences of Venice, 1892; Dresden, 1893; and Paris, 1894; these conclusions have been modified to meet the special peculiarities of the plague, and in accordance with modern scientific views regarding sanitary precautions for the prevention of the spread of epidemic disease.

3. The following are the most important points in which the present Convention differs from the previous Conventions on which it is based:—

(i) The fact that the period of incubation in the case of plague may be considerably longer than in the case of cholera has led to several important modifications. By the Venice Conference of 1892 the period of incubation for cholera was fixed at five days. Proposals have been made to fix the period of incubation for plague as high as fifteen days, but the period which has been adopted by the Conference for the purpose of the plague regulations, is ten days.

(ii) The list of articles of commerce which may be considered "susceptible" has been considerably increased; but it has been left to the option of the Governments concerned to allow or prohibit the importation of the commodities, on the "susceptible" list, no article being subject to absolute prohibition.

(iii) It provides that the modern principles of disinfection should be substituted for the obsolete system of land quarantine, but, with a view to the protection of countries which may find it difficult to thus protect their borders, each of the Governments who are parties to the Convention is at liberty to close its frontier to travellers and merchandise.

(iv) It embodies the provisions of the Paris Convention on the subject of the regulation of the pilgrim traffic, but in several respects those provisions have been altered in the directions for which the Government of India have contended. A separate communication will be sent on this subject.

4. The first chapter of the Convention deals with the measures for the prevention of plague which are to be adopted outside Europe. In the first place, it is laid down that the Governments who adhere to the Convention are to notify to other Governments the existence of plague within their several jurisdictions, and must communicate to them a statement of the measures of prevention that are being carried out to prevent its diffusion. This requirement as to notification is, however, subject to certain important conditions. Thus the area to be deemed infected is strictly limited to the actual district, town, village, &c., where the disease prevails; and no locality is to be deemed infected merely on account of the importation into it of a few cases of plague which have led to no diffusion of the malady.

5. The regulations next deal with the measures to be taken on the departure of vessels from infected ports. It is laid down that every person sailing on the vessel must be examined on shore immediately before embarkation by a medical officer appointed by the Government and that the Consular authority interested in the ship may be present at the inspection. All infected and suspected articles must be subjected to careful disinfection on shore and in the presence of the Government medical officer in accordance with the rules for disinfection prescribed in Chapter III of the Annexure to the Convention and no persons showing symptoms of plague may be permitted to embark.

(a) Rules have been issued by the Governments of Bombay, Madras and Bengal under the Epidemic Diseases Act, 1897, which have been in force for some time, prescribing precautions to be taken on the departure of vessels. The rules framed by the Government of Bombay, which are in force at the ports of Bombay and Karachi, prescribe medical inspection and the removal from the vessel of any person suspected to be suffering from dangerous epidemic disease. The rules framed by the Government of Madras, which are in force at the principal ports of the Presidency, authorising the grant of a bill-of-health after medical inspection, the removal of any person suspected to be suffering from plague or not to be free from plague infection, and the disinfection of the infected portions of the ship. The rules framed by the Government of Bengal, which are in force at the port of Calcutta, prescibe medical inspection, the removal of persons suffering or suspected to be suffering from plague, and the detention of the vessel from which such persons have been removed for a period of seven days, after the lapse of which the vessel may proceed if no fresh case has occurred.

(b) In order that the obligations imposed by the Convention may be fulfilled at an infected port it is essential that the medical inspection and disinfection should be conducted exactly in the manner prescribed by the regulations and summarized above. The Government of India consider that it is also desirable that all non-professional attendants and relatives of any persons, who on examination appear to be suffering from plague, shall be prevented from embarking. If after the medical examination has been completed and all the passengers and crew are on board, a case of plague occurs, the patient and his non-professional attendants and relations must be landed and isolated on the first opportunity. The ship will then become an infected vessel within the definition given below in paragraph 7. Although the ports of Madras and Calcutta are not infected, the Local Governments have, with the approval of the Government of India, made the special rules for medical inspection referred to above, and, in the opinion of the Governor-General in Council, it is desirable that they should be assimilated, in the case of vessels sailing for ports out of India, as far as possible to those which will, under the terms of the Convention, have to be adopted at the infected ports of the Bombay Presidency.

(c) I am to request that the rules issued by the Government of Madras may be altered in accordance with these instructions.

6. The rules regarding pilgrim-ships which form the next portion of the regulations will, as stated in paragraph 3 above, be dealt with in a separate communication.

7. The regulations for the control of the general traffic in the Red Sea and the Suez Canal are based on the threefold classification of ships into healthy, suspected and infected adopted in the Venice Convention of 1892, with the modifications rendered necessary owing to the period of incubation in the case of plague having been fixed at 10 days.

(a) Healthy vessels are those which have left an infected port for ten days or more and have had no case of plague on board; suspected vessels are those on which, though cases of plague have occurred, no fresh case has occurred within twelve days; and infected vessels are those on which plague has been present within twelve days of arrival.

(b) The period of twelve days is arrived at, as in the case of the seven days' period in the Convention of 1892, by adding two days to the period of incubation.

(*c*) A healthy vessel thus becomes entitled to free pratique at a port at which it arrives ten days or more after leaving an infected port, but the adoption of this period has the serious result that fast vessels sailing from Bombay will arrive at the Suez Canal before pratique can be granted. This difficulty has been satisfactorily overcome by permitting healthy vessels to pass through the canal in quarantine, and to complete in the Mediterranean the ten days necessary to receiving free pratique at a port of arrival. Vessels passing through the canal in quarantine may, subject to the use of electric light, coal in quarantine at Port Said by night as well as by day, and passengers may embark in quarantine at that port.

(*d*) The rules for infected and suspected ships follow those of the Venice Convention of 1892. Vessels carrying a doctor and a disinfecting stove are allowed to pass through the canal in quarantine after, in the case of infected vessels, landing those suffering from plague and persons who have been in actual contact with the sick or with infected articles and after disinfection of the infected compartment of the vessel. Vessels without a doctor and disinfecting stove are detained at Moses' Wells. Such vessels, if suspected, are detained for the period required for disinfection and for ascertaining the condition of the ship's health, while, if infected, the passengers are detained on shore under observation for a maximum period of ten days. The Medical and Sanitary staff at Moses' Wells is to be increased for the purpose of carrying out these regulations.

8. The last matter to notice in the chapter of the Regulations dealing with the measures to be adopted against the plague outside Europe is that of the measures to be taken in the Persian Gulf. The conclusions of the Conference on this question differ greatly from those embodied in the Paris Convention. Healthy vessels reaching Ormuz before the expiration of ten days since they last touched at a port infected with plague must either complete that period at Ormuz or may, after medical inspection, continue their voyage up the Gulf or the Shatt-ul-Arab, provided they do so in quarantine for such term as is required to complete the ten days. The same provision will apply to suspected vessels, that is vessels on which there has been a case of plague, but no fresh case for twelve days, subject to submission to certain processes of disinfection, &c., at Ormuz; and infected vessels will, after landing their sick, together with those persons who have been in actual contact with them, and after disinfection of that part of the vessel deemed to be infected, likewise have permission to proceed on their voyage in quarantine. The final arrangements as to the sanitary station at Ormuz are to be a matter of agreement between the Turkish and Persian Governments, and until these arrangements are completed, a temporary sanitary station will be established on one of the islands in the Straits of Ormuz.

9. The second chapter of the Regulation deals with the measures to be adopted by the European Governments who have assented to the terms of the Convention. The provisions relating to notification have been mentioned in paragraph 4 above. Allusion has also been made in paragraph 3 to the regulations regarding the importation of merchandise.

(*a*) This matter requires some further notice. The following are of the commodities which are classed as susceptible and the import of which may be prohibited:—

(1) Used body linen, clothes, bedding and other personal effects.
(2) Rags, including rags compressed by hydraulic pressure and transported in bales as merchandise.
(3) Used sacking, carpets, and old embroidery.
(4) Green and untanned hides and skins.
(5) Animal refuse, claws, hoofs, horsehair, hair of animals generally, raw silk and wool.
(6) Human hair.

The prohibition of import is only to be enforced at the option of the Government concerned. The only articles which must of necessity be subjected on arrival to any precautionary measures, such as disinfection, are clothing, bedding and similar articles, which have been actually worn or used, and which are carried as ordinary

luggage, if they have been brought from an infected area and are considered by the local sanitary authority to be contaminated. The Government of India do not consider it necessary to add to the list of articles, the import of which by sea from infected ports into other ports in British India is prohibited in Home Department Notification No. 513, dated the 17th February 1897, and the bringing of which from the Bombay Presidency and Sind into other parts of British India is prohibited in Home Department Notification No. 1033, dated the 22nd March 1897. This remark applies only to the import of articles from the Bombay Presidency and Sind for use in other parts of India. In reciting the obligation imposed on the countries which are parties to the Convention to confine their precautionary measures to goods coming from the infected local area, it is stated in Chapter II, section iii of the Regulations, that this obligation only exists on the express understanding that the Government of the infected country takes the necessary measures to prevent the exportation of susceptible articles derived from the infected area. In other words a Foreign Government would be at liberty to decline to receive articles classed as susceptible coming from a clean port unless measures are taken in India to prevent the exportation from that port of susceptible articles coming from the infected area. The orders contained in the Home Department notifications of February and March last alluded to above only partly fulfil this condition since they only refer to used apparel and bedding, rags, waste paper and used gunny-bags. All Foreign Governments have not, however, availed themselves of the option of prohibiting the import of all the articles classed as susceptible even from Bombay itself, and the decree of the French Government of the 16th April 1897, which was published in the *Gazette of India* of the 22nd instant under Home Department Notification No. 1545, dated the 21st instant, and is based on the Venice Convention of 1897, only prescribes prohibitory and precautionary measures against goods derived from the infected area. The decree only forbids the importation into France and Algeria of rags, animal refuse, claws and hoofs coming directly or indirectly from the infected local area. Raw and manufactured wool is admitted after disinfection, and this restriction is only imposed when the commodity comes directly from the infected area. Used and new linen, wearing apparel, personal effects and bedding and raw hides, coming directly or indirectly from the infected area, are admitted after disinfection. The decree further provides that any vessel coming from an infected area, *or having on board any of the articles coming within the description given above* may only enter certain specified ports. In these circumstances and in view of the optional nature of this part of the regulations, the Government of India do not propose at present to issue orders in addition to the orders of February and March last, with the view of prohibiting the exportation from clean ports of articles included in the "susceptible" list and coming from the Bombay Presidency and Sind. But if the Governments of Madras, Bengal and Burma, after consulting the Mercantile Community, consider that prohibitive orders should issue with regard to all or any of the susceptible articles for the protection of clean ports, the Government of India will be prepared to consider proposals with this object.

(*b*) It is to be remarked that new gunny-bags are not in the list of articles classed as susceptible by the Conference.

10. The portion of Chapter II which relates to traffic by sea and the measures to be adopted at ports of arrival is of great interest, not only because of its direct bearing on the conditions of intercourse between India and Europe, but also because it contains the conclusions of the Conference on the important subject of the quarantine of vessels.

(*a*) The threefold division of vessels, referred to above, is maintained in this chapter. The regulations respecting infected vessels, are that the sick are to be landed and isolated, and the remainder of those on board to be subjected, at the discretion of the local authority, either to "observation" or to "surveillance" for a period which is not to exceed ten days from the occurrence of the last case of plague. The term "observation" means the detention under observation of the person either on board a ship or in a place of segregation on shore. Persons subjected to "surveillance" are not to be isolated, but are to be allowed to proceed at once to their destination where they are to remain under medical supervision. In

the case of an infected ship the dirty linen and other effects of the passengers and crew which the local Sanitary authorities may consider likely to be contaminated, must be disinfected. So also must the parts of the ship where the sick have resided, and the local authorities may require a more extensive disinfection to be carried out. Lastly the bilge-water must be thrown out after disinfection and fresh drinking-water supplied.

(*b*) In the case of suspected vessels, a medical inspection and the same process of disinfection, discharge of bilge-water and supply of fresh drinking-water is prescribed. It is further recommended that the crew and passengers should be subjected to "surveillance" for a period of ten days from the date of arrival of the vessel. Pratique is to be given at once to healthy vessels, but it is also provided that, at the option of the local authority, the precautionary measures enforced in the case of suspected ships, except the disinfection of the vessel, may be required; and it is also recommended that the passengers and crew should be subject to "surveillance" for a period sufficient to complete a term of ten days from the date of departure of the vessel from the infected port.

11. The quarantine rules made by the Governments of Madras, Bengal and Burma under the powers conferred by section I, Act I of 1870, with the previous sanction of the Governor-General in Council to protect their ports from being regarded by the European powers as infected, prescribe fifteen days' quarantine for all vessels in which a case of plague is found on arrival, or on which it is believed that a case has occurred during the voyage, with this exception that the rules for Calcutta apparently prescribe only eight days' quarantine in the latter case. In the Bombay Presidency all the principal ports are infected and the Government of Bombay have issued special rules regarding inspection, segregation and disinfection at these ports. Under the rules of the other Maritime Governments, no communication may be held with other boats or vessels or with the shore whilst the vessel remains in quarantine, but the Health Officer may direct the removal of so many of the passengers and crew as may not be suffering from illness, and whose services may not be required on board, to places of segregation on shore where they are required to complete the period of quarantine. If a case of plague occurs whilst the quarantine is in progress, quarantine recommences for a further period of fifteen days.

(*a*) The period of fifteen days' quarantine was fixed in view of the possibility that some of the Governments in Europe might not regard quarantine as effective if it were prescribed for a shorter period, but now that the Conference has authoritatively pronounced that the period of incubation may be taken at ten days, the period of observation should be reduced from fifteen to ten days. The quarantine rules in the case of vessels on which there is a case of plague at the time of arrival, or on which it is believed that a plague case has occurred during the voyage, should also be modified in accordance with the regulations framed by the Conference for infected vessels. The Government of Madras have already revised their rules in a similar direction. The Governor-General in Council lays special stress upon the undesirability of detaining the sick and healthy on boardship together. The sick should be landed and treated in an isolation hospital, and the healthy should be landed and detained under observation in suitable segregation shelter for a period of ten days from the occurrence of the last case. The disinfection and other precautionary measures prescribed by the Conference should also be complied with.

12. The quarantine rules framed by the Maritime Governments differ somewhat from one another as regards the treatment of vessels on which no case of plague has occurred during the voyage. Their general purport is to the effect that eight days' quarantine may be imposed at the absolute or limited discretion of the Health Officer unless pratique has been granted at Colombo or some other intermediate port.

(*a*) The maximum period of detention of a vessel on which the Health Officer is satisfied that no case of plague has occurred should be ten days from the date of departure from the infected port. If the Health Officer is not satisfied that there has really been no case on board or if ten days have not elapsed since the date of departure from the infected port, the vessel may be detained, at his discretion, up to this period.

In any case in which a vessel is given free pratique less than ten days after her departure from the infected port, the Health Officer should be empowered, on the analogy of the rules for the observation of persons travelling by railway which have been framed by several of the Local Governments, to detain under observation in a suitable place of segregation, up to a maximum of ten days from the date of the departure of the vessel, any person landed from the ship whom he may consider to be in any way likely to carry infection. Any articles of clothing or other effects belonging to the persons detained or to other persons which by reason of their dirty condition or otherwise may be considered likely to be contaminated, should be disinfected. Discretion may be given to the Health Officer to apply the other provisions regarding disinfection, &c., prescribed by the Convention in the case of suspected ships. The Local Government may also make such arrangements as are possible for the surveillance of persons who are not detained, on arrival at their destination. Free pratique granted at Colombo or other intermediate port should be recognized.

(*b*) I am to request that, with the permission of the Governor in Council, the quarantine rules in force in the Madras Presidency may be modified in accordance with the above remarks, and that a copy of the revised rules may be forwarded to this Department for insertion in the Government of India Gazette.

13. The remainder of the Convention does not call for special comment.

Enclosures.

[*Translation of the Venice Sanitary Convention of* 1897.]

CONVENTION.

Her Majesty the Queen of Great Britain and Ireland, Empress of India; His Majesty the King of Spain, and in his name, Her Majesty the Queen Regent; His Majesty the Emperor of Germany, King of Prussia, on behalf of the German Empire; His Majesty the Emperor of Austria, King of Bohemia, &c., and Apostolic King of Hungary; His Majesty the King of Belgium; the President of the French Republic; His Majesty the King of Greece; His Majesty the King of Italy; His Royal Highness the Grand Duke of Luxembourg; His Highness the Prince of Montenegro; His Majesty the Sultan of Turkey; Her Majesty the Queen of the Netherlands, and, in her name, Her Majesty the Queen Regent; His Majesty the Shah of Persia; His Majesty the King of Portugal and Algarva; His Majesty the King of Roumania; His Majesty the Emperor of Russia; His Majesty the King of Servia; the Federal Council of Switzerland,

Having decided to concert measures for the prevention of the introduction and spread of the plague, and for the necessary sanitary supervision of the Red Sea and Persian Gulf traffic, have nominated their plenipotentiaries, as follows:—

[Here follow the names of the plenipotentiaries nominated by the several Governments.]

These plenipotentiaries, having exchanged their full powers, and found them in due and proper form, are agreed on the following regulations with regard to districts infected with plague, and with regard to arrivals from those districts:—

1. The measures described in the General Sanitary Regulations for the prevention of the introduction and spread of the plague, annexed to the present Convention, are adopted and have the same force as if they were embodied in it.

2. The proper authorities in Morocco will be requested to apply, to the ports of that country, measures in conformity with those prescribed in the abovementioned rules.

3. Those countries which have not taken part in the Conference, or which have not signed the Convention, may, on demand, be permitted to become parties to it.

The fact will be notified, through diplomatic channels, to the Italian Government, and by the latter to the other Governments who are parties to the Convention.

4. The present Convention will remain in force for five years, dating from the exchange of ratifications.

It will be renewed every five years, by tacit consent, unless one of the high contracting parties notifies, six months before the expiration of the aforesaid period of five years, its intention to withdraw from it.

In the event of one of the powers withdrawing from the convention, this withdrawal will only effect that power.

5. The high contracting parties reserve to themselves the right of suggesting, through diplomatic channels, any modifications which they may deem necessary in the Convention or its annexures.

The Convention will be ratified; the ratifications will be deposited at Rome, as soon as possible, and, at the latest, within one year from the date of signature.

In witness whereof the respective plenipotentiaries have signed and sealed the Convention.

Executed at Venice, in eighteen parts, on the 19th March 1897.

[Here follow the signatures.]

General Rules for the Prevention of the Introduction and Spread of the Plague.

CHAPTER I.—MEASURES TO BE TAKEN OUT OF EUROPE.

I.—NOTIFICATION.

The Government of each country which adheres to the present Convention will notify to the Governments of the other countries, by telegram, the appearance of any case of plague in their territories in accordance with section I, chapter II "measures to be taken in Europe." Sections II, III and IV of the same chapter are also applicable out of Europe.

It is also desirable that the measures prescribed for countries in Europe in order to keep the signatories of the Convention informed of an outbreak of the plague, and also the means adopted to prevent its propagation, and importation into uninfected countries, should be applied in other countries.

II.—SANITARY MEASURES FOR SHIPS SAILING FROM INFECTED PORTS.

Measures applicable both to ordinary Vessels and to Pilgrim Ships.

1. Compulsory individual medical inspection, by day, on shore, at the time of embarkation, during such period as may be necessary, by a doctor appointed by public authority, of each person sailing on the ship.

The Consular authority interested in the ship may be present at this inspection.

2. Compulsory and rigorous disinfection, on shore, under the superintendence of a doctor appointed by public authority, of every contaminated or suspected article in the manner prescribed in paragraph 5, chapter III of the annexure to this Convention.

3. Prevention of the embarkation of any person showing symptoms of plague.

Pilgrim Ships.

1. When there is plague in the port, embarkation on board pilgrim ships must not take place, until the pilgrims collected in groups have been subjected to an inspection sufficient to ascertain that none of them are suffering from plague.

It is to be understood that in carrying out this measure each Government may take into account local considerations and conditions.(*)

2. Pilgrims must possess the means absolutely necessary for the accomplishment of the pilgrimage, for the voyage out and for the return voyage and for the sojourn in the holy places, if local circumstances permit of this rule being enforced.

Measures to be taken on board Pilgrim Ships.

Section I.—General Rules.

Art. 1.—The following regulations are applicable to pilgrim ships which carry Muhammadan pilgrims to or from the Hedjaz or the Persian Gulf.

Art. 2.—A ship is not to be considered a pilgrim ship although, in addition to her ordinary passengers, among whom may be included pilgrims of the upper classes, it carries pilgrims of the lowest class in a less proportion than one pilgrim per 100 tons gross.

Art. 3.—Every pilgrim ship, on entering the Red Sea and the Persian Gulf, must conform to the instructions contained in the *Rules specially prescribed for the pilgrimage to the Hedjaz* which will be published by the Constantinople Board of Health, in accordance with the principles laid down in the present Convention.

Art. 4.—Steamers only are permitted to carry pilgrims on long voyages. The carriage of pilgrims by other ships on such voyages is prohibited.

Pilgrim ships, on coasting service, intended for short passages, called "coasting voyages," must obey the instructions contained in the special rules mentioned in article 3.

(*) The Conference has decided, for instance, that, in the Dutch Indies, this inspection may be made on board ship at the time of departure.

Section II.—Measures to be taken before departure.

Art. 5.—The captain, or in default the proprietor or agent of every pilgrim ship, is bound to declare to the appointed authority (*) of the port of departure his intention to embark pilgrims, at least 3 days before departure. This declaration must state the proposed date of departure and the destination of the vessel.

Art. 6.—On receipt of this declaration, the appointed authority will proceed, at the expense of the captain, to inspect and measure the vessel. The Consular authority interested in the ship may be present at this inspection.

The inspection need not be performed if the captain is already furnished with an official certificate of measurement, unless it is believed that this document no longer corresponds to the actual state of the vessel.

Art. 7.—The appointed authority must not permit the departure of a pilgrim ship until he has satisfied himself:

(*a*) That the ship has been thoroughly cleaned and, if necessary, disinfected.

(*b*) That the ship is in a condition to undertake the voyage without danger, that she is properly manned, equipped and ventilated, and provided with a sufficient number of boats; that there is on board nothing that is, or is likely to become, injurious to the health or safety of the passengers, and that the upper and lower decks are of wood, or of iron sheathed in wood.

(*c*) That there is on board, properly stowed away, over and above the rations for the crew, sufficient food and fuel for all the pilgrims, during the declared duration of the voyage.

(*d*) That the drinking water is of good quality and from a source protected from contamination; that it is in sufficient quantity; that the tanks for drinking water are safe from all contamination and so closed that the distribution of water can only be made by taps or pumps.

(*e*) That the vessel carries a condenser, capable of distilling a minimum quantity of 1 gallon of water, per diem, for every person on board, including the crew.

(*f*) That the ship possesses a disinfecting stove, certified to be safe and efficacious.

(*g*) That, in accordance with the rules laid down in articles 11 and 23, the vessel carries a diplomæd and licensed doctor, (†) appointed either by the Government of the country to which she belongs, or by the Government of the port where the pilgrims embark, and that she carries medical stores.

(*h*) That the deck is free from merchandise and all encumbrances.

(*i*) That the arrangements on board or such as to allow of the measures prescribed in section III being carried out.

Art. 8.—The captain will cause notices, in the languages commonly spoken by the pilgrims, to be posted up in a conspicuous place, accessible to all concerned, showing:—

1. The destination of the ship.
2. The daily ration of food and water allowed to each pilgrim.
3. The price of articles not included in the daily ration, which can be procured on extra payment.

Art. 9.—The captain must not start without having in his possession:—

1. A list, countersigned by the appointed authority, showing the name, sex and total number of pilgrims he is authorized to carry.

2. A Bill of Health, stating the name, nationality and tonnage of the ship, the name of the captain and of the doctor, the exact number of persons embarked—crew, pilgrims and other passengers—the nature of the cargo and the port of departure.

The appointed authority will note on the certificate whether or not the authorized number of pilgrims has been embarked, and, in the latter case, the additional number of passengers the vessel is authorized to embark at subsequent ports of call.

Art 10.—The appointed authority will take stringent measures to prevent the embarkation of any suspicious person or article (‡), in accordance with the rules laid down for precautions to be taken in ports.

Section III.—Precautions to be taken on the voyage.

Art. 11.—Every ship embarking pilgrims should have on board a licensed doctor, appointed by the Government of the country to which the ship belongs, or by the Government of the port, where the pilgrims are embarked. A second doctor should be carried when the number of pilgrims exceeds 1,000.

Art. 12.—The doctor must inspect the pilgrims, tend the sick, and see that sanitary rules are observed on board.

He must, in particular:

1. Satisfy himself that the rations issued to the pilgrims are of good quality, and of the quantity agreed on, and that they are properly cooked.

(*) The appointed authority is: in British India, an officer appointed on this behalf by the Local Government (Native Passenger Ships Act, 1887, article 7); in the Dutch Indies, the captain of the port; in Turkey, the sanitary authority; in Austro-Hungary, the Port officer; in Italy, the captain of the port; in France, Tunis and Spain, the sanitary authority; in Egypt, the sanitary, quarantine, &c., authority.

(†) Except in the case of Governments without licensed doctors.

(‡) See Chapter IV, section I, articles 1 and 2 of this Convention.

2. Satisfy himself that the rules in article 20, regarding the distribution of water, are observed.

3. If not satisfied as to the quality of the drinking water, call the attention of the captain, in writing, to the rules in article 21.

4. Satisfy himself that the vessel is always kept clean, and particularly that the latrines are cleaned out, in accordance with the directions in article 18.

5. Satisfy himself that the pilgrims' quarters are kept healthy, and, in case of the occurrence of infectious disease, that disinfection is carried out in the manner prescribed in article 19.

6. Keep a diary of all sanitary matters during the voyage and submit this diary to the appointed authority at the port of arrival.

Art. 13.—The vessel must be capable of accommodating the pilgrims in the between decks. Over and above the space required for the crew, the ship must contain at least *sixteen superficial feet and a height between decks of at least six feet* of space available for each person irrespective of age. In coasting vessels, each pilgrim must be allowed a space at least *six and a half feet wide* along the gunwales.

Art. 14.—During the voyage the deck must be kept free from encumbrances; it must be reserved, night and day, for the passengers, and placed, without charge, at their disposal.

Art. 15.—The heavy baggage of the pilgrims must be registered, numbered and placed in the hold. Pilgrims may only keep with them such articles as are absolutely necessary.

The nature, quantity and dimensions of such articles will be decided by each Government for its own ships.

Art. 16.—The between decks must be carefully washed and rubbed with dry sand, mixed with disinfectants, every day while the pilgrims are on deck.

Art. 17.—On each side of the ship, on deck, a place should be set apart, screened from view and provided with a hand-pump, to supply sea-water, for the use of the pilgrims. One such place should be exclusively reserved for women.

Art. 18.—The ship must be provided, in addition to the latrines for the crew, with water-closets in a minimum proportion of one per hundred passengers. Some latrines must be reserved for women.

No closets must be allowed between decks or in the hold. The latrines allotted to the passengers, as well as those of the crew, must be kept clean, and should be flushed and disinfected three times a day.

Art. 19.—The ship must be disinfected in accordance with the instructions in paragraphs 5 and 6 of Chapter III of the annexure to this Convention.

Art. 20.—At least 1 gallon of drinking water must be issued daily to each pilgrim, irrespective of age, free of charge.

Art. 21.—If there is any doubt as to the quality of the drinking water, or as to the possibility of its pollution either at its source or during the voyage, it must be boiled or otherwise sterilized, and the captain is responsible for seeing that it is thrown overboard, at the first port of call, where it is possible to procure a purer supply.

Art. 22.—The ship must have two cabooses or cooking ranges provided for the use of the pilgrims. The pilgrims should be forbidden to light fires elsewhere, especially on the deck.

Art. 23.—Each ship must carry such medicines and medical stores as are necessary for the treatment of the sick. The rules drawn up for pilgrim ships, by each Government, will determine the nature and quantity of such stores. Attendance and medicines must be provided for the pilgrims free of charge.

Art. 24.—A hospital properly fitted up, and constructed with due attention to health and safety, must be reserved for the accommodation of the sick. It should be capable of accommodating at least 5 per cent. of the pilgrims on board, and should provide for each patient a space of 32 square feet. (*)

Art. 25.—The ship must be provided with the means of segregating persons attacked by plague.

(*) The Conference having learned the nature of the hospital accommodation which must be provided, in accordance with rule 53 of the rules framed under the Pilgrim Ships Act by the Government of India, recommend their adoption in substitution for Article 24.

Extract:—

The hospital accommodation shall be provided on the upper deck either in the poop or in a deck house. A permanent hospital shall be provided containing not less than six bunks, and having a deck area of at least 144 superficial feet and dimensions of not less than 864 cubic feet. On every pilgrim ship on which there are 50 or more female pilgrims, there shall be a separate permanent hospital, containing not less than two bunks with a deck area of at least 72 superficial feet and dimensions of not less than 288 cubic feet, which shall be reserved for the use of women and children under 12 years of age. The hospitals shall be lighted and ventilated to the satisfaction of the Inspector and shall be provided with permanent raised floors or platforms at least 4 inches off the deck. They shall be made as secure as any other deck-house, and the roof shall be well caulked and covered with painted canvas. No case of small-pox, cholera, yellow fever or plague shall on any account be treated in a permanent hospital.

Materials shall be carried for the construction on the upper deck of a separate temporary hospital for the treatment of such cases of sickness as it may be considered desirable specially to segregate (such as small-pox, cholera, yellow fever or plague). The part of the upper deck upon which such hospital shall, if required, be erected shall be pointed out by the Inspector. It shall be constructed on the same principles as the permanent hospital, and the superficial area of the floor shall not be less than 144 square feet.

The persons charged with the care of plague patients may alone have access to them, and the sick must not be brought into contact with the other passengers.

All bedding, carpets and clothes which have been in contact with the sick should be immediately disinfected.

The observance of this rule is specially enjoined in the case of the clothes of persons attending the sick, which may have been contaminated.

Those of the above mentioned articles which are not valuable should be thrown overboard, if the ship is not in harbour or in a canal, or else burnt.

Other articles should be carried to the store in impermeable bags, washed in a solution of corosive sublimate.

The excreta of patients must be received in vessels containing a disinfecting solution. These vessels should be emptied into the latrines, which must be rigorously disinfected after each discharge of matter.

The patients' quarters must be rigorously disinfected.

The disinfection must be carried out in accordance with paragraph 5, chapter III of this Convention.

Art. 26.—In the event of a death occurring during the voyage, the captain must enter the fact opposite the name of the deceased, on the list countersigned by the appointed authority at the port of departure, and must also enter in the log the name of the deceased, age, place of residence, supposed cause of death according to the medical certificate, and date of death.

In the event of a death from infectious disease, the corpse, wrapped in a shroud, impregnated with a solution of corrosive sublimate, must be thrown into the sea.

Art. 27.—The Bill of Health given at the port of departure must not be altered during the voyage.

It must be countersigned at each port of call by the sanitary authorities, who should enter:

1. The number of passengers disembarked or embarked at the port.
2. Anything that has happened at sea affecting the life or health of the passengers.
3. The sanitary condition of the port of call.

Art. 28.—At each port of call, the captain must cause the list drawn up in accordance with Article 9 to be countersigned by the appointed authority.

In the event of a pilgrim disembarking during the voyage, the captain must note the fact on the list, opposite the pilgrim's name.

In the case of persons embarking, their names must be entered on the list in accordance with Article 9. This must be done previously to the list being countersigned by the appointed authority.

Art 29.—The captain must see that all sanitary preventive measures taken during the voyage are entered in the log. This document is to be submitted by him to the appointed authority at the port of the arrival.

Art. 30.—The captain must pay all sanitary charges, which should be included in the price of the tickets.

Section IV.—Penalties.

Art. 31.—Any captain convicted of a breach of his contract for the supply of water, food or fuel, will be liable to a fine of 2 pounds Turkish. (*) This fine will be paid to the pilgrim who has suffered from the breach of contract on proof that he demanded its fulfilment without effect.

Art. 32.—Any infraction of Article 8 is punishable by a fine of 30 pounds Turkish.

Art. 33.—Any captain, who commits, or knowingly allows to be committed, any fraud with respect to the list of pilgrims, or of the Bill of Health prescribed in Article 9, is liable to a fine of 50 pounds Turkish.

Art. 34.—Any captain arriving without a Bill of Health from the port of departure, or without its being counterstgned at the ports of call, or being unprovided with the prescribed list, duly kept up according to Articles 9, 27 and 28, is liable, in each case, to a fine of 12 pounds Turkish.

Art. 35.—Any captain convicted of having, or of having had, on board, more than 100 pilgrims, without the presence of a licensed doctor, in accordance with the rule in Article 11, is liable to a fine of 300 pounds Turkish.

Art. 36.—Any captain convicted of having, or having had, on board, more pilgrims than he was authorized to carry, in accordance with the rules in Article 9, is liable to a fine of 5 pounds Turkish, for each pilgrim in excess of the authorized number.

The disembarkation of the pilgrims in excess of the authorized number must be effected at the first station where there is an appointed authority, and the captain must provide the pilgrims so disembarked with sufficient money to enable them to reach their destination.

Art. 37.—Any captain convicted of having disembarked pilgrims at a place other than their destination, unless with their consent, or from unavoidable cause, is liable to a fine of 20 pounds Turkish for each pilgrim thus disembarked.

Art. 38.—All other infractions of the present rules are punishable by a fine of from 10 to 100 pounds Turkish.

(*) A Turkish pound is of the value of 22½ francs.

Art. 39.—Any offence reported during the voyage should be entered in the Bill of Health, and in the list of pilgrims. The appointed authority will submit an official report on the offence to the proper authorities.

Art. 40.—In Turkish ports the offence is tried before and the fine imposed by the appointed authority, in accordance with the rules in Chapter V of this Convention.

Art. 41.—All agents required to assist in the execution of these rules are liable to punishment for any breach of them, according to the laws of their respective countries.

Art. 42.—These rules must be posted up in the language of the nationality of the ship, and in the languages commonly spoken by the pilgrims, in a conspicuous and accessible place, on board every pilgrim ship.

III.—MEASURES TO BE TAKEN TO PREVENT THE IMPORTATION OF PLAGUE.

1.—*BY LAND.*

The measures to be taken, on land, with respect to travellers and goods from regions infected with plague, should conform to the sanitary principles laid down in this Convention. Modern methods of disinfection should be substituted for land quarantine.

For this purpose stoves and other means of disinfection should be established at selected posts on the routes followed by travellers. Similar methods should be adopted on railways, constructed or in course of construction. Merchandise should be disinfected according to the principles adopted by this Convention.

Each Government is at liberty to close its frontiers to passengers and goods.

2.—*BY SEA.*

A.—Measures to be taken in the Red Sea.

Art. 1.—*Healthy Ships.*—(*a*) After the medical inspection, ships passed as healthy will be allowed to proceed at once, whatever the nature of their Bill of Health.

The ship must, however, have completed, or must complete, ten full days from the date of departure from the last infected port at which she has touched.

The only treatment the authorities of the port of arrival may apply to such ships, consists in the measure prescribed for suspected ships (medical inspection, disinfection of soiled linen, pumping out the bilge water, and substituting good drinking-water for that stored on board).

(*b*) *Ordinary healthy ships* will be allowed to pass through the Suez Canal, in quarantine. They will complete in the Mediterranean the 10 days' period of observation. Ships carrying a doctor and a stove will not be disinfected before the passage in quarantine.

Art. 2.—*Suspected ships.*—*Suspected ships* are those on board which there have been cases of plague at the time of departure, or during the voyage, but no new case for 12 days. Such ships will be treated in a different manner according as to whether or not they have on board a doctor and a disinfecting apparatus (stove).

(*a*) Ships having a doctor and disinfecting apparatus (stove) fulfilling the required conditions, will be allowed to pass through the Suez Canal, in quarantine, in accordance with the rules prescribed for the passage.

(*b*) *Suspected* ships, having neither doctor nor disinfecting apparatus (stove) on board, will, before being allowed to pass through the Canal in quarantine, be detained at Moses' Wells for the time necessary to disinfect soiled linen, personal linen and other susceptible articles, and to ensure that the ship is in a sanitary condition.

Passage in quarantine will be permitted in the case of a mail boat, or steamer specially adapted for passengers, without a disinfecting apparatus (stove), but with a doctor on board, if the local authority is satisfied by an official statement, that sanitary measures and measures of disinfection have been properly carried out, either at the time of departure, or during the voyage.

Free Pratique may be given at Suez, after disinfection, in the case of mail boats or steamers specially adapted for passengers without a disinfecting apparatus (stove) but with a doctor on board, if the last case of plague took place more than 14 days before the date of arrival and if the sanitary state of the ship is satisfactory.

In the case of a steamer having a healthy passage of less than 14 days, passengers for Egypt will be disembarked at Moses' Wells and isolated for the time necessary to complete 10 days; their soiled linen and personal effects being disinfected. They will then obtain *free pratique*. Steamers having a healthy passage of less than 14 days and requiring *free pratique* for Egypt will be detained at Moses' Wells for the time necessary to complete 10 days; they will undergo the prescribed disinfection.

Art. 3.—*Infected ships*, that is to say, those with plague on board, or on which cases have occurred within 12 days. These are divided into ships with a doctor and disinfecting apparatus (stove), and those without a doctor, and without a disinfecting apparatus (stove).

(*a*) *Ships without a doctor and a disinfecting apparatus* (*stove*) will be detained at Moses' Wells and persons suffering from plague will be disembarked and isolated in a hospital. The

disinfection will be thoroughly carried out. The other passengers will be disembarked, and isolated in as small groups as possible, so that if plague breaks out in one group, the whole party will not be affected.

The soiled linen, personal effects and clothes of the crew and passenger, and the ship, will be disinfected.

It is to be understood that this does not require the discharge of the cargo, but only the disinfection of that part of the ship which has been infected.

The passengers will remain 10 days at the quarantine station at Moses' Wells; when the cases of plague have occurred several days previous to arrival, the term of isolation will be diminished and will vary according to the date of the occurrence of the last case.

Thus, if the last case occurred 9, 10, 11 or 12 days before arrival, the term of observation will be 24 hours; if it took place 8 days before arrival, the observation will be for 2 days; if it took place 7 days before arrival, it will be for 3 days; and so on according to the table given below.

(*b*) *Ships with a doctor and disinfecting apparatus* (*stove*).—Ships with a doctor and disinfecting apparatus will be detained at Moses' Wells.

The ship's doctor will state, on oath, what persons on board are suffering from plague. These patients will be disembarked and segregated.

After their disembarkation, the soiled linen of the other passengers and of the crew will be disinfected on board.

If the plague has only attacked the crew, the disinfection will be confined to the soiled linen and bedding of the crew.

The ship's doctor will also declare, on oath, the portion of compartment of the ship occupied by the patient or patients, and the section of the hospital to which they were removed.

He will also state, on oath, what persons have been in contact with the plague patients, since the appearance of the malady, either directly or by contact with objects capable of transmitting infection. These persons only will be considered as *suspected*.

The part or compartment of the ship, and the section of the hospital in which the patients has been located, will be thoroughly disinfected. By "the part of the ship" is meant the cabin of the patient, the adjoining cabins, the passage to these cabins, the deck, and the parts of the ship in which the patient or patients have been lying.

If it is impossible to disinfect the part or the compartment of the ship, which has been occupied by persons attacked by the plague, without disembarking the persons declared to be *suspected*, these persons will either be put on another ship specially set apart for this purpose, or will be disembarked and detained in the quarantine buildings, but not in contact with the patients, who will be placed in the hospital.

The duration of this detention on board, or on land, for the purpose of disinfection, will be as short as possible, and must not exceed 24 hours.

The *suspected* persons will be kept under observation either on their own ship, or on a ship provided for this purpose; the duration of this observation will vary according to the following table:—

When the last case of plague occurred on the 12th, 11th, 10th or 9th day before arrival at Suez.	The observation will be for	24	hours.
If it has occurred on the 8th day before arrival at Suez ...		2	days.
" " " 7th " " " ...		3	"
" " " 6th " " " ...		4	"
" " " 5th or 4th day " " ...		5 or 6	"
" " " 3rd or 2nd " " " ...		7 or 8	"
" " " one day " " ...		9	"

Passage in quarantine may be permitted before the expiration of the periods stated in the above table, if the sanitary authority deems it possible; it will, in any case, be permitted on the completion of the disinfection, if the ship leaves behind, in addition to the sick, the persons classed above as *suspected*.

A pontoon, with a stove on board, may be brought alongside the ship to hasten the process of disinfection.

Infected ships seeking *free pratique* in Egypt will be detained for 10 days at Moses' Wells, dating from the last case on board, and will undergo the prescribed disinfection.

The time taken in disinfecting is included in the term of observation.

Organization for carrying out the measures of observation and disinfection at Suez and at Moses' Wells.

1. The medical inspection, prescribed by the Regulations, of every ship arriving at Suez will be made by one of the doctors of the station. Arrivals from infected ports will be inspected by day.

2. There will be 7 doctors—a Principal Medical Officer, 4 doctors and 2 assistants. Should this medical staff be found insufficient, the services of the naval doctors of the different Powers will be utilized, under the orders of the Principal Medical Officer of the sanitary station.

3. The medical officers must have a regular diploma, and should be selected from amongst those who have gone through a special course of epidermology and bacteriology.

4. They will be appointed by the Minister of the Interior on the recommendation of the Sanitary, Maritime and Quarantine Board of Egypt.

5. The pay of the assistants will be at the rate of 6,000 francs a year, the pay of the four doctors will be at the rate of 8,000 francs a year rising to 12,000 francs, and the pay of the Principal Medical Officer will rise from 12,000 to 15,000 francs.

6. The disinfecting and quarantine station of Moses' Wells is under the authority of the Principal Medical Officer at Suez.

7. When patients are disembarked at this place, two of the Suez doctors will be posted there, one to tend the plague patients, the other to tend persons not suffering from the plague.

8. The number of sanitary guards will be 20. One of them will be in special charge of the disinfecting apparatus at Moses' Wells.

9. The disinfecting and quarantine station of Moses' Wells will be provided with—

1. At least three disinfecting stoves, of which one will be placed on board a pontoon.
2. A new segregation hospital containing 12 beds, for the sick and *suspected*.

This hospital will be so arranged that the sick and *suspected*, and men and women, can be separately segregated.

3. Barracks, hospital tents, and ordinary tents, for the use of the persons disembarked.
4. A sufficient number of baths and washing places.
5. The buildings required for the usual offices, the medical staff, the guards, etc.; a magazine and a laundry.
6. A reservoir for the water-supply.

The passage, in quarantine, of the Suez Canal.

1. Permission to pass the Canal in quarantine is granted by the sanitary authority at Suez; the Board must be immediately informed when such permission is given. In doubtful cases, the decision rests with the Board.

2. A telegram must be at once sent to the authority appointed by each Power. The telegram will be sent at the expense of the ship.

3. Each Power will prescribe penal rules for those vessels, which depart from the course declared by the captain, and enter without license one of the ports of that Power. Exception will be made in the case of absolute necessity or if the vessel is compelled to put into port for shelter.

On arrival the captain must declare if he has on board gangs of native stokers, or hired servants, of any description, not included in the roll of the crew, or the register kept for the purpose. The following questions will be put to the captains of all ships arriving at Suez from the south and must be answered on oath :—

Have you any supernumeraries, stokers or other hands not included in the ship's roll or in the special register?
What is their nationality?
Where did you embark them?

The sanitary doctors must satisfy themselves as to the presence of these supernumeraries, and if they find that any of their number are missing, they must inquire carefully into the cause of their absence.

4. A sanitary officer and two sanitary guards will go on board, and accompany the ship as far as Port Said; their duty is to prevent communication, and to see to the execution of the measures prescribed for the passage of the Canal.

5. Passengers may embark at Port Said, in quarantine, but all embarkation and disembarkation, and all transfer of passengers or cargo, is forbidden during the passage of the Canal from Suez to Port Said.

6. Ships passing, in quarantine, must make the journey from Suez to Port Said without tying up.

In case of the vessel running aground, or being compelled to tie up, the necessary operations must be carried out by the staff of the ship, all communication with the staff of the Suez Canal Company being avoided.

Transports passing through in quarantine must do so only by day.

If they are compelled to pass a night in the Canal, they must anchor in Lake Timsah.

7. Ships passing in quarantine are forbidden to stop at Port Said, except in the cases provided for in paragraphs 5 and 8. The operation of revictualling must be carried out with the means on board.

All stevedores and other persons who have come on board the ship will be isolated on the quarantine pontoon. Their clothes will there undergo the prescribed disinfection.

8. When it is absolutely necessary for ships, passing in quarantine, to coal at Port Said, they must do so at a place, to be fixed by the Sanitary Board, where the necessary isolation and sanitary supervision can be secured. When effective supervision is possible, and all contact with the people on board can be avoided, the coaling may be done by the labourers of the port. At night, the place must be lighted by the electric light.

9. The pilots, electricians, agents of the company and sanitary guards will be disembarked at Port Said, outside the port, between the jetties, and from thence, will be taken direct to the quarantine pontoon, where their clothes will be thoroughly disinfected.

Measures to be taken in the case of ships arriving in Egypt from an infected port by way of the Mediterranean.

Ordinary *healthy* ships, coming from a European or Mediterranean infected port, wishing to pass the Suez Canal, will be allowed to do so in quarantine. They will continue their voyage, remaining under observation for ten days.

2. Ordinary *healthy* ships, wishing to land in Egypt, can put in at Alexandria or Port Said, where the passengers will complete the period of observation, either on board, or in the Lazaretto of Gabari, as the local sanitary authority may direct.

3. The measures to be taken as regards *infected and suspected* ships, coming from an infected European or Mediterranean port, and desiring to call at an Egyptian port, or to pass the Suez Canal, will be settled by the Sanitary Council, in accordance with the regulations adopted by this Convention.

These measures, must, before they can be carried out, be accepted by the different Powers represented on the Board. They will regulate the conditions to be imposed with regard to ships, passengers and goods.

The Board will, similarly, submit to the Powers, a code of rules dealing with cholera.

These two codes should be submitted as soon as possible.

Sanitary Supervision of Pilgrims in the Red Sea.

Sanitary Rules for Pilgrim Ships from infected ports in the (re-organized) Sanitary Station of Kamaran.

Pilgrim ships coming from the south, and bound for the Hedjaz, will be detained at the sanitary station of Kamaran, and then undergo the following treatment :—

Ships declared *healthy* will, after medical inspection, and on completion of the operations detailed below, be given *free pratique*.

The pilgrims will be disembarked, they will wash or take a bath in the sea; their soiled linen, and any portion of their personal effects or baggage, open, in the opinion of the sanitary authority, to the suspicion of being contaminated, will be disinfected. The duration of these operations, including the disembarkation and embarkation, should not exceed 72 hours. If no case of plague is reported during the operations, the pilgrims will be re-embarked immediately, and the ship will proceed to the Hedjaz.

Suspected ships, that is to say, those which have had a case of plague on board, at the time of departure or during the voyage, but no fresh case for 12 days, will be treated as follows: the pilgrims will be disembarked; they will wash or take a bath in the sea; their soiled linen, and any portion of their personal effects or baggage, open, in the opinion of the sanitary authority, to the suspicion of being contaminated, will be disinfected; the bilge-water will be pumped out; and the parts of the ship inhabited by the sick will be disinfected.

The duration of these operations, including the disembarkation and embarkation, should not exceed 72 hours. If no case of plague is reported during the operations, the pilgrims will be immediately re-embarked, and the ship will proceed to Jeddah, where a second medical inspection will take place on board. If the result is favourable, and the ship's doctor declares on oath that there has been no case during the passage, the pilgrims will be at once disembarked.

If, on the contrary, any cases of plague have occurred during the voyage or on arrival, the ship will be sent back to Kamaran, where she will undergo the treatment for *infected* ships.

Infected ships, that is to say, those having cases on board, or having had them within 12 days, will undergo the following treatment :—

The plague patients will be disembarked and segregated in the hospital. The disinfection will be thoroughly carried out. The other passengers will be disembarked and isolated, by groups, as small as possible, so that if the plague breaks out in one group, the whole party will not be affected.

The soiled linen, the personal effects, and the clothes of the crew, and passengers, and the ship, will be disinfected.

The local sanitary authority will declare if the discharge of the heavy baggage and cargo is necessary, and if the whole ship must be disinfected, or a portion only.

The passengers will remain at Kamaran for 12 days; when the cases of plague occurred several days before arrival, the period of isolation may be diminished and it may vary according to the date of occurrence of the last case, and the orders of the sanitary authority.

The ship will then proceed to Jeddah, where a strict individual medical examination will take place on board. If the result is satisfactory the pilgrims will be disembarked. If, on the other hand, plague has appeared during the voyage, or on arrival, the ship will be sent back to Kamaran, where she will again undergo the treatment for *infected* ships.

Improvements to be made in the station of Kamaran.

A.—Complete evacuation of the island of Kamaran by its inhabitants.

B.—Measures to ensure safety, and to facilitate navigation in the bay of the island of Kamaran:—

1 Provision of buoys and beacons in sufficient numbers.
2. Construction of a principal mole or quay for the disembarkation of passengers and baggage.
3. A separate pier for the embarkation of the pilgrims of each encampment.
4. A steam tug and sufficient barges for the disembarkation and embarkation of the pilgrims. The disembarkation of pilgrims from *infected* ships will be carried out with the appurtenances on board.

C.—The establishment of a sanitary station, which should contain:—

1. A system of railways, connecting the wharves with the head-quarters of the administration, the places for disinfection, and the places where the different offices and encampments are situated.
2. Quarters for the administration and for the staff employed in the sanitary and other offices.
3. Buildings for the disinfection and washing of wearing apparel and other articles.
4. Buildings where the pilgrims can wash or take sea baths, whilst their cloths are being disinfected.
5. Separate and completely isolated hospitals for both sexes:—
   (*a*) For the observation of *suspected* persons.
   (*b*) For plague patients.
   (*c*) For patients suffering from other contagious diseases.
   (*d*) For ordinary patients.
6. The encampments should be completely separated from each other, the distance between them being as great as possible; the pilgrims' quarters should be constructed on the most approved sanitary principles, and must not contain more than 25 persons each.
7. A well situated cemetery, distant from all habitations, free from sub-surface water, and drained 20 inches below the level of the graves.

D.—Sanitary appliances:—

1. Steam disinfectors in sufficient number, constructed with due regard to safety, efficacy and rapidity.
2. Cinerators, disinfecting stoves and the necessary appliances for chemical disinfection, as described in chapter III of the annexure to this Convention.
3. Condensing machines; apparatus for the sterilization of water by heat; ice machines.

A system of pipes and reservoirs for the distribution of drinking water, which should be closed, and only capable of being used by means of taps or pumps.

4. A bacteriological laboratory with the necessary staff.
5. An arrangement of portable vessels for the reception of fœcal matter after disinfection. Sewage farms for the disposal of fœcal matter on the part of the island most distant from the encampments, arranged with due regard to their proper sanitary working.
6. An arrangement for the removal of dirty water from the encampments, which must prevent its stagnation and its use for drinking purposes. The dirty water of the hospitals should be disinfected with slaked lime, according to the instructions contained in chapter III of the annexure to this Convention.

E.—The provision by the sanitary authority in each encampment of a store for food and fuel.

The tariff of prices fixed by the appointed authority should be hung up in several places in the encampment, in the languages commonly spoken by the pilgrims.

The doctor of the encampment will be responsible for the daily control of the quality and quantity of the provisions.

Water should be provided free of charge.

Improvements to be made in the Sanitary Stations of Abu-Said, Vasta and Abu-Ali.

1. Erection of two plague hospitals, for men and women, at Abu-Ali.
2. Erection at Vasta of a hospital for ordinary cases.

3. Construction at Abu-Said and Vasta of masonry barracks, capable of containing 50 persons each.
4. Three disinfecting stoves to be placed at Abu-Said, Vasta, and Abu-Ali, with laundries and accessories.
5. Washing places to be provided at Abu-Said and Vasta.
6. Condensers to be provided on each of the islands of Abu-Said and Vasta, capable of distilling 15 tons of water per diem.
7. The rules for cemeteries, fœcal matter, and dirty water, will be the same as for Kamaran. A cemetery should be provided on one of the islands.

The rules with regard to the supply of food and water at Kamaran prescribed under heading E above will be applied to the encampments of Abu-Said, Vasta and Abu-Ali.

It is desirable that the arrangements at Abu-Said, Vasta and Abu-Ali should be completed as soon as possible.

Re-organization of the Sanitary Station of Febel-Tor.

The Conference confirms the recommendations and views expressed on previous occasions and leaves to the Sanitary Board the duty of carrying out the improvements. The Conference also considers:—

1. That it is necessary to supply the pilgrims with good drinking-water, either from a local source or by distillation.
2. That it is desirable that all food imported by pilgrims from Jeddah and from Yembo, when there is plague in the Hedjaz, should be disinfected as a suspected commodity, or completely destroyed, if it appears to have deteriorated so as to have become dangerous.
3. That steps should be taken to prevent pilgrims bringing with them leather bottles from Jebel-Tor. They should be replaced by earthenware vessels or by metal cans.
4. That each section should be provided with a doctor.
5. That a Port officer should be posted at El-Tor to superintend embarkation and disembarkation, and to see that the rules are observed by the captains and sarangs of the vessels.
6. That, during the pilgrim season, only pilgrims should be detained in observation at Jebel-Tor.
7. That the village of Kouroum should be evacuated.
8. That the encampment of Jebel-Tor should be connected by telegraph with the sanitary station of Suez.

Rules for the Arabian Ports of the Red Sea during the Pilgrim Season.

Sanitary rules to be applied to Pilgrim ships from the North.

1. *The Outward Voyage.*

If plague is not reported to exist at the port of departure or in its neighbourhood, and if no case has occurred during the voyage, the ship is immediately given *free pratique*.

If the plague is reported to exist at the port of departure, or in its neighbourhood, or if a case has occurred during the voyage, the ship will be subjected at Jebel-Tor to the rules prescribed for ships which come from the south and stop at Kamaran.

2. *The Homeward Voyage.*

Art. 1.—Any ship coming from a port of the Hedjaz or from any or other port on the Arabian coast of the Red Sea, infected with plague, having on board pilgrims or any similar collection of persons, bound for Suez or for a Mediterranean port, must proceed to El-Tor, there to undergo the prescribed observation as detailed below.

The disembarkation and disinfection of passengers, baggage, and susceptible goods will then be effected, as well as the disinfection of personal effects, and of the ship.

Art. 2.—Ships bringing back pilgrims will only be allowed to pass through the canal in quarantine. Egyptian pilgrims after leaving El-Tor must disembark at Ras Mallap, or some other place appointed by the Sanitary Board, there to undergo three days' observation and a medical inspection, before being given *free pratique*.

In the event of a suspicious case occurring on board during the voyage from El-Tor to Suez, the ship will be repulsed to El-Tor.

Art. 3.—Agents of navigation companies and captains of ships are warned, that, after the completion of the observation at the sanitary station of El-Tor and at Ras Mallap, only Egyptian pilgrims will be permitted to leave the ship, in order to return to their homes. Only pilgrims with a certificate of residence, issued by an Egyptian authority, and in accordance with the prescribed form, will be recognized as Egyptians or as residents of Egypt. Specimens of this form will be deposited with the Consular and sanitary authorities of Jeddah and Yembo where agents and ships' captains can inspect them.

Non-Egyptian pilgrims, such as Turks, Russians, Persians, Tunisians. Algerians, Moors, &c., may not, after quitting El-Tor, be disembarked in an Egyptian port. Navigation companies' agents and captains are, therefore, warned that the transhipment of non-Egyptian pilgrims, either at Tor, Suez, Port Said, or Alexandria, is forbidden.

Vessels having on board pilgrims belonging to the nationalities mentioned in the preceding paragraph will be treated according to the rules for non-Egyptian pilgrims, and will not be permitted to enter any Egyptian Mediterranean port.

Art. 4.—If it is not reported that plague exists in the Hedjaz, or has existed during the pilgrimage, vessels will be subjected, at Jebel-Tor, to the rules prescribed at Kamaran for *healthy* ships.

The pilgrims will be disembarked; they will wash or take a sea-bath; their soiled linen, the portion of their personal effects and baggage, open, in the opinion of the sanitary authority, to the suspicion of contamination, will be disinfected; the duration of these operations, including the disembarkation and embarkation, should not exceed 72 hours.

If plague is reported to exist in the Hedjaz or to have existed during the pilgrimage, vessels will be subjected, at Jebel-Tor, to the rules prescribed at Kamaran for infected ships.

The plague patients will be disembarked, and isolated in the hospital. The disinfection will be thoroughly carried out.

The other passengers will be disembarked, and isolated by groups, as small as possible, so that if the plague breaks out in one group the whole party will not be affected.

The soiled linen, personal effects, and clothes of the crew and passengers, and the ship, will be disinfected.

The local sanitary authority will declare if the discharge of the heavy baggage and cargo is necessary, and if the whole ship must be disinfected, or a portion only.

All the pilgrims will be kept under observation for 12 full days, counting from the day on which the operation of disinfection was completed. If a case of plague occurs in any of the groups, the period of 12 days commences for that group, from the day on which the last case in the group is reported.

Art. 5.—Ships coming from an infected port of the Hedjaz or from any other port on the Arabian Red Sea coast without having embarked pilgrims or any similar collection of persons and without having had any suspicious cases during the voyage, are placed in the category of ordinary *suspected* ships. They will be subjected to the preventive measures and treatment laid down for such ships.

If they are bound for Egypt, they will be kept under observation, at Moses' Wells, for 10 days, counting from the date of departure, and will, in addition, be subjected to all the measures laid down for *suspected* ships (disinfection, &c.), and will only be given *free pratique* after a favourable medical inspection.

It is to be understood that if these ships have had any suspicious cases during the voyage they will be placed under 12 days' observation at Moses' Wells.

Art. 6.—Caravans of Egyptian pilgrims must, before entering Egypt, undergo rigorous quarantine at El-Tor for 12 days; they will then be sent to Ras Mallap, and there kept under observation for five days, after which they will only be granted *free pratique* after a favourable medical inspection, and disinfection of their effects.

Caravans of foreign pilgrims will, before returning home by land, be subjected to the same measures as Egyptain caravans, and must be accompanied by sanitary guards to the limits of the desert.

Caravans coming from the Hedjaz by way of Akabah or Moïla will be subjected, on arrival at the canal, to medical inspection, and disinfection of soiled linen and personal effects.

Art. 7.—(1) The transhipment of pilgrims is strictly forbidden in Egyptian ports.

(2) Ships coming from the Hedjaz or from an Arabian Red Sea port, with a clean Bill of Health, not having on board pilgrims or any similar collection of persons and on which no suspicious cases have occurred during the voyage, will be given *free pratique* at Suez, after favourable medical inspection.

Art. 8.—Ships leaving the Hedjaz with a clean Bill of Health, and having on board pilgrims bound for a port on the African coast of the Red Sea, may call at Suakin, there to undergo three days' observation, all passengers being disembarked and detained in the quarantine encampment.

Art. 9.—Caravans of pilgrims arriving by land will be subjected to medical inspection and disinfection at Moses' Wells.

Sanitary Measures to be taken on the Departure for the South of Pilgrims from the Ports of the Hedjaz.

The ports of embarkation should be provided with sufficient sanitary appliances to enable pilgrims returning to their homes to be subjected to measures similar to those which are enforced on the departure of pilgrims from ports beyond the Straits of Bab-el-Mandeb.

The application of these measures will be optional, that is to say, that they need not be applied unless the Consular authority of the country to which the pilgrims belong, or the doctor of the ship on board which they embark, considers it necessary.

B.—Measures to be taken in the Persian Gulf.

I.—Sanitary Rules for Vessels entering the Persian Gulf.

Any ship with plague on board, or on board which one or more cases have occurred within 12 days, will be considered *infected*.

Any ship on board which there has been a case of plague at the time of departure, or during the voyage, but on which no fresh case has occurred for 12 days, will be considered *suspected*.

Any ship, even though coming from an infected port, which has had no death, or case of plague on board, either before departure, during the voyage, or on arrival, will be considered as *healthy*.

Infected ships will be subject to the following rules:—

(1) The sick will be immediately disembarked and isolated.

(2) The other persons on board should also, if possible, be disembarked and kept under observation, for a period varying according to the sanitary condition of the ship, and the date of the last case, but which must not exceed 10 days.

(3) The soiled linen and personal effects of the crew and passengers, which, in the opinion of the sanitary authority of the port should be considered as infected, will be disinfected, as also the ship, or the contaminated part of the ship.

A more thorough disinfection may be ordered by the local sanitary authorities.

Suspected ships will be subjected to the following measures:—

(1) Medical inspection.

(2) The soiled linen and personal effects of the crew and passengers, which, in the opinion of the local sanitary authority, may be regarded as contaminated, should be disinfected.

(3) Disinfection of all parts of the ship which have been inhabited by patients or suspicious cases. A more thorough disinfection may be ordered by the local sanitary authority.

(4) Pumping out the bilge-water, after disinfection, and the substitution of good drinking-water for the water stored on board.

(5) The crew and passengers should be kept under observation for a period of 10 days, commencing from the date of the last case on board.

Healthy ships will be given *free pratique* at once irrespective of the nature of the Bill of Health.

Such ships must, however, in all cases, have completed, or must complete, ten full days from the date of departure from the last infected port at which they have touched.

The only measures the authority of the port of arrival may apply to *healthy* ships are those prescribed for *suspected* ships (medical inspection, disinfection, pumping out the bilge-water, and the substitution of good drinking-water for the water stored on board).

It is to be understood that the appointed authority of the port of arrival may always demand a declaration on oath from the doctor, or failing him, from the captain, that there has been no case of plague on the ship since her departure.

In deciding on the extent to which effect is to be given to the measures prescribed above the authorities of the port should take into consideration the fact that there is a doctor, or a disinfecting apparatus (stove) on board the ships coming under the three headings mentioned above.

Special measures may be prescribed for ships in an insanitary condition.

Goods arriving by sea should be treated in the same way as goods transported by land, as regards disinfection, prohibition of import, transit and quarantine.

Any ship objecting to submit to the obligations imposed by the authority of the port is free to put back to sea.

The disembarkation of goods may be authorized, after the following necessary precautions:—

1. Isolation of the ship, crew and passengers.
2. Pumping out the bilge-water after disinfection.
3. Substitution of good drinking-water for the water stored on board.

The disembarkation of passengers wishing to land may also be authorized, on condition that they submit to the measures prescribed by the local authorities.

II.—Sanitary posts in the Persian Gulf.

There are two places in the Persian Gulf suitable for the establishment of sanitary posts—one in the Straits of Ormuz (the island of Ormuzï, the island of Kishm, or, failing these, a place to be settled in their vicinity); the other at a place to be settled in the neighbourhood of Bassorah.

The sanitary post in the Straits of Ormuz should be provided with at least two doctors, sanitary officers and guards and appliances for disinfection. A small hospital should also be constructed.

A big lazaretto and apparatus for disinfecting goods should be constructed at the post near Bassorah with a medical staff of several doctors.

Before entering the Persian Gulf, ships must touch at the sanitary post in the Straits of Ormuz. They will there be subjected to the sanitary measures prescribed by the rules. If there are any plague cases on board, the sick will be disembarked.

Ships wishing to proceed at once up the Shat-el-Arab will be permitted, if the period of observation is not completed, to continue their voyage, through the Persian Gulf and the Shat-el-Arab in quarantine. A sanitary officer and two sanitary guards, taken on board at Ormuz, will keep a watch on the ship as far as Bassorah, where a second medical inspection will be made, and the necessary disinfection will be carried out.

Ships wishing to disembark passengers or goods at Persian ports will be permitted to do so at Bushire, when suitable sanitary arrangements have been made; until then, they must land their passengers and goods at Ormuz or Bassorah.

It is to be understood that a *healthy* ship will be granted *free pratique* at the ports of the Persian Gulf ten days after the date of departure from the last infected ports at which she has touched, provided that she is shown to be *healthy* on arrival.

The sanitary posts at Ormuz and Bassorah will be under the control of the Constantinople Board of Health. The Ottoman and Persian Governments will come to an agreement with regard to the post at Ormuz.

Until the Ottoman and Persian Governments have arrived at this agreement, a sanitary post will be established as a temporary measure in one of the islands in the Straits of Ormuz, and the Board of Health will post doctors and sanitary guards at this place. These guards will accompany ships passing in quarantine up the Shat-el-Arab to the post established in the neighbourhood of Bassorah.

The Constantinople Board of Health will also organize without delay sanitary posts at Khanikin and Kizil Dizé, near Bayazid, on the Perso-Turkish and Russo-Turkish frontiers.

CHAPTER II.—MEASURES TO BE TAKEN IN EUROPE.

Section I.—Measures to be taken to keep the Governments which are parties to the Convention acquainted with the existence of an epidemic of Plague, and with the means taken to prevent its spread and its importation into healthy countries.

Notification and subsequent communications.

The Government of an infected country must notify to the other Governments the existence of all cases of plague. This measure is essential.

It will only be of real use, if the Government of the infected country is itself informed of cases of plague and suspicious cases occurring in its territory. It cannot, therefore, be too strongly impressed on the different Governments that doctors should be obliged to report all cases of plague.

The notification should state the existence of cases of plague, the places where they have occurred, the date of their appearance, the number of cases reported, and the number of deaths.

The notification should be made to the diplomatic or Consular agents in the capital of the infected country. In the case of countries not represented there, the notification should be made, by telegram, direct to the foreign Governments.

This first notification should be followed by subsequent regular communications, with a view to keep the Governments informed of the course of the epidemic. These communications should be made at least once a week.

The reports concerning the outbreak and course of the disease should be as complete as possible. They should, in particular, state the measures taken to check the spread of the epidemic and should give, in detail, the preventive measures adopted, with regard to—

sanitary or medical inspection;
isolation;
disinfection;

and the measures prescribed with regard to the departure of ships, and the export of susceptible articles.

It is to be understood that neighbouring countries reserve to themselves the right to make special arrangements, with the object of organizing an exchange of direct information between the principal administrative officers on their frontiers.

The Government of each country must publish, immediately, the measures which it decides to adopt with regard to arrivals from an infected country or local area.

The information must be at once communicated to the diplomatic or Consular agent of the country affected, resident in the capital. In the absence, in the capital, of a diplomatic or Consular agency, the communication should be made direct to the Government interested.

The withdrawal of the measures, or any modifications which may be made in them, must be communicated in the same manner.

Section II.—Conditions under which a local* area is to be considered infected or healthy.

Any area in which a case of plague has been officially reported to exist will be considered to be *infected*.

Any area in which plague has existed, will cease to be considered as *infected* when it is officially reported that no death or fresh case of plague has taken place for ten days after the recovery or death of the last case, provided that the necessary disinfection has been carried out.

Preventive measures will be taken in the *infected* territory as soon as cases of plague are officially reported.

These measures will be discontinued as soon as it is officially stated that the area has again become *healthy*.

It will not be necessary to apply these measures on the occurrence of a few imported cases if there is no diffusion of the malady.

Section III.—Necessity of restricting to the infected local areas the measures taken to prevent the spread of the epidemic.

The precautionary measures should be confined to the infected tract and the Governments concerned should only apply them to persons and goods from infected areas.

But the obligation to restrict precautions to the infected area exists only on the express condition that the Government of the *infected* country takes the necessary measures to prevent the exportation of susceptible articles derived from the *infected* area.

No restrictive measure should be enforced against persons and goods from an infected area, if they left it at least five days before the occurrence of the first case of plague.

Section IV.—Goods and articles which may be considered "susceptible" with reference to the rules regarding the prohibition of import and transit, and the rules regarding disinfection.

I.—Import and transit.

The following is a list of the susceptible articles and goods, the importation of which may be prohibited:—

(1) Used linen clothing, personal effects and bedding.

When these articles are carried as baggage, or in consequence of a change of abode (household goods) they are subjected to special treatment.

Soldiers' and sailors' kits, returned to their country, after their death, should be treated in the same way as the articles named above.

(2) Rags, not excepting rags compressed by hydraulic force, which are carried as merchandise in bales.

(3) Old sacking, carpets and old embroidery.
(4) Raw hides, untanned and fresh skins.
(5) Animals' refuse, claws, hoofs, horse hair, hair of animals generally, raw silk and wool.
(6) Human hair.

The transit of susceptible goods or articles packed in such a way that they cannot be handled on the way should not be forbidden.

Similarly, when merchandise or susceptible articles are transported in such a manner that they cannot have come into contact with infected objects during the journey, their transit through an infected local area should not bar their importation into the country to which they are consigned.

The rules regarding the prohibition of the import of susceptible goods and articles will not be applied in cases where it is proved to the satisfaction of the appointed authority of the country to which they are consigned that they were despatched at least five days before the occurrence of the first case of plague.

Merchandise must not be kept in quarantine on land frontiers.

Absolute prohibition or disinfection are the only measures which may be taken.

II.—Disinfection.

Baggage.—Disinfection will be compulsory in the case of soiled linen, wearing apparel, clothes and articles carried as personal baggage, or household goods, coming from a local area, declared *infected*, and which the local sanitary authority deems contaminated.

Merchandise.—Disinfection will only be enforced in the case of merchandise and articles which the local sanitary authority considers contaminated, or whose importation may be prohibited.

It rests with the authorities of the country to which the articles are consigned to settle the manner by which and place in which disinfection should be carried out.

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* A local area means a portion of the territory of a country placed under a recognized administrative authority; as for instance, a province, a local Government, a district, a department, a canton, an island, a commune, a town, a village, a harbour, an area reclaimed from the sea, &c, whatever may be the extent and population of the portion of territory.

The disinfection should be carried out so as to injure the articles as little as possible.

Each country will settle the question of the compensation to be paid for damages resulting from disinfection.

Letters and correspondence, printed matter, books, newspapers, business documents (not including parcels received through the post) should be subject to no restriction or disinfection.

Section V.—Measures to be taken on land frontiers, Railway traffic, Travellers.

Passenger carriages and mail and luggage vans should not be detained on the frontiers.

If a carriage is infected, it should be detached from the train to be disinfected, either at the frontier, or at the nearest stopping place, if this can be arranged.

Goods vans should be treated in the same way.

Land quarantine will no longer be enforced. Only persons presenting symptoms of plague should be detained.

This principle does not affect the right of each country to close, if necessary, any part of its frontiers.

The railway staff should keep a watch on the travellers' health.

Medical intervention will be confined to an inspection of the travellers, and the care of the sick.

Where there is a medical inspection, it will be combined, as far as is practicable, with the custom-house inspection, so as to detain the passengers as short a time as possible. On the arrival of travellers from an *infected* area at their destination, it will be found very desirable to keep them under supervision for ten days, counting from the date of departure.

The measures to be taken in regard to the crossing of the frontiers by the railway, and the Post Office staff should be settled by the Administrations concerned. They should be arranged so as not to interrupt the regular service.

Governments reserve to themselves the right to take special measures with regard to certain classes of people, especially—

A.—Gipsies and vagabonds.

B.—Emigrants and persons travelling or crossing the frontier in large bodies.

Section VI.—Special Rule for Frontier Tracts.

The regulation of the frontier traffic, and of the questions involved in this traffic, as well as the adoption of exceptional measures of supervision must be left to special arrangement between neighbouring countries.

Section VII.—Water-ways, rivers, canals and lakes.

The task of regulating by special arrangements the sanitary rules for water-ways must be left to the Governments of the countries bordering such water-ways.

Section VIII.—Ocean traffic. Measures to be taken at ports.

Any ship with plague on board, or on board which one or more cases have taken place within 12 days will be considered *infected*.

Any ship on board which there has been a case of plague at the time of departure, or during the voyage, but on which no fresh case has occurred for twelve days will be considered as *suspected*.

Any ship, even though coming from an infected port, which has had no death, or case of plague on board, either before departure, during the voyage, or on arrival, will be considered as *healthy*.

Infected ships are subject to the following rules:—

(1) The sick will be immediately disembarked and isolated.

(2) The other persons on board should also, if possible, be disembarked and kept under observation or surveillance[1] for a period varying according to the sanitary condition of the ship, and the date of the last case, but which must not exceed ten days.

(3) The soiled linen and personal effects of the crew and passengers, which, in the opinion of the sanitary authority of the port, may be considered as *infected* will be disinfected.

(4) The bilge-water will be pumped out after disinfection, and good drinking-water will be substituted for the water stored on board.

(5) All parts of the ship which have been inhabited by plague patients should be disinfected. More thorough disinfection may be ordered by the local sanitary authority.

Suspected ships are subject to the following measures:—

(1) Medical inspection.

(2) Disinfection; the soiled linen and personal effects of the crew and passengers, which, in the opinion of the local sanitary authority, may be regarded as contaminated, should be disinfected.

[1] *Note.*—The expression "observation" means isolation of the passengers, either on board a ship, or in a lazaretto till they have obtained *free pratique*. The expression "surveillance" means that the passengers will not be isolated; they will at once obtain *free pratique*, but on arriving at their destination they will be kept under medical surveillance.

(3) Pumping out the bilge-water after disinfection, and the substitution of good drinking-water for the water stored on board.

(4) Disinfection of all parts of the ship which have been inhabited by plague patients. More thorough disinfection may be ordered by the local sanitary authority.

It is recommended that a watch should be kept over the health of the crew and passengers for ten days from the date of arrival of the ship.

It is also recommended that the crew should not be allowed to land, except on duty.

Healthy ships will be given *free pratique* at once, irrespective of the nature of the bill of health.

The only measures which the authorities of the port of arrival may enforce with regard to such ships consist in those which are prescribed in the case of *suspected* ships (medical inspection, disinfection, pumping out the bilge-water, and the substitution of good drinking-water for the water stored on board), except that the measures prescribed for the disinfection of the ship itself may not be enforced in the case of *healthy* ships.

It is recommended that the crew and passengers should be kept under medical supervision for ten days from the date on which the ship left an infected port.

It is also recommended that the crew should not be allowed to land except on duty.

It is to be understood that the appointed authority of the port of arrival may always demand a declaration, on oath, from the doctor of the ship, or failing him, from the captain, that there has been no case of plague on the ship since her departure.

In deciding on the extent to which effect is to be given to the measures prescribed above the authorities of the port should take into consideration the fact that there is a doctor or a disinfecting apparatus (stove) on board the ships coming under the three headings mentioned above.

Special measures may be prescribed for crowded ships, particularly for emigrant ships, or any other ship which appears to be in an insanitary state.

Goods arriving by sea should be treated in the same way as goods arriving by land, as regards disinfection, prohibition of import, transit and quarantine.

Any ship objecting to submit to the obligations imposed by the authority of the port will be free to put back to sea.

The disembarkation of goods may be authorized, after the following necessary precautions have been taken:—

(1) Isolation of the ship, crew and passengers.

(2) Pumping out the bilge-water after disinfection.

(3) Substitution of good drinking-water for the water stored on board.

The disembarkation of passengers wishing to land may also be authorized, on condition that they submit to the measures prescribed by the local authorities.

Each country should supply at least one port on each of its sea-boards, with the organization and equipment necessary to enable it to receive a ship, whatever its sanitary state.

Coasting vessels will be subject to special rules, to be drawn up conjointly by the countries concerned.

Section IX.—Measures to be taken with regard to ships coming from an infected port and ascending the Danube.

Until the town of Sulina is provided with good drinking-water, the sanitary condition of ships ascending the river will be subject to thorough sanitary supervision.

Over-crowding of passengers will be strictly forbidden.

Ships entering Roumania by the Danube will be detained for medical inspection, and until disinfection has been completed.

Ships arriving at Sulina must, before being permitted to ascend the Danube, undergo one or more medical inspections by day. Each morning, at a given hour, the doctor will satisfy himself as to the state of health of all persons on the boat, and will not permit to enter the river until he is assured that their condition is satisfactory. He will deliver, free of charge, to the captain or Master, a sanitary passport, bill of health or certificate, the production of which will be demanded at the subsequent stations.

There will be a daily inspection. The detention at Sulina of *healthy* ships will not exceed six days. Contaminated clothes will be disinfected on arrival.

Drinking-water of good quality will be substituted for water of questionable quality that may be on board.

The bilge-water will be disinfected.

The measures above indicated will only be applied to arrivals from ports infected with the plague.

It is to be understood that a ship coming from a *healthy* port may, if it does not wish to submit to the restrictive measures indicated above, refuse to embark travellers from an infected port.

The rules for *suspected* and *infected* ships will be the same as at other European ports.

CHAPTER III.—INSTRUCTIONS REGARDING THE METHOD OF DISINFECTION.

1. Personal effects, rags, infected bandages, papers, and other articles without value should be destroyed by fire.

2. Under-clothing, bedding wearing apparel, mattresses, carpets, &c., which are contaminated or *suspected* should be disinfected in stoves at *normal pressure, or at a pressure of from one and-a-half to two degrees, with or without the presence of steam.*

Before a stove is passed as efficient for the purposes of disinfection, it should be subjected to a test, with the aid of a signal thermometer, showing the moment when the temperature in the middle of a mattress rises to at least 100° (centigrade).

To ensure that the disinfection is effective, this temperature must be maintained for from 10 to 15 minutes.

3. Disinfecting solutions—

(*a*) Solution of corrosive sublimate, of 1 part in 1,000, with the addition of 10 grammes of chloride of soda.

The solution should be coloured with aniline dye or indigo. It should not be placed in metal vessels.

(*b*) A 5 per cent. solution of pure crystallized carbonic acid, *or 5 per cent. of crude commercial carbolic acid, in a warm solution of soft soap.*

(*c*) Fresh slaked-lime (1).

4. Special instructions to be observed in the employment of disinfecting solutions.

The linen, clothing and articles soiled by the excreta of patients should be soaked in the solution of corrosive sublimate. The solution of pure carbolic acid, and the solution of soap and carbolic acid are equally suited to the purpose. The articles should remain in the solution for at least six hours.

Articles which cannot be subjected to the temperature of the stove (100° centigrade) without injury, such as leather goods, wooden articles stuck together with glue, felt, velvet, silk, &c., should be washed with the solution of corrosive sublimate; coins can be disinfected with the solution of soap and carbolic acid.

Persons engaged in nursing the sick should wash their hands and faces with the solution of corrosive sublimate, or with one of the carbolic solutions.

The carbolic solutions will be useful more particularly for disinfecting articles, such as metals, instruments, &c., which can neither be subjected to a temperature of 100° centigrade, nor placed in contact with corrosive sublimate.

Slaked-lime is particularly recommended for disinfecting excreta. Expectorated matter should be burnt.

5. Disinfection of ships with plague patients on board.

The cabin or cabins, and all parts of the ship occupied by the sick or *suspected* should be cleared out and all articles in them should be treated as described above.

The partitions should be disinfected with the solution of corrosive sublimate with an addition of 10 per cent. of alcohol. The washing should commence from the top, horizontally, and be continued downwards, so that the whole surface of the partition becomes covered with a coating of minute drops.

The boarding should be washed with the same solution.

Two hours after, the walls and flooring should be washed over with plenty of water.

6. Disinfection of the hold of an infected ship.

To disinfect the hold, sulphate of iron, in quantity sufficient to neutralize the sulphuretted hydrogen, should first be thrown in, the bilge-water should be pumped out, and the hold washed with sea-water. Solution of corrosive sublimate should then be thrown in.

The bilge-water should not be pumped out while the ship is in port.

CHAPTER IV.—PRECAUTIONARY MEASURES RECOMMENDED FOR SHIPS ON DEPARTURE, DURING THE VOYAGE, AND ON ARRIVAL.

Note.—Plague appears to be transmitted by the excretions of the sick (from the air passages and bowels), by the morbid products of the disease (pus), and consequently by means of linen, clothing and soiled hands.

(1) To get very strong slaked-lime, take lime of good quality, slack it, by moistening it gradually, with half its weight of water. When the operation is completed, put the powder in a carefully-corked receptacle, and place it in a dry spot. As each kilogramme of lime absorbs 500 grains of water in order to become slack, it acquires a volume of 2 litres 200, and it is sufficient to dilute it with double its volume of water, say, 4 kilogrammes 400 grains to obtain a white-wash which will be of about 20 per cent. strength.

I.—Measures to be taken on departure.

1. The captain should be careful not to embark persons suspected to be suffering from plague. He should refuse to receive on board dirty or suspicious linen, personal effects, and bedding, and, generally, all dirty or suspicious articles.

Bedding, wearing apparel, personal effects, &c., belonging to persons suffering from plague should not be taken on board.

2. Before embarkation, the ship should be put in a state of perfect cleanliness and she should, if necessary, be disinfected.

3. It is essential that the drinking-water taken on board should be obtained from a source free from all possible contamination.

Water is not dangerous if it is distilled or boiled.

II.—Measures to be taken during the voyage.

1. Every ship should have a special place reserved for the segregation of persons attacked by contagious disease.

2. If there is no such place on board, the cabin or other place, in which a person is attacked with plague, should be isolated.

Only those attending the patients should be admitted.

Such attendants should be cut off from all contact with the other persons on board.

3. The bedding, linen, and clothing which have been in contact with the patient should immediately, and in the patients' room, be soaked in a disinfecting solution.

The same measure should be taken in the case of the clothing of the persons who have access to the patient which may have become polluted.

Articles which are of no value should be burnt, or thrown overboard, if the ship is not in port or in a canal. Other articles should be carried to the stove, in impermeable bags, sprinkled with a solution of corrosive sublimate, so as to avoid all contact with surrounding objects.

If there is not a stove on board, the articles should be soaked in the disinfecting solution for six hours.

2. The excreta of the sick should be collected in vessels, into which a glass of the disinfecting solution above described has been previously poured.

3. The vessels should be at once emptied into the latrines which should be disinfected each time.

4. The places occupied by the sick should be carefully disinfected according to the rules previously laid down.

5. Corpses should be wrapped in a shroud impregnated with corrosive sublimate and thrown into the sea.

6. All the preventive measures taken during the voyage should be stated in the log, which should be submitted to the sanitary authority immediately on arrival in port.

7. The measures should be applied to everything that has been in contact with the sick, irrespective of the gravity and result of the illness.

III.—Measures to be taken on arrival.

1. If the ship is *infected*, the persons attacked should be disembarked and segregated in a place set apart for the purpose.

Those who have had access to the sick should be considered as *suspected*.

2. All contaminated objects and articles such as clothes, bedding, mattresses, carpets, and other articles which have been in contact with the sick, the clothes of those who have been in attendance on them, the articles in the patients' cabin, and in any cabin and on the deck, or parts of the deck where the sick have been placed, should be disinfected.

CHAPTER V.—ADMINISTRATION AND CONTROL.

Powers of the Constantinople Board of Health (Red Sea—Persian Gulf—Perso-Turkish, and Russo-Turkish frontiers).

The execution and control of measures against the spread of plague, prescribed by this convention, are entrusted, in exercise of the powers of the Constantinople Board of Health, to the Committee established by Article 1 of Annexure IV of the Paris Convention of the 3rd April 1894. It should be explained, however, that the members of this Committee will be taken exclusively from the Constantinople Board of Health, and will represent the powers which have accepted, or may hereafter accept, the Sanitary Conventions of Venice, 1892, of Dresden, of Paris, and of Venice, 1897.

2. The proper working of the various sanitary establishments, prescribed by existing rules, is entrusted to the corps of diplomaed and duly qualified doctors, of disinfecting officers, of experienced subordinates and of sanitary guards recruited from among persons who have performed military service as officers or non-commissioned officers, as provided for in Article 2 of Annexure IV of the Paris Convention.

3. The expenses of the establishment of permanent and temporary sanitary posts, as contemplated by this Convention are, as regards the construction of the buildings, debitable to the Turkish Government. The Constantinople Board of Health is authorized, in case of emergency, to advance the necessary money from the reserve fund. In this case, it should supervise the construction of these establishments.

4. The Constantinople Board of Health should also organize, without delay, the sanitary establishments at Khanikin, and Kizil Dizé, near Bayazid, on the Perso-Turkish frontier, out of the funds which are now placed at its disposal.

5. Articles 4, 5 and 6 of Annexure IV of the Convention of Paris of 1894 may be utilized for carrying out the present rules.

Powers of the Sanitary, Maritime, and Quarantine Board of Egypt.

6. The expenses involved in the measures prescribed for in the rules contained in this Convention may be met by the following measures, which the Conference recommends, not only to meet the new requirements at Moses Wells, but also to defray the cost of the increase of the staff under the Sanitary Board:—

(1) The prorogation, with the consent of the powers, of the Khedival Decree of 28th December 1896 (fixing the 1st July 1897 as the date for the application of the reduced tariff for light-house dues) until the difference between the receipts of the present tariff and the reduced tariff has reached the sum of £4,000 (Egyptian). The sum thus realized will be devoted to extraordinary expenses (new arrangements at Moses' Wells).

(2) For ordinary expenses (increase of staff) an annual payment by the Egyptian Government to the Sanitary Board of a sum of £4,000 (Egyptian), which can be deducted in advance from the surplus of the light-house service fund remaining at the disposal of the Government.

From this sum, however, there will be deducted the value of a supplementary quarantine tax of P.F. 10 (piastres tariff) to be collected from each pilgrim at El-Tor.

In the event of the Egyptian Government finding difficulty in meeting its share of the charges, the powers represented on the Sanitary Board will arrange with the Khedival Government to ensure the participation of the latter in the estimated cost.

No. 651, Local and Municipal.

Transferred to the Marine Department.

Ootacamund,
9th June 1897.

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

Order—No. 601, Marine, dated 6th July 1897.

With the letter recorded above, the Government of India forwards a copy of a translation of the Convention framed at the Sanitary Conference recently held at Venice for the purpose of considering measures to prevent the spread of the plague, and requests that the rules already issued by the Government of Madras may be altered in accordance with regulations agreed upon and the instructions by which they are accompanied.

2. As regards the special rules made for the medical inspection of vessels leaving the ports of this Presidency, the Government of India observes * that they should be assimilated as far as possible to those which will, under the terms of the Convention, have to be adopted at the infected ports of the Bombay Presidency. It has thus been necessary to apply † to the Bombay Government for a copy of its rules, and the revision of the Madras rules for the medical inspection of outward-bound vessels must, meanwhile, be deferred.

* Clause (*b*) paragraph 5 of letter.

† Letter to the Secretary to the Government of Bombay, No. 583, Marine, dated 30th June 1897.

3. The other instructions and regulations will, as far as practicable, be carried into effect, and the requisite modification of existing rules made.

4. The following are some of the most important matters in regard to which local rules differ from the regulations adopted by the Convention:—

(*a*). It will in future be necessary to provide * that all "non-professional attendants and relatives" of infected persons shall be prevented from embarking, or if on board, that they shall be "landed and isolated on the first opportunity."

* Clause (*b*) paragraph 5 of letter.

(*b*) Disinfection must be carried out on the principles laid down in chapter III of the Convention, and the requisite supply of chemicals provided at inspection ports.

(*c*) Arrangements must, if possible, be made for keeping under "medical surveillance" those persons landed who have obtained *free pratique* under the terms of Section VIII, Chapter II of the Convention. It will doubtless be impossible to arrange for such "medical surveillance" in any but large towns where medical agency is available. In all other cases, persons landed for whom "medical surveillance" is prescribed must be kept under "observation" in an isolation camp.

(*d*) The latest rules approved in G.O., No. 363, Marine, dated 22nd April 1897, contain no fixed limit for the detention of infected *vessels*, though such limit is prescribed in the case of infected *persons*. Ten † days' quarantine of vessels must now be enforced from the date of the last case of plague on board.

† Clause (*a*) paragraph 11 of letter.

(*e*) The authority to inspect vessels after dark given in G.O., No. 315, Marine, dated 31st March 1897, must, in the case of infected ports, be rescinded with reference to paragraph 1, Section II, Chapter I of the Convention. Compulsory individual medical inspection, by day, on shore, at the time of embarkation, of each person sailing on the ship from an infected port, will in future be imperative. It is not, however, clear whether in the case of a vessel from, say, Calcutta calling at Madras on her way home, all the crew is to be brought on shore, and inspected there, or whether it will suffice to inspect the persons who join at Madras; similarly at other ports of call. Again, if a vessel starts from, say, Madras must the *crew* be brought on shore for inspection? This is probably not intended as it would expose them to the risk of infection. The questions will, however, be referred to the Government of India for decision. For the present, with reference to the penultimate sentence of paragraph 5 of the Government of India's letter, Madras and all other ports in the Presidency from which vessels sail direct to foreign countries or to Burma will be regarded as infected ports for the purpose of outward inspection.

(*f*) Arrangements must be made to carry out the measures for notification to Governments in Europe of plague cases, and plague areas in India, as required by Chapters I and II of the Convention. This matter, together with the precautions to be taken inland, will be considered in the Local and Municipal Department.

5. The Madras Chamber of Commerce will be requested to favour the Government with their views as to the exportation, from healthy ports, of the articles included in the Convention "susceptible" list, and coming from the infected Indian ports (*vide* Government of India letter clause (*a*) of paragraph 9).

[Here enter No. 602, Marine, dated 6th July 1897]

(True Extract.)

(Signed) D. McNEIL CAMPBELL, Colonel, R.E.,
Secretary to Government.

To the Presidency Port Officer.
„ the Chairman, Madras Chamber of Commerce.
„ the Local and Municipal Department, with copy of note by the Honourable Sir Henry Bliss, K.C.I.E.
„ the Public Department.
„ the Collectors of Maritime Districts.

Exd. Shaik Karim.

urgent

Marine DEPARTMENT.

Letter to Bombay
Govt. re Ships

Venice Sanitary Convention

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Print soon
8.7.97

READ the following

Letter from the Govt. of India, Home Dept. No. 1624 Sanitary, dated the 1st June 1897.

Endt. thereon in the Local & Municipal Dept. No. 651 dated the 9th June 1897.

Print with proceedings

Hon Hon'ble Sir Henry Bliss KCSI No. 60/Mar 9 6th July 1897

With the letter recorded above, the Government of India forwards a copy of a translation of the Convention framed at the Sanitary Conference recently held at Venice for the purpose of considering measures to prevent the spread of the plague, and requests that the rules already issued by the Government of Madras may be altered in accordance with regulations agreed upon and the instructions by which they are accompanied.

2. As regards the special rules made for the medical inspection of vessels leaving the ports of this Presidency, the Government of India observes* that they should be assimilated as far as possible to those which will, under the terms of the Convention, have to be adopted at the infected ports of the Bombay Presidency. It has thus been necessary to apply to the Bombay Government for a

copy

* Clause (b) para 5 of letter.

* Letter to the Secretary to the Govt. of Bombay, No. 583 Marine dated 30th June 1897

[P. W. 40. 1,000—26-3-97.]

2.7.97 R 3/7/97

copy of its rules, and the revision of the Madras rules for the medical inspection of outward bound vessels must, meanwhile, be deferred.

3. The other instructions and regulations will, as far as practicable, be carried into effect, and the requisite modification of existing rules made.

4. The following are some of the most important matters in regard to which local rules differ from the regulations adopted by the Convention.

(a). It will in future be necessary to provide* that all "non-professional attendants and relatives" of infected persons shall be prevented from embarking, or if on board, that they shall be "landed and isolated on the first opportunity".

(b). "Healthy" vessels from infected ports may be detained for a maximum period of "ten days from the date of departure from the infected port".

(c). Disinfection must be carried out on the principles laid down in Chapter III of ~~the annexure to~~ the Convention, and the requisite supply of chemicals provided at inspection ports.

(d). Arrangements must, if possible, be made for keeping under "medical surveillance" those persons landed who have obtained free pratique under the terms of Section VIII, Chapter II of ~~the annexure to~~ the Convention. It will doubtless

*Clause (b) para 5 of letter.

This is not correct - The part of the letter referred to [Cl:(a) para 12] refers to the Red Sea & Suez canal traffic - The part applicable to coastal ports in this Presy is para 10(b) [see also page 23 of the Convention] -

Clause (a) para 12 of letter.

doubtless be impossible to arrange for such "medical surveillance" in any but large towns where medical agency is available. In all other cases, persons landed for whom "medical surveillance" is prescribed, must be kept under "observation" in an isolation camp.

(d). The latest rules approved in G.O. 363 Marine dated 22nd April 1897 contain no fixed limit for the detention of infected vessels, though such limit is prescribed in the case of infected persons.* Ten days quarantine of vessels must now be enforced from the date of the last case of plague on board.

(e). The authority to inspect vessels after dark given in G.O. 315 Marine dated 31st March 1897 must, in the case of infected ports, be rescinded with reference to para 1, Section II, Chapter I of ~~the annexure to~~ the Convention. Compulsory individual medical inspection, by day, on shore, at the time of embarkation, of each person sailing on the ship from an infected port, will in future be imperative. It is not, however, clear whether in the case of a vessel from, say, Calcutta calling at Madras on her way home, all the crew is to brought on shore, and inspected there, or whether it will suffice to inspect the persons who join at Madras. Similarly

*Clause (a) para 11 of letter.

⊗ For the present, with effect from the penultimate sentence of para 5 of the G. of I's letter, Madras and all other ports in the Presidency from which vessels sail direct to foreign countries or to Burma will be regarded as infected ports for the purpose of outward inspection.

Similarly at other ports of call.

Again, if a vessel starts from, say, Madras must the crew be brought on shore for inspection? This is probably not intended as it would expose them to the risk of infection. The questions will, however, be referred to the Government of India for decision.

(f). Arrangements must be made to carry out the measures for notification to Governments in Europe of plague cases, and plague areas in India, as required by Chapters I and II of the ~~annexure~~ Convention. This matter, together with the precautions to be taken inland, will be considered in the Local and Municipal Department.

5. The ~~xxxxxxx~~ Madras Chamber of Commerce will be requested to favour the Government with their views as to the exportation, from ~~clean~~ healthy ports, of the articles included in the Convention "susceptible" list, and coming from the infected Indian ports. Vide Government of India letter clause (a) of para 9.

To

The Presy. Port Officer.
,, Ch. Madras Chamber of Commerce
,, L & M Dept. with copy of note by the Hon. Sir Henry Bliss, K.C.I.E.
,, Public Dept.

H.E.No. 602 Marine dated 6th July 1897

To The Secretary to the Govt. of India, Home Dept.

Sir,

With reference to your letter No. 1624 dated 1st June 1897 I am directed to ~~forward for the information~~ of the Government of India, the accompanying copy of the Proceedings of this Government No. Marine dated July 1897, and to say that a copy of the quarantine rules for Madras, revised in accordance with the remarks contained therein, will follow as soon as practicable. Meanwhile, I am to ask for a decision on the following questions: ~~raised in para 4, clause (c) of the Proceedings.~~

3. ~~It will be observed that~~ The rules for outward bound vessels cannot be revised till this Government is in possession of the Bombay rules, on which the Madras rules must, in accordance with the instructions contained in clause (b) para 5 of your letter, be based. Application has been made to the Bombay Govt. for a copy of its rules.

I have &c.

2/7/97 M.

Note.

It seems desirable that the Proceedings of Government should be got out at once, as there are several matters which require attention in other quarters. Meanwhile, the revision of the quarantine rules will be proceeded with.

Pieces 3

XX Continuation of para 1 of letter to Govt

(a). Whether in the case of a vessel from say, Calcutta calling at Madras on her way home, all the crew is to be brought on shore and inspected there, or

(b). whether it will suffice to inspect the persons who join at Madras; and

(c). whether the procedure is to be the same at other ports of call.

(d). If a vessel starts from say, Madras, must the <u>crew</u> be brought on shore for inspection. This is probably not intended as it would expose them to infection.

2. Meanwhile, with reference to the penultimate sentence of para 5 of your letter, it has been directed that Madras and all other ports in this Presidency from which vessels sail direct to foreign countries or to Burma shall be regarded as infected ports for the purpose of outward inspection.

RS.

5/7/04

S.H.

In Ch 1624

G.O. 601. 2, Marine, d/ 6/7/97.

Submitted that both the letter from India and Straits Settlements, the Convention should be printed as they are referred to in the order. In the notification annexed to the Convention there are a few corrections suggested, but it is submitted that these need not be noticed.

If denied a proof will be called for & sent to Osborne for approval but it is feared the delay will be noticed.

Saunders.

9/7/97

9/7/97

M CNOBLE

With reference to the Min remark at the end of the draft, it is submitted that there has been no delay in setting about the revision of the quarantine rules. I took up the matter at once, and am still busy with the subject. It is by no means an easy task. Had the present draft order & letter been detained till the revised rules were prepared & finally approved in Council, the preliminary orders and inquiries now about to issue would have been put back for an indefinite period.

The Min. has noted on the draft & revised it in certain particulars, but has not formally initialled it for issue. But he probably does not intend that it should be kept back any longer. If approved, I will then send the letter to India, as now revised, will also issue in MS. and the draft flow be then sent to Saunders to be printed urgently.

Meanwhile

... the H.D. intends, apparently, that you should see Mr. Forbes and obtain Local Self Govt. orders in the L & M. Dept. as expected to tell – There are 5 spare copies of the papers in that Dept.

R.S.
5 July 97

[L & M. 1,000—11—11-96.]

Marine

Local & Munl. (1897) Department

CURRENT No. ~~96/10~~ 822

Pncd/9

No. 657 d/ 9th June 1897.

Transferred to the Marine department.

S. Forbes
Secretary to Govt.

Ootacamund }
9th June 1897 }

To The Marine department.

From
The Government of India,
Home department

No. 1624, Sanitary

Dated 1-6-97
Received ~~7-6-97~~ } 10-6
Registered ~~8-6-97~~ }
Enclosures 1
Spare copies 5

SUBJECT.

Forwarding, with remarks, a copy of the Convention framed at the Sanitary Conference held at Venice

-82-83 Mar 30.6.97

S.508 Mar 3.6-97 S.C
Gazette of India Part-I 22 5/97 page 356
S.O 435.6 Mar 6-5-97 S.C
S.O 419 Mar 4-5-97 S.C
S.O 404 Mar 1-5-97 S.C
S.O 363 Mar 22-4-97 S.C
S.O 344 Mar 8-4-97 S.C
S.O 321 Mar 3-4-97 S.C
Gazette of India Part-I 22 3/97 page 254
S.O 315 31-3-97 S.C
S.O 286 23-3-97 S.C
S.O 284 23-3-97 S.C
S.O 279 22-3-97 S.C
S.O 274 20-3-97 S.C
Gazette of India Part-I 20 3/97 page 132
S.O 142 20 3/97 S.C
S.O 219 Am. 15-2-97 S.C
S.O 132-3 A. 24-10-96

TRANSLATION

OF THE

VENICE SANITARY CONVENTION

OF

1897.

Received Encl
C.No. 4616
8-2-97

CONVENTION.

HER MAJESTY THE QUEEN OF GREAT BRITAIN AND IRELAND, EMPRESS OF INDIA; HIS MAJESTY THE KING OF SPAIN, AND, IN HIS NAME, HER MAJESTY THE QUEEN REGENT; HIS MAJESTY THE EMPEROR OF GERMANY, KING OF PRUSSIA, ON BEHALF OF THE GERMAN EMPIRE; HIS MAJESTY THE EMPEROR OF AUSTRIA, KING OF BOHEMIA, ETC., ETC., AND APOSTOLIC KING OF HUNGARY; HIS MAJESTY THE KING OF BELGIUM; THE PRESIDENT OF THE FRENCH REPUBLIC; HIS MAJESTY THE KING OF GREECE; HIS MAJESTY THE KING OF ITALY; HIS ROYAL HIGHNESS THE GRAND DUKE OF LUXEMBOURG; HIS HIGHNESS THE PRINCE OF MONTENEGRO; HIS MAJESTY THE SULTAN OF TURKEY; HER MAJESTY THE QUEEN OF THE NETHERLANDS, AND, IN HER NAME, HER MAJESTY THE QUEEN REGENT; HIS MAJESTY THE SHAH OF PERSIA; HIS MAJESTY THE KING OF PORTUGAL AND ALGARVA; HIS MAJESTY THE KING OF ROUMANIA; HIS MAJESTY THE EMPEROR OF RUSSIA; HIS MAJESTY THE KING OF SERVIA; THE FEDERAL COUNCIL OF SWITZERLAND,

Having decided to concert measures for the prevention of the introduction and spread of the Plague, and for the necessary sanitary supervision of the Red Sea and Persian Gulf traffic, have nominated their plenipotentiaries, as follows:—

[Here follow the names of the plenipotentiaries nominated by the several Governments.]

These plenipotentiaries, having exchanged their full powers, and found them in due and proper form, are agreed on the following regulations with regard to districts infected with plague, and with regard to arrivals from those districts:

1. The measures described in the General Sanitary Regulations for the prevention of the introduction and spread of the plague, annexed to the present Convention, are adopted and have the same force as if they were embodied in it.

2. The proper authorities in Morocco will be requested to apply, to the ports of that country, measures in conformity with those prescribed in the above mentioned rules.

3. Those countries which have not taken part in the Conference, or which have not signed the Convention, may, on demand, be permitted to become parties to it.

The fact will be notified, through diplomatic channels, to the Italian Government, and by the latter to the other Governments who are parties to the Convention.

4. The present Convention will remain in force for five years, dating from the exchange of ratifications.

It will be renewed every five years, by tacit consent, unless one of the high-contracting parties notifies, six months before the expiration of the aforesaid period of five years, its intention to withdraw from it.

In the event of one of the powers withdrawing from the Convention, this withdrawal will only effect that power.

5. The high contracting parties reserve to themselves the right of suggesting, through diplomatic channels, any modifications which they may deem necessary in the Convention or its annexures.

The Convention will be ratified; the ratifications will be deposited at Rome, as soon as possible, and, at the latest, within one year from the date of signature.

In witness whereof the respective plenipotentiaries have signed and sealed the Convention.

Executed at Venice, in eighteen parts, on the 19th March 1897.

[Here follow the signatures.]

GENERAL RULES FOR THE PREVENTION OF THE INTRODUCTION AND SPREAD OF THE PLAGUE.

CHAPTER I.

MEASURES TO BE TAKEN OUT OF EUROPE.

I.

NOTIFICATION.

The Government of each country which adheres to the present Convention will notify to the Governments of the other countries, by telegram, the appearance of any case of plague in their territories in accordance with section I, Chapter II "Measures to be taken in Europe." Sections 2, 3 and 4 of the same Chapter are also applicable out of Europe.

It is also desirable that the measures prescribed for countries in Europe in order to keep the signatories of the Convention informed of an outbreak of the plague, and also the means adopted to prevent its propagation, and importation into uninfected countries, should be applied in other countries.

II.

SANITARY MEASURES FOR SHIPS SAILING FROM INFECTED PORTS.

MEASURES APPLICABLE BOTH TO ORDINARY VESSELS AND TO PILGRIM SHIPS.

1. Compulsory individual medical inspection, by day, on shore, at the time of embarkation, during such period as may be necessary, by a doctor appointed by public authority, of each person sailing on the ship.

The Consular authority interested in the ship may be present at this inspection.

2. Compulsory and rigorous disinfection, on shore, under the superintendence of a doctor appointed by public authority, of every contaminated or suspected article in the manner prescribed in paragraph 5, Chapter III of the annexure to this Convention.

3. Prevention of the embarkation of any person showing symptoms of plague.

PILGRIM SHIPS.

1. When there is plague in the port, embarkation on board pilgrim ships must not take place, until the pilgrims collected in groups have been subjected to an inspection sufficient to ascertain that none of them are suffering from plague.

It is to be understood that in carrying out this measure each Government may take into account local considerations and conditions.*

2. Pilgrims must possess the means absolutely necessary for the accomplishment of the pilgrimage, for the voyage out and for the return voyage and for the sojourn in the holy places, if local circumstances permit of this rule being enforced.

MEASURES TO BE TAKEN ON BOARD PILGRIM SHIPS.

SECTION I.—*General Rules.*

Art. 1.—The following regulations are applicable to pilgrim ships which carry Muhammadan pilgrims to or from the Hedjaz or the Persian Gulf.

* The Conference has decided, for instance, that, in the Dutch Indies, this inspection may be made on board ship at the time of departure.

Art. 2.—A ship is not to be considered a pilgrim ship although, in addition to her ordinary passengers, among whom may be included pilgrims of the upper classes, it carries pilgrims of the lowest class in a less proportion than one pilgrim per 100 tons gross.

Art. 3.—Every pilgrim ship, on entering the Red Sea and the Persian Gulf, must conform to the instructions contained in the *Rules specially prescribed for the pilgrimage to the Hedjaz* which will be published by the Constantinople Board of Health, in accordance with the principles laid down in the present Convention.

Art. 4.—Steamers only are permitted to carry pilgrims on long voyages. The carriage of pilgrims by other ships on such voyages is prohibited.

Pilgrim ships, on coasting service, intended for short passages, called "coasting voyages," must obey the instructions contained in the special Rules mentioned in article 3.

SECTION II.—*Measures to be taken before departure.*

Art. 5.—The captain, or in default the proprietor or agent of every pilgrim ship, is bound to declare to the appointed authority(1) of the port of departure his intention to embark pilgrims, at least 3 days before departure. This declaration must state the proposed date of departure and the destination of the vessel.

Art. 6.—On receipt of this declaration, the appointed authority will proceed, at the expense of the captain, to inspect and measure the vessel. The Consular authority interested in the ship may be present at this inspection.

The inspection need not be performed if the captain is already furnished with an official certificate of measurement, unless it is believed that this document no longer corresponds to the actual state of the vessel.

Art. 7.—The appointed authority must not permit the departure of a pilgrim ship until he has satisfied himself:

(*a*) That the ship has been thoroughly cleaned and, if necessary, disinfected.

(*b*) That the ship is in a condition to undertake the voyage without danger, that she is properly manned, equipped and ventilated, and provided with a sufficient number of boats; that there is on board nothing that is, or is likely to become, injurious to the health or safety of the passengers, and that the upper and lower decks are of wood, or of iron sheathed in wood,

(*c*) That there is on board, properly stowed away, over and above the rations for the crew, sufficient food and fuel for all the pilgrims, during the declared duration of the voyage.

(*d*) That the drinking water is of good quality and from a source protected from contamination; that it is in sufficient quantity; that the tanks for drinking water are safe from all contamination and so closed that the distribution of water can only be made by taps or pumps.

(*e*) That the vessel carries a condenser, capable of distilling a minimum quantity of 1 gallon of water, per diem, for every person on board, including the crew.

(*f*) That the ship possesses a disinfecting stove, certified to be safe and efficacious.

(*g*) That, in accordance with the rules laid down in articles 11 and 23, the vessel carries a diplomaed and licensed doctor,(2) appointed either by the Government of the country to which she belongs, or by the Government of the port where the pilgrims embark, and that she carries medical stores.

(1) The appointed authority is: in British India, an officer appointed on this behalf by the Local Government (Native Passenger Ships Act, 1887, article 7); in the Dutch Indies, the captain of the prot; in Turkey the sanitary authority; in Austro-Hungary the port officer; in Italy the captain of the port; in France, Tunis and Spain, the sanitary authority; in Egypt the sanitary, quarantine, etc., authority.

(2) Except in the case of Governments without licensed doctors.

(*h*) That the deck is free from merchandise and all encumbrances.

(*i*) That the arrangements on board are such as to allow of the measures prescribed in section III being carried out.

Art. 8.—The captain will cause notices, in the languages commonly spoken by the pilgrims, to be posted up in a conspicuous place, accessible to all concerned, shewing:—

1. The destination of the ship.

2. The daily ration of food and water allowed to each pilgrim.

3. The price of articles not included in the daily ration, which can be procured on extra payment.

Art. 9.—The captain must not start without having in his possession:—

1. A list, countersigned by the appointed authority, showing the name, sex, and total number of pilgrims he is authorized to carry.

2. A Bill of Health, stating the name, nationality and tonnage of the ship, the name of the captain and of the doctor, the exact number of persons embarked—crew, pilgrims and other passengers—the nature of the cargo and the port of departure.

The appointed authority will note on the certificate whether or not the authorised number of pilgrims has been embarked, and, in the latter case, the additional number of passengers the vessel is authorized to embark at subsequent ports of call.

Art. 10.—The appointed authority will take stringent measures to prevent the embarkation of any suspicious person or article (1), in accordance with the rules laid down for precautions to be taken in ports.

SECTION III.—*Precautions to be taken on the voyage.*

Art. 11.—Every ship embarking pilgrims should have on board a licensed doctor, appointed by the Government of the country to which the ship belongs, or by the Government of the port, where the pilgrims are embarked. A second doctor should be carried when the number of pilgrims exceeds 1,000.

Art. 12.—The doctor must inspect the pilgrims, tend the sick, and see that sanitary rules are observed on board.

He must, in particular:

1. Satisfy himself that the rations issued to the pilgrims are of good quality, and of the quantity agreed on, and that they are properly cooked.

2. Satisfy himself that the rules in article 20, regarding the distribution of water, are observed.

3. If not satisfied as to the quality of the drinking water, call the attention of the captain, in writing, to the rules in article 21.

4. Satisfy himself that the vessel is always kept clean, and particularly that the latrines are cleaned out, in accordance with the directions in article 18.

5. Satisfy himself that the pilgrims' quarters are kept healthy, and, in case of the occurrence of infectious disease, that disinfection is carried out in the manner prescribed in article 19.

6. Keep a diary of all sanitary matters during the voyage and submit this diary to the appointed authority at the port of arrival.

Art. 13.—The vessel must be capable of accommodating the pilgrims in the between decks.

Over and above the space required for the crew, the ship must contain at least *sixteen superficial feet and a height between decks of at least six feet* of space available for each person irrespective of age. In coasting vessels, each pilgrim must be allowed a space at least *six and a half feet wide* along the gunwales.

Art. 14.—During the voyage the deck must be kept free from encumbrances; it must be reserved, night and day, for the passengers, and placed, without charge, at their disposal.

(1) See Chapter IV, section 1, articles 1 and 2 of this Convention.

Art. 15.—The heavy baggage of the pilgrims must be registered, numbered and placed in the hold. Pilgrims may only keep with them such articles as are absolutely necessary.

The nature, quantity and dimensions of such articles will be decided by each Government for its own ships.

Art. 16.—The between decks must be carefully washed and rubbed with dry sand, mixed with disinfectants, every day while the pilgrims are on deck.

Art. 17.—On each side of the ship, on deck, a place should be set apart, screened from view and provided with a hand-pump, to supply sea-water, for the use of the pilgrims. One such place should be exclusively reserved for women.

Art. 18.—The ship must be provided, in addition to the latrines for the crew, with water-closets in a minimum proportion of one per hundred passengers. Some latrines must be reserved for women.

No closets must be allowed between decks or in the hold. The latrines allotted to the passengers, as well as those of the crew, must be kept clean, and should be flushed and disinfected three times a day.

Art. 19.—The ship must be disinfected in accordance with the instructions in paragraphs 5 and 6 of Chapter III of the annexure to this Convention.

Art. 20.—At least 1 gallon of drinking water must be issued daily to each pilgrim, irrespective of age, free of charge.

Art. 21.—If there is any doubt as to the quality of the drinking water, or as to the possibility of its pollution either at its source or during the voyage, it must be boiled or otherwise sterilized, and the captain is responsible for seeing that it is thrown overboard, at the first port of call, where it is possible to procure a purer supply.

Art. 22.—The ship must have two cabooses or cooking ranges provided for the use of the pilgrims. The pilgrims should be forbidden to light fires elsewhere, especially on the deck.

Art. 23.—Each ship must carry such medicines and medical stores as are necessary for the treatment of the sick. The rules drawn up for pilgrim ships, by each Government will determine the nature and quantity of such stores. Attendance and medicines must be provided for the pilgrims free of charge.

Art. 24.—A hospital properly fitted up, and constructed with due attention to health and safety, must be reserved for the accommodation of the sick. It should be capable of accommodating at least 5 per cent. of the pilgrims on board, and should provide for each patient a space of 32 square feet. (1)

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(1) The Conference having learned the nature of the hospital accommodation which must be provided, in accordance with rule 53 of the rules framed under the Pilgrim Ships Act by the Government of India, recommend their adoption in substitution for Article 24.

Extract:—

The hospital accommodation shall be provided on the upper deck either in the poop or in a deck house. A permanent hospital shall be provided containing not less than six bunks, and having a deck area of at least 144 superficial feet and dimensions of not less than 864 cubic feet. On every pilgrim ship on which there are 50 or more female pilgrims, there shall be a separate permanent hospital, containing not less than two bunks with a deck area of at least 72 superficial feet and dimensions of not less than 288 cubic feet, which shall be reserved for the use of women and children under 12 years of age. The hospitals shall be lighted and ventilated to the satisfaction of the Inspector and shall be provided with permanent raised floors or platforms at least 4 inches off the deck. They shall be made as secure as any other deck-house, and the roof shall be well caulked and covered with painted canvas. No case of small-pox, cholera, yellow fever or plague shall on any account be treated in a permanent hospital.

Materials shall be carried for the construction on the upper deck of a separate temporary hospital for the treatment of such cases of sickness as it may be considered desirable specially to segregate (such as small-pox, cholera, yellow fever or plague). The part of the upper deck upon which such hospital shall, if required, be erected shall be pointed out by the Inspector. It shall be constructed on the same principles as the permanent hospital, and the superficial area of the floor shall not be less than 144 square feet.

Art. 25.—The ship must be provided with the means of segregating persons attacked by plague.

The persons charged with the care of plague patients may alone have access to them, and the sick must not be brought into contact with the other passengers.

All bedding, carpets and clothes which have been in contact with the sick should be immediately disinfected.

The observance of this rule is specially enjoined in the case of the clothes of persons attending the sick, which may have been contaminated.

Those of the above mentioned articles which are not valuable should be thrown overboard, if the ship is not in harbour or in a canal, or else burnt.

Other articles should be carried to the stove in impermeable bags, washed in a solution of corrosive sublimate.

The excreta of patients must be received in vessels containing a disinfecting solution. These vessels should be emptied into the latrines, which must be rigorously disinfected after each discharge of matter.

The patients' quarters must be rigorously disinfected.

The disinfection must be carried out in accordance with para. 5, Chapter III of this Convention.

Art. 26.—In the event of a death occurring during the voyage, the captain must enter the fact opposite the name of the deceased, on the list countersigned by the appointed authority at the port of departure, and must also enter in the log the name of the deceased, age, place of residence, supposed cause of death according to the medical certificate, and date of death.

In the event of a death from infectious disease, the corpse, wrapped in a shroud, impregnated with a solution of corrosive sublimate, must be thrown into the sea.

Art. 27.—The Bill of Health given at the port of departure must not be altered during the voyage.

It must be countersigned at each port of call by the sanitary authorities, who should enter:

1. The number of passengers disembarked or embarked at the port.

2. Anything that has happened at sea affecting the life or health of the passengers.

3. The sanitary condition of the port of call.

Art. 28.—At each port of call, the captain must cause the list drawn up in accordance with Article 9 to be countersigned by the appointed authority.

In the event of a pilgrim disembarking during the voyage, the captain must note the fact on the list, opposite the pilgrim's name.

In the case of persons embarking, their names must be entered on the list in accordance with Article 9. This must be done previously to the list being countersigned by the appointed authority.

Art. 29.—The captain must see that all sanitary preventive measures taken during the voyage are entered in the log. This document is to be submitted by him to the appointed authority at the port of arrival.

Art. 30.—The captain must pay all sanitary charges, which should be included in the price of the tickets.

Section IV.—*Penalties.*

Art. 31.—Any captain convicted of a breach of his contract for the supply of water, food or fuel, will be liable to a fine of 2 pounds Turkish.(1) This fine will be paid to the pilgrim who has suffered from the breach of contract on proof that he demanded its fulfilment without effect.

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(1) A Turkish pound is of the value of 22½ francs.

Art. 32.—Any infraction of Article 8 is punishable by a fine of 30 pounds Turkish.

Art. 33.—Any captain, who commits, or knowingly allows to be committed, any fraud with respect to the list of pilgrims, or of the Bill of Health prescribed in Article 9, is liable to a fine of 50 pounds Turkish.

Art. 34.—Any captain arriving without a Bill of Health from the port of departure, or without its being countersigned at the ports of call, or being unprovided with the prescribed list, duly kept up according to Articles 9, 27 and 28, is liable, in each case, to a fine of 12 pounds Turkish.

Art. 35.—Any captain convicted of having, or of having had, on board, more than 100 pilgrims, without the presence of a licensed doctor, in accordance with the rule in Article 11, is liable to a fine of 300 pounds Turkish.

Art. 36.—Any captain convicted of having, or of having had, on board, more pilgrims than he was authorized to carry, in accordance with the rules in Article 9, is liable to a fine of 5 pounds Turkish for each pilgrim in excess of the authorized number.

The disembarkation of the pilgrims in excess of the authorized number must be effected at the first station where there is an appointed authority, and the captain must provide the pilgrims so disembarked with sufficient money to enable them to reach their destination.

Art. 37.—Any captain convicted of having desembarked pilgrims at a place other than their destination, unless with their consent, or from unavoidable cause, is liable to a fine of 20 pounds Turkish for each pilgrim thus disembarked.

Art. 38.—All other infractions of the present rules are punishable by a fine of from 10 to 100 pounds Turkish.

Art. 39.—Any offence reported during the voyage should be entered in the Bill of Health, and in the list of pilgrims. The appointed authority will submit an official report on the offence to the proper authorities.

Art. 40.—In Turkish ports the offence is tried before and the fine imposed by the appointed authority, in accordance with the rules in Chapter V of this Convention.

Art. 41.—All agents required to assist in the execution of these rules are liable to punishment for any breach of them, according to the laws of their respective countries.

Art. 42.—These rules must be posted up in the language of the nationality of the ship, and in the languages commonly spoken by the pilgrims, in a conspicuous and accessible place, on board every pilgrim-ship.

III.

MEASURES TO BE TAKEN TO PREVENT THE IMPORTATION OF PLAGUE.

1.—By Land.

The measures to be taken, on land, with respect to travellers and goods from regions infected with plague, should conform to the sanitary principles laid down in this Convention. Modern methods of disinfection should be substituted for land quarantine.

For this purpose stoves and other means of disinfection should be established at selected posts on the routes followed by travellers. Similar methods should be adopted on railways, constructed or in course of construction. Merchandise should be disinfected according to the principles adopted by this Convention.

Each Government is at liberty to close its frontiers to passengers and goods.

2.—By Sea.

A.—Measures to be taken in the Red Sea.

Art. 1.—Healthy Ships.—(*a*) After the medical inspection, ships passed as healthy, will be allowed to proceed at once, whatever the nature of their Bill of Health.

The ship must, however, have completed, or must complete, ten full days from the date of departure from the last infected port at which she has touched.

The only treatment the authorities of the port of arrival may apply to such ships, consists in the measures prescribed for suspected ships (medical inspection, disinfection of soiled linen, pumping out the bilge water, and substituting good drinking water for that stored on board).

(*b*) *Ordinary healthy ships* will be allowed to pass through the Suez Canal, in quarantine. They will complete in the Mediterranean the 10 days' period of observation. Ships carrying a doctor and a stove will not be disinfected before the passage in quarantine.

Art. 2.—Suspected ships.—Suspected ships are those on board which there have been cases of plague at the time of departure, or during the voyage, but no new case for 12 days. Such ships will be treated in a different manner according as to whether or not they have on board a doctor and a disinfecting apparatus (stove).

(*a*) Ships having a doctor and disinfecting apparatus (stove) fulfilling the required conditions, will be allowed to pass through the Suez Canal, in quarantine, in accordance with the rules prescribed for the passage.

(*b*) *Suspected* ships, having neither doctor nor disinfecting apparatus (stove) on board, will, before being allowed to pass through the Canal in quarantine, be detained at Moses Wells for the time necessary to disinfect soiled linen, personal linen and other susceptible articles, and to ensure that the ship is in a sanitary condition.

Passage in quarantine will be permitted in the case of a mail boat, or steamer specially adapted for passengers, without a disinfecting apparatus (stove), but with a doctor on board, if the local authority is satisfied by an official statement, that sanitary measures and measures of disinfection have been properly carried out, either at the time of departure, or during the voyage.

Free pratique may be given at Suez, after disinfection, in the case of mail boats or steamers specially adapted for passengers without a disinfecting apparatus (stove) but with a doctor on board, if the last case of plague took place more than 14 days before the date of arrival and if the sanitary state of the ship is satisfactory.

In the case of a steamer having a healthy passage of less than 14 days, passengers for Egypt will be disembarked at Moses Wells and isolated for the time necessary to complete 10 days; their soiled linen and personal effects being disinfected. They will then obtain

free pratique. Steamers having a healthy passage of less than 14 days and requiring *free pratique* for Egypt will be detained at Moses Wells for the time necessary to complete 10 days; they will undergo the prescribed disinfection.

Art. 3.—Infected ships, that is to say, those with plague on board, or on which cases have occurred within 12 days. These are divided into ships with a doctor and disinfecting apparatus (stove), and those without a doctor, and without a disinfecting apparatus (stove).

(*a*) *Ships without a doctor and a disinfecting apparatus* (*stove*) will be detained at Moses Wells and persons suffering from plague will be disembarked and isolated in a hospital. The disinfection will be thoroughly carried out. The other passengers will be disembarked, and isolated in as small groups as possible, so that if plague breaks out in one group, the whole party will not be affected.

The soiled linen, personal effects and clothes of the crew and passenger, and the ship, will be disinfected.

It is to be understood that this does not require the discharge of the cargo, but only the disinfection of that part of the ship which has been infected.

The passengers will remain 10 days at the quarantine station at Moses Wells; when the cases of plague have occurred several days previous to arrival, the term of isolation will be diminished and will vary according to the date of the occurrence of the last case.

Thus. if the last case occurred 9, 10, 11 or 12 days before arrival, the term of observation will be 24 hours; if it took place 8 days before arrival, the observation will be for 2 days; if it took place 7 days before arrival it will be for 3 days; and so on according to the table given below.

(*b*) *Ships with a doctor and disinfecting apparatus* (*stove*).—Ships with a doctor and disinfecting apparatus will be detained at Moses Wells.

The ship's doctor will state, on oath, what persons on board are suffering from plague. These patients will be disembarked and segregated.

After their disembarkation, the soiled linen of the other passengers and of the crew will be disinfected on board.

If the plague has only attacked the crew, the disinfection will be confined to the soiled linen and bedding of the crew.

The ship's doctor will also declare, on oath, the portion or compartment of the ship occupied by the patient or patients, and the section of the hospital to which they were removed.

He will also state, on oath, what persons have been in contact with the plague patients, since the appearance of the malady, either directly or by contact with objects capable of transmitting infection. These persons only will be considered as *suspected*.

The part or compartment of the ship, and the section of the hospital in which the patients have been located, will be thoroughly disinfected. By "the part of the ship" is meant the cabin of the patient, the adjoining cabins, the passage to these cabins, the deck, and the parts of the ship in which the patient or patients have been lying.

If it is impossible to disinfect the part or the compartment of the ship, which has been occupied by persons attacked by the plague, without disembarking the persons declared to be *suspected* these persons will either be put on another ship specially set apart for this purpose, or will be disembarked and detained in the quarantine buildings, but not in contact with the patients, who will be placed in the hospital.

The duration of this detention on board, or on land, for the purpose of disinfection, will be as short as possible, and must not exceed 24 hours.

The *suspected* persons will be kept under observation either on their own ship, or on a ship provided for this purpose; the duration of this observation will vary according to the following table:—

When the last case of plague occurred on the 12th, 11th, 10th or 9th day before arrival at Suez ...	The observation will be for 24 hours.
If it has occurred on the 8th day before arrival at Suez ...	2 days.
" " " 7th " " " ...	3 "
" " " 6th " " " ...	4 "
" " " 5th or 4th day " " ...	5 or 6 "
" " " 3rd or 2nd " " " ...	7 or 8 "
" " " one day " " ...	9 "

Passage in quarantine may be permitted before the expiration of the periods stated in the above table, if the sanitary authority deems it possible; it will, in any case, be permitted on the completion of the disinfection, if the ship leaves behind, in addition to the sick, the persons classed above as *suspected*.

A pontoon, with a stove on board, may be brought alongside the ship to hasten the process of disinfection.

Infected ships seeking *free pratique* in Egypt will be detained for 10 days at Moses Wells, dating from the last case on board, and will undergo the prescribed disinfection.

The time taken in disinfecting is included in the term of observation.

Organization for carrying out the measures of observation and disinfection at Suez and at Moses Wells.

1. The medical inspection, prescribed by the Regulations, of every ship arriving at Suez will be made by one of the doctors of the station. Arrivals from infected ports will be inspected by day

2. There will be 7 doctors—a Principal Medical Officer, 4 doctors and 2 assistants. Should this medical staff be found insufficient, the services of the naval doctors of the different Powers will be utilized, under the orders of the Principal Medical Officer of the sanitary station.

3. The medical officers must have a regular diploma, and should be selected from amongst those who have gone through a special course of epidermology and bacteriology.

4. They will be appointed by the Minister of the Interior on the recommendation of the Sanitary, Maritime, and Quarantine Board of Egypt.

5. The pay of the assistants will be at the rate of 6,000 francs a year, the pay of the four doctors will be at the rate of 8,000 francs a year rising to 12,000 francs, and the pay of the Principal Medical Officer will rise from 12,000 to 15,000 francs.

6. The disinfecting and quarantine station of Moses Wells is under the authority of the Principal Medical Officer at Suez.

7. When patients are disembarked at this place, two of the Suez doctors will be posted there, one to tend the plague patients, the other to tend persons not suffering from the plague.

8. The number of sanitary guards will be 20. One of them will be in special charge of the disinfecting apparatus at Moses Wells.

9. The disinfecting and quarantine station of Moses Wells will be provided with—

1. At least three disinfecting stoves, of which one will be placed on board a pontoon.

2. A new segregation hospital containing 12 beds, for the sick and *suspected*.

This hospital will be so arranged that the sick and *suspected*, and men and women, can be separately segregated.

3. Barracks, hospital tents, and ordinary tents, for the use of the persons disembarked.

4. A sufficient number of baths and washing-places.

5. The buildings required for the usual offices, the medical staff, the guards, etc.; a magazine and a laundry.

6. A reservoir for the water-supply.

The passage, in quarantine, of the Suez Canal.

1. Permission to pass the Canal in quarantine is granted by the sanitary authority at Suez; the Board must be immediately informed when such permission is given. In doubtful cases, the decision rests with the Board.

2. A telegram must be at once sent to the authority appointed by each Power. The telegram will be sent at the expense of the ship.

3. Each Power will prescribe penal rules for those vessels, which depart from the course declared by the captain, and enter without license one of the ports of that Power. Exception will be made in the case of absolute necessity or if the vessel is compelled to put into port for shelter.

On arrival the captain must declare if he has on board gangs of native stokers, or hired servants, of any description, not included in the roll of the crew, or the register kept for the purpose. The following questions will be put to the captains of all ships arriving at Suez from the south and must be answered on oath :—

Have you any supernumeraries, stokers or other hands not included in the ship's roll or in the special register?

What is their nationality?

Where did you embark them?

The sanitary doctors must satisfy themselves as to the presence of these supernumeraries, and if they find that any of their number are missing, they must inquire carefully into the cause of their absence.

4. A sanitary officer and two sanitary guards will go on board, and accompany the ship as far as Port Said; their duty is to prevent communication, and to see to the execution of the measures prescribed for the passage of the Canal.

5. Passengers may embark at Port Said, in quarantine, but all embarkation and disembarkation, and all transfer of passengers or cargo, is forbidden during the passage of the Canal from Suez to Port Said.

6. Ships passing, in quarantine, must make the journey from Suez to Port Said without tying up.

In case of the vessel running aground, or being compelled to tie up, the necessary operations must be carried out by the staff of the ship, all communication with the staff of the Suez Canal Company being avoided.

Transports passing through in quarantine must do so only by day.

If they are compelled to pass a night in the Canal, they must anchor in Lake Timsah.

7. Ships passing in quarantine are forbidden to stop at Port Said, except in the cases provided for in paragraphs 5 and 8. The operation of revictualling must be carried out with the means on board.

All stevedores and other persons who have come on board the ship will be isolated on the quarantine pontoon. Their clothes will there undergo the prescribed disinfection.

8. When it is absolutely necessary for ships, passing in quarantine, to coal at Port Said, they must do so at a place, to be fixed by the Sanitary Board, where the necessary isolation and sanitary supervision can be secured. When effective supervision is possible, and all contact with the people on board can be avoided, the coaling may be done by the labourers of the port. At night, the place must be lighted by the electric light.

9. The pilots, electricians, agents of the Company and sanitary guards will be disembarked at Port Said, outside the port, between the jetties, and from thence, will be taken direct to the quarantine pontoon, where their clothes will be thoroughly disinfected.

Measures to be taken in the case of ships arriving in Egypt from an infected port by way of the Mediterranean.

1. Ordinary *healthy* ships, coming from a European or Mediterranean infected port, wishing to pass the Suez Canal, will be allowed to do so in

quarantine. They will continue their voyage, remaining under observation for ten days.

2. Ordinary *healthy* ships, wishing to land in Egypt, can put in at Alexandria or Port Said, where the passengers will complete the period of observation, either on board, or in the Lazaretto of Gabari, as the local sanitary authority may direct.

3. The measures to be taken as regards *infected* and *suspected* ships, coming from an infected European or Mediterranean port, and desiring to call at an Egyptian port, or to pass the Suez Canal, will be settled by the Sanitary Council, in accordance with the regulations adopted by this Convention.

These measures, must, before they can be carried out, be accepted by the different Powers represented on the Board. They will regulate the conditions to be imposed with regard to ships, passengers and goods.

The Board will, similarly, submit to the Powers, a code of rules dealing with cholera.

These two codes should be submitted as soon as possible.

Sanitary supervision of pilgrims in the Red Sea.

Sanitary rules for pilgrim ships from infected ports in the (reorganized) sanitary station of Kamaran.

Pilgrim ships coming from the south, and bound for the Hedjaz, will be detained at the sanitary station of Kamaran, and then undergo the following treatment :—

Ships declared *healthy* will, after medical inspection, and on completion of the operations detailed below, be given *free pratique*.

The pilgrims will be disembarked, they will wash or take a bath in the sea; their soiled linen, and any portion of their personal effects or baggage, open, in the opinion of the sanitary authority, to the suspicion of being contaminated, will be disinfected. The duration of these operations, including the disembarkation and embarkation, should not exceed 72 hours. If no case of plague is reported during the operations, the pilgrims will be re-embarked immediately, and the ship will proceed to the Hedjaz.

Suspected ships, that is to say, those which have had a case of plague on board, at the time of departure or during the voyage, but no fresh case for 12 days, will be treated as follows: the pilgrims will be disembarked; they will wash or take a bath in the sea; their soiled linen, and any portion of their personal effects or baggage, open, in the opinion of the sanitary authority, to the suspicion of being contaminated, will be disinfected; the bilge water will be pumped out; and the parts of the ship inhabited by the sick will be disinfected.

The duration of these operations, including the disembarkation and embarkation, should not exceed 72 hours. If no case of plague is reported during the operations, the pilgrims will be immediately re-embarked, and the ship will proceed to Jeddah, where a second medical inspection will take place on board. If the result is favourable, and the ship's doctor declares on oath that there has been no case during the passage, the pilgrims will be at once disembarked.

If, on the contrary, any cases of plague have occurred during the voyage or on arrival, the ship will be sent back to Kamaran, where she will undergo the treatment for *infected* ships.

Infected ships, that is to say, those having cases on board, or having had them within 12 days, will undergo the following treatment :—

The plague patients will be disembarked and segregated in the hospital. The disinfection will be thoroughly carried out. The other passengers will be disembarked and isolated, by groups, as small as possible, so that if the plague breaks out in one group, the whole party will not be affected.

The soiled linen, the personal effects, and the clothes of the crew, and passengers, and the ship, will be disinfected.

The local sanitary authority will declare if the discharge of the heavy baggage and cargo is necessary, and if the whole ship must be disinfected, or a portion only.

The passengers will remain at Kamaran for 12 days; when the cases of plague occurred several days before arrival, the period of isolation may be diminished and it may vary according to the date of occurrence of the last case, and the orders of the sanitary authority.

The ship will then proceed to Jeddah, where a strict individual medical examination will take place on board. If the result is satisfactory the pilgrims will be disembarked. If, on the other hand, plague has appeared during the voyage, or on arrival, the ship will be sent back to Kamaran, where she will again undergo the treatment for *infected* ships.

Improvements to be made in the station of Kamaran.

A.—Complete evacuation of the Island of Kamaran by its inhabitants.

B.—Measures to ensure safety, and to facilitate navigation in the bay of the Island of Kamaran:—

1. Provision of buoys and beacons in sufficient numbers.
2. Construction of a principal mole or quay for the disembarkation of passengers and baggage.
3. A separate pier for the embarkation of the pilgrims of each encampment.
4. A steam tug and sufficient barges for the disembarkation and embarkation of the pilgrims. The disembarkation of pilgrims from *infected* ships will be carried out with the appurtenances on board.

C.—The establishment of a sanitary station, which should contain:—

1. A system of railways, connecting the wharves with the headquarters of the Administration, the places for disinfection, and the places where the different offices and encampments are situated.
2. Quarters for the Administration and for the staff employed in the sanitary and other offices.
3. Buildings for the disinfection and washing of wearing apparel and other articles.
4. Buildings where the pilgrims can wash or take sea baths, whilst their clothes are being disinfected.
5. Separate and completely isolated hospitals for both sexes:—
   (*a*) For the observation of *suspected* persons.
   (*b*) For plague patients.
   (*c*) For patients suffering from other contagious diseases.
   (*d*) For ordinary patients.
6. The encampments should be completely separated from each other, the distance between them being as great as possible; the pilgrims' quarters should be constructed on the most approved sanitary principles, and must not contain more than 25 persons each.
7. A well situated cemetery, distant from all habitations, free from sub-surface water, and drained 20 inches below the level of the graves.

D.—Sanitary appliances:—

1. Steam disinfectors in sufficient number, constructed with due regard to safety, efficacy and rapidity.
2. Cinerators, disinfecting stoves and the necessary appliances for chemical disinfection, as described in Chapter III of the annexure to this Convention.
3. Condensing machines; apparatus for the sterilization of water by heat; ice machines.

A system of pipes and reservoirs for the distribution of drinking water, which should be closed, and only capable of being used by means of taps or pumps.

4. A bacteriological laboratory with the necessary staff.
5. An arrangement of portable vessels for the reception of fœcal matter after disinfection. Sewage farms for the disposal of fœcal

matter on the part of the island most distant from the encampments, arranged with due regard to their proper sanitary working.

6. An arrangement for the removal of dirty water from the encampments, which must prevent its stagnation and its use for drinking purposes. The dirty water of the hospitals should be disinfected with slaked lime, according to the instructions contained in Chapter III of the annexure to this Convention.

E.—The provision by the sanitary authority in each encampment of a store for food and fuel.

The tariff of prices fixed by the appointed authority should be hung up in several places in the encampment, in the languages commonly spoken by the pilgrims.

The doctor of the encampment will be responsible for the daily control of the quality and quantity of the provisions.

Water should be provided free of charge.

Improvements to be made in the sanitary stations of Abu-Saïd, Vasta, and Abu-Ali.

1. Erection of two plague hospitals, for men and women, at Abu-Ali.
2. Erection at Vasta of a hospital for ordinary cases.
3. Construction at Abu-Saïd and Vasta of masonry barracks, capable of containing 50 persons each.
4. Three disinfecting stoves to be placed at Abu-Saïd, Vasta, and Abu-Ali, with laundries and accessories.
5. Washing places to be provided at Abu-Saïd and Vasta.
6. Condensers to be provided on each of the islands of Abu-Saïd and Vasta, capable of distilling 15 tons of water per diem.
7. The rules for cemeteries, fœcal matter, and dirty water, will be the same as for Kamaran. A cemetery should be provided on one of the islands.

The rules with regard to the supply of food and water at Kamaran prescribed under heading E above will be applied to the encampments of Abu-Saïd, Vasta and Abu-Ali.

It is desirable that the arrangements at Abu-Saïd, Vasta, and Abu-Ali should be completed as soon as possible.

Reorganization of the sanitary station of Jebel-Tor.

The Conference confirms the recommendations and views expressed on previous occasions and leaves to the Sanitary Board the duty of carrying out the improvements. The Conference also considers:—

1. That it is necessary to supply the pilgrims with good drinking-water, either from a local source or by distillation.
2. That it is desirable that all food imported by pilgrims from Jeddah and from Yembo, when there is plague in the Hedjaz, should be disinfected as a suspected commodity, or completely destroyed, if it appears to have deteriorated so as to have become dangerous.
3. That steps should be taken to prevent pilgrims bringing with them leather bottles from Jebel-Tor. They should be replaced by earthenware vessels or by metal cans.
4. That each section should be provided with a doctor.
5. That a Port Officer should be posted at El-Tor to superintend embarkation and disembarkation, and to see that the rules are observed by the captains and sarangs of the vessels.
6. That, during the pilgrim season, only pilgrims should be detained in observation at Jebel-Tor.
7. That the village of Kouroum should be evacuated.
8. That the encampment of Jebel-Tor should be connected by telegraph with the sanitary station of Suez.

Rules for the Arabian ports of the Red Sea during the pilgrim season.

Sanitary rules to be applied to pilgrim ships coming from the North.

1. The outward voyage.

If plague is not reported to exist at the port of departure or in its neighbourhood, and if no case has occurred during the voyage, the ship is immediately given *free pratique*.

If the plague is reported to exist at the port of departure, or in its neighbourhood, or if a case has occurred during the voyage, the ship will be subjected at Jebel-Tor to the rules prescribed for ships which come from the south and stop at Kamaran.

2. The homeward voyage.

Art. 1.—Any ship coming from a port of the Hedjaz or from any other port on the Arabian coast of the Red Sea, infected with plague, having on board pilgrims or any similar collection of persons, bound for Suez or for a Mediterranean port, must proceed to El-Tor, there to undergo the prescribed observation as detailed below.

The disembarkation and disinfection of passengers, baggage, and susceptible goods will then be effected, as well as the disinfection of personal effects, and of the ship.

Art. 2.—Ships bringing back pilgrims will only be allowed to pass through the canal in quarantine. Egyptian pilgrims after leaving El-Tor must disembark at Ras Mallap, or some other place appointed by the Sanitary Board, there to undergo 3 days' observation and a medical inspection, before being given *free pratique*.

In the event of a suspicious case occurring on board during the voyage from El-Tor to Suez, the ship will be repulsed to El-Tor.

Art. 3.—Agents of Navigation Companies and captains of ships are warned, that, after the completion of the observation at the sanitary station of El-Tor and at Ras Mallap, only Egyptian pilgrims will be permitted to leave the ship, in order to return to their homes. Only pilgrims with a certificate of residence, issued by an Egyptian authority, and in accordance with the prescribed form, will be recognized as Egyptians or as residents of Egypt. Specimens of this form will be deposited with the consular and sanitary authorities of Jeddah and Yembo where agents and ships' captains can inspect them.

Non-Egyptian pilgrims, such as Turks, Russians, Persians, Tunisians, Algerians, Moors, etc., may not, after quitting El-Tor, be disembarked in an Egyptian port. Navigation companies' agents and captains are, therefore, warned that the transhipment of non-Egyptian pilgrims, either at Tor, Suez, Port Saïd, or Alexandria, is forbidden.

Vessels having on board pilgrims belonging to the nationalities mentioned in the preceding paragraph will be treated according to the rules for non-Egyptian pilgrims, and will not be permitted to enter any Egyptian Mediterranean port.

Art. 4.—If it is not reported that plague exists in the Hedjaz, or has existed during the pilgrimage, vessels will be subjected, at Jebel-Tor, to the rules prescribed at Kamaran for *healthy* ships.

The pilgrims will be disembarked; they will wash or take a sea-bath; their soiled linen, the portion of their personal effects and baggage, open, in the opinion of the sanitary authority, to the suspicion of contamination, will be disinfected; the duration of these operations, including the disembarkation and embarkation, should not exceed 72 hours.

If plague is reported to exist in the Hedjaz or to have existed during the pilgrimage, vessels will be subjected, at Jebel-Tor, to the rules prescribed at Kamaran for infected ships.

The plague patients will be disembarked, and isolated in the hospital. The disinfection will be thoroughly carried out.

The other passengers will be disembarked, and isolated by groups, as small as possible, so that if the plague breaks out in one group the whole party will not be affected.

The soiled linen, personal effects, and clothes of the crew and passengers, and the ship, will be disinfected.

The local sanitary authority will declare if the discharge of the heavy baggage and cargo is necessary, and if the whole ship must be disinfected, or a portion only.

All the pilgrims will be kept under observation for 12 full days, counting from the day on which the operation of disinfection was completed. If a case of plague occurs in any of the groups, the period of 12 days commences for that group, from the day on which the last case in the group is reported.

Art. 5.—Ships coming from an infected port of the Hedjaz or from any other port on the Arabian Red Sea coast without having embarked pilgrims or any similar collection of persons and without having had any suspicious cases during the voyage, are placed in the category of ordinary *suspected* ships. They will be subjected to the preventive measures and treatment laid down for such ships.

If they are bound for Egypt, they will be kept under observation, at Moses Wells, for 10 days, counting from the date of departure, and will, in addition, be subjected to all the measures laid down for *suspected* ships (disinfection, etc.), and will only be given *free pratique* after a favourable medical inspection.

It is to be understood that if these ships have had any suspicious cases during the voyage they will be placed under 12 days' observation at Moses Wells.

Art. 6.—Caravans of Egyptian pilgrims must, before entering Egypt, undergo rigorous quarantine at El-Tor for 12 days; they will then be sent to Ras Mallap, and there kept under observation for 5 days, after which they will only be granted *free pratique* after a favourable medical inspection, and disinfection of their effects.

Caravans of foreign pilgrims will, before returning home by land, be subjected to the same measures as Egyptian caravans, and must be accompanied by sanitary guards to the limits of the desert.

Caravans coming from the Hedjaz by way of Akabah or Moïla will be subjected, on arrival at the Canal, to medical inspection, and disinfection of soiled linen and personal effects.

Art. 7.—(1). The trans-shipment of pilgrims is strictly forbidden in Egyptian ports.

(2). Ships coming from the Hedjaz or from an Arabian Red Sea port, with a clean Bill of Health, not having on board pilgrims or any similar collection of persons and on which no suspicious cases have occurred during the voyage, will be given *free pratique* at Suez, after favourable medical inspection.

Art. 8.—Ships leaving the Hedjaz with a clean Bill of Health, and having on board pilgrims bound for a port on the African coast of the Red Sea, may call at Suakin, there to undergo three days' observation, all passengers being disembarked and detained in the quarantine encampment.

Art. 9.—Caravans of pilgrims arriving by land will be subjected to medical inspection and disinfection at Moses Wells.

Sanitary measures to be taken on the departure for the South of pilgrims, from the ports of the Hedjaz.

The ports of embarkation should be provided with sufficient sanitary appliances to enable pilgrims returning to their homes to be subjected to measures similar to those which are enforced on the departure of pilgrims from ports beyond the Straits of Bab-el-Mandeb.

The application of these measures will be optional, that is to say, that they need not be applied unless the consular authority of the country to which the pilgrims belong, or the doctor of the ship on board which they embark, considers it necessary.

B.—Measures to be taken in the Persian Gulf.

I.—Sanitary rules for vessels entering the Persian Gulf.

Any ship with plague on board, or on board which one or more cases have occurred within 12 days, will be considered *infected*.

Any ship on board which there has been a case of plague at the time of departure, or during the voyage, but on which no fresh case has occurred for 12 days, will be considered *suspected*.

Any ship, even though coming from an infected port, which has had no death, or case of plague on board, either before departure, during the voyage, or on arrival, will be considered as *healthy*.

Infected ships will be subject to the following rules :—

(1) The sick will be immediately disembarked and isolated.

(2) The other persons on board should also, if possible, be disembarked and kept under observation, for a period varying according to the sanitary condition of the ship, and the date of the last case, but which must not exceed 10 days.

(3) The soiled linen and personal effects of the crew and passengers, which, in the opinion of the sanitary authority of the port should be considered as infected, will be disinfected, as also the ship, or the contaminated part of the ship.

A more thorough disinfection may be ordered by the local sanitary authorities.

Suspected ships will be subjected to the following measures :—

1. Medical inspection.

2. The soiled linen and personal effects of the crew and passengers, which, in the opinion of the local sanitary authority, may be regarded as contaminated, should be disinfected.

3. Disinfection of all parts of the ship which have been inhabited by patients or suspicious cases A more thorough disinfection may be ordered by the local sanitary authority.

4. Pumping out the bilge water, after disinfection, and the substitution of good drinking-water for the water stored on board.

5. The crew and passengers should be kept under observation for a period of 10 days, commencing from the date of the last case on board.

Healthy ships will be given *free pratique* at once, irrespective of the nature of the Bill of Health.

Such ships must, however, in all cases, have completed, or must complete, ten full days from the date of departure from the last infected port at which they have touched.

The only measures the authority of the port of arrival may apply to *healthy* ships are those prescribed for *suspected* ships (medical inspection, disinfection, pumping out the bilge water, and the substitution of good drinking water for the water stored on board).

It is to be understood that the appointed authority of the port of arrival may always demand a declaration on oath from the doctor, or failing him, from the captain, that there has been no case of plague on the ship since her departure.

In deciding on the extent to which effect is to be given to the measures prescribed above the authorities of the port should take into consideration the fact that there is a doctor, or a disinfecting apparatus (stove) on board the ships coming under the three headings mentioned above.

Special measures may be prescribed for ships in an insanitary condition.

Goods arriving by sea should be treated in the same way as goods transported by land, as regards disinfection, prohibition of import, transit and quarantine.

Any ship objecting to submit to the obligations imposed by the authority of the port is free to put back to sea.

The disembarkation of goods may be authorized, after the following necessary precautions :—

1. Isolation of the ship, crew, and passengers.

2. Pumping out the bilge water after disinfection.

3. Substitution of good drinking water for the water stored on board.

The disembarkation of passengers wishing to land may also be authorized, on condition that they submit to the measures prescribed by the local authorities.

II.—Sanitary posts in the Persian Gulf.

There are two places in the Persian Gulf suitable for the establishment of sanitary posts—one in the Straits of Ormuz (the Island of Ormuz, the Island of Kishm, or, failing these, a place to be settled in their vicinity); the other at a place to be settled in the neighbourhood of Bassorah.

The sanitary post in the Straits of Ormuz should be provided with at least two doctors, sanitary officers and guards and appliances for disinfection. A small hospital should also be constructed.

A big lazaretto and apparatus for disinfecting goods should be constructed at the post near Bassorah with a medical staff of several doctors.

Before entering the Persian Gulf, ships must touch at the sanitary post in the Straits of Ormuz. They will there be subjected to the sanitary measures prescribed by the rules. If there are any plague cases on board, the sick will be disembarked.

Ships wishing to proceed at once up the Shat-el-Arab will be permitted, if the period of observation is not completed, to continue their voyage, through the Persian Gulf and the Shat-el-Arab in quarantine. A sanitary officer and two sanitary guards, taken on board at Ormuz, will keep a watch on the ship as far as Bassorah, where a second medical inspection will be made, and the necessary disinfection will be carried out.

Ships wishing to disembark passengers or goods at Persian ports will be permitted to do so at Bushire, when suitable sanitary arrangements have been made; until then, they must land their passengers and goods at Ormuz or Bassorah.

It is to be understood that a *healthy* ship will be granted *free pratique* at the ports of the Persian Gulf ten days after the date of departure from the last infected ports at which she has touched, provided that she is shown to be *healthy* on arrival.

The sanitary posts at Ormuz and Bassorah will be under the control of the Constantinople Board of Health. The Ottoman and Persian Governments will come to an agreement with regard to the post at Ormuz.

Until the Ottoman and Persian Governments have arrived at this agreement a sanitary post will be established as a temporary measure in one of the islands in the Straits of Ormuz, and the Board of Health will post doctors and sanitary guards at this place. These guards will accompany ships passing in quarantine up the Shat-el-Arab to the post established in the neighbourhood of Bassorah.

The Constantinople Board of Health will also organize without delay sanitary posts at Khanikin, and Kizil Dizé, near Bayazid, on the Perso-Turkish and Russo-Turkish frontiers.

CHAPTER II.

MEASURES TO BE TAKEN IN EUROPE.

Section 1.—Measures to be taken to keep the Governments which are parties to the Convention acquainted with the existence of an epidemic of Plague, and with the means taken to prevent its spread and its importation into healthy countries.

Notification and subsequent communications.

The Government of an infected country must notify to the other Governments the existence of all cases of plague. This measure is essential.

It will only be of real use, if the Government of the infected country is itself informed of cases of plague and suspicious cases occurring in its territory. It cannot, therefore, be too strongly impressed on the different Governments that doctors should be obliged to report all cases of plague.

The notification should state the existence of cases of plague, the places where they have occurred, the date of their appearance, the number of cases reported, and the number of deaths.

The notification should be made to the diplomatic or consular agents in the capital of the infected country. In the case of countries not represented there, the notification should be made, by telegram, direct to the foreign Governments.

This first notification should be followed by subsequent regular communications, with a view to keep the Governments informed of the course of the epidemic. These communications should be made at least once a week.

The reports concerning the outbreak and course of the disease should be as complete as possible. They should, in particular, state the measures taken to check the spread of the epidemic and should give, in detail, the preventive measures adopted, with regard to—

sanitary or medical inspection;

isolation;

disinfection;

and the measures prescribed with regard to the departure of ships, and the export of susceptible articles.

It is to be understood that neighbouring countries reserve to themselves the right to make special arrangements, with the object of organizing an exchange of direct information between the principal administrative officers on their frontiers.

The Government of each country must publish, immediately, the measures which it decides to adopt with regard to arrivals from an infected country or local area.

The information must be at once communicated to the diplomatic or consular agent of the country affected, resident in the capital. In the absence, in the capital, of a diplomatic or consular agency, the communication should be made direct to the Government interested.

The withdrawal of the measures, or any modifications which may be made in them, must be communicated in the same manner.

Section II.—Conditions under which a local* area is to be considered infected or healthy.

Any area in which a case of plague has been officially reported to exist will be considered to be *infected*.

* A local area means a portion of the territory of a country placed under a recognized administrative authority; as, for instance, a province, a local Government, a district, a department, a canton, an island, a commune, a town, a village, a harbour, an area reclaimed from the sea, etc., whatever may be the extent and population of the portion of territory.

Any area in which plague has existed, will cease to be considered as *infected* when it is officially reported that no death or fresh case of plague has taken place for ten days after the recovery or death of the last case, provided that the necessary disinfection has been carried out.

Preventive measures will be taken in the *infected* territory as soon as cases of plague are officially reported.

These measures will be discontinued as soon as it is officially stated that the area has again become *healthy*.

It will not be necessary to apply these measures on the occurrence of a few imported cases if there is no diffusion of the malady.

Section III.—Necessity of restricting to the infected local areas the measures taken to prevent the spread of the epidemic.

The precautionary measures should be confined to the infected tract and the Governments concerned should only apply them to persons and goods from infected areas.

But the obligation to restrict precautions to the infected area exists only on the express condition that the Government of the *infected* country takes the necessary measures to prevent the exportation of susceptible articles derived from the *infected* area.

No restrictive measure should be enforced against persons and goods from an infected area, if they left it at least 5 days before the occurrence of the first case of plague.

Section IV.—Goods and articles which may be considered "susceptible" with reference to the rules regarding the prohibition of import and, transit, and the rules regarding disinfection.

I.—Import and transit.

The following is a list of the susceptible articles and goods, the importation of which may be prohibited :—

1. Used linen, clothing, personal effects and bedding.

When these articles are carried as baggage, or in consequence of a change of abode (household goods) they are subjected to special treatment.

Soldiers' and sailors' kits, returned to their country, after their death, should be treated in the same way as the articles named above.

2. Rags, not excepting rags compressed by hydraulic force, which are carried as merchandise in bales.

3. Old sacking, carpets and old embroidery.

4. Raw hides, untanned and fresh skins.

5. Animals refuse, claws, hoofs, horse hair, hair of animals generally, raw silk and wool.

6. Human hair.

The transit of susceptible goods or articles packed in such a way that they cannot be handled on the way should not be forbidden.

Similarly, when merchandise or susceptible articles are transported in such a manner that they cannot have come into contact with infected objects during the journey, their transit through an infected local area should not bar their importation into the country to which they are consigned.

The rules regarding the prohibition of the import of susceptible goods and articles will not be applied in cases where it is proved to the satisfaction of the appointed authority of the country to which they are consigned that they were despatched at least 5 days before the occurrence of the first case of plague.

Merchandise must not be kept in quarantine on land frontiers.

Absolute prohibition or disinfection, are the only measures which may be taken.

II.—Disinfection.

Baggage.—Disinfection will be compulsory in the case of soiled linen, wearing apparel, clothes and articles carried as personal baggage, or household goods, coming from a local area, declared *infected*, and which the local sanitary authority deems contaminated.

Merchandise.—Disinfection will only be enforced in the case of merchandise and articles which the local sanitary authority considers contaminated, or whose importation may be prohibited.

It rests with the authorities of the country to which the articles are consigned to settle the manner by which and place in which disinfection should be carried out.

The disinfection should be carried out so as to injure the articles as little as possible.

Each country will settle the question of the compensation to be paid for damages resulting from disinfection.

Letters and correspondence, printed matter, books, newspapers, business documents (not including parcels received through the post) should be subject to no restriction or disinfection.

Section V.—Measures to be taken on land frontiers. Railway traffic. Travellers.

Passenger carriages and mail and luggage vans should not be detained on the frontiers.

If a carriage is infected, it should be detached from the train to be disinfected, either at the frontier, or at the nearest stopping place, if this can be arranged.

Goods vans should be treated in the same way.

Land quarantine will no longer be enforced. Only persons presenting symptoms of plague should be detained.

This principle does not affect the right of each country to close, if necessary, any part of its frontiers.

The railway staff should keep a watch on the travellers' health.

Medical intervention will be confined to an inspection of the travellers, and the care of the sick.

Where there is a medical inspection, it will be combined, as far as is practicable, with the custom-house inspection, so as to detain the passengers as short a time as possible. On the arrival of travellers from an *infected* area at their destination, it will be found very desirable to keep them under supervision for 10 days, counting from the date of departure.

The measures to be taken in regard to the crossing of the frontiers by the railway, and the Post Office staff should be settled by the Administrations concerned. They should be arranged so as not to interrupt the regular service.

Governments reserve to themselves the right to take special measures with regard to certain classes of people, especially—

A.—Gipsies and vagabonds.

B.—Emigrants, and persons travelling or crossing the frontier in large bodies.

Section VI.—Special Rule for Frontier Tracts.

The regulation of the frontier traffic, and of the questions involved in this traffic, as well as the adoption of exceptional measures of supervision, must be left to special arrangement between neighbouring countries.

Section VII.—Water-ways, rivers, canals, and lakes.

The task of regulating by special arrangements, the sanitary rules for water-ways, must be left to the Governments of the countries bordering such water-ways.

Section VIII.—Ocean traffic. Measures to be taken at ports.

Any ship with plague on board, or on board which one or more cases have taken place within 12 days, will be considered *infected*.

Any ship on board which there has been a case of plague at the time of departure, or during the voyage, but on which no fresh case has occurred for 12 days, will be considered as *suspected*.

Any ship, even though coming from an infected port, which has had no death, or case of plague on board, either before departure, during the voyage, or on arrival, will be considered as *healthy*.

Infected ships are subject to the following rules :—

1. The sick will be immediately disembarked and isolated.

2. The other persons on board should also, if possible, be disembarked and kept under observation or surveillance(1) for a period varying according to the sanitary condition of the ship, and the date of the last case, but which must not exceed 10 days.

3. The soiled linen and personal effects of the crew and passengers, which, in the opinion of the sanitary authority of the port, may be considered as *infected*, will be disinfected.

4. The bilge-water will be pumped out after disinfection, and good drinking water will be substituted for the water stored on board

5. All parts of the ship which have been inhabited by plague patients should be disinfected. More thorough disinfection may be ordered by the local sanitary authority.

Suspected ships are subject to the following measures :—

1. Medical inspection.

2. Disinfection ; the soiled linen and personal effects of the crew and passengers, which, in the opinion of the local sanitary authority, may be regarded as contaminated, should be disinfected.

3. Pumping out the bilge-water after disinfection, and the substitution of good drinking-water for the water stored on board.

4. Disinfection of all parts of the ship which have been inhabited by plague patients. More thorough disinfection may be ordered by the local sanitary authority.

It is recommended that a watch should be kept over the health of the crew and passengers for 10 days from the date of arrival of the ship.

It is also recommended that the crew should not be allowed to land, except on duty.

Healthy ships will be given *free pratique* at once, irrespective of the nature of the Bill of Health.

The only measures which the authorities of the port of arrival may enforce with regard to such ships consist in those which are prescribed in the case of *suspected* ships (medical inspection, disinfection, pumping-out the bilge-water, and the substitution of good drinking-water for the water stored on board), except that the measures prescribed for the disinfection of the ship itself may not be enforced in the case of *healthy* ships.

It is recommended that the crew and passengers should be kept under medical supervision for 10 days from the date on which the ship left an infected port.

It is also recommended that the crew should not be allowed to land except on duty.

It is to be understood that the appointed authority of the port of arrival may always demand a declaration, on oath, from the doctor of the ship, or failing him, from the captain, that there has been no case of plague on the ship since her departure.

(1) *Note.*—The expression "observation" means isolation of the passengers, either on board a ship, or in a lazaretto till they have obtained *free pratique*. The expression "surveillance" means that the passengers will not be isolated ; they will at once obtain *free pratique*, but on arriving at their destination they will be kept under medical surveillance.

In deciding on the extent to which effect is to be given to the measures prescribed above, the authorities of the port should take into consideration the fact that there is a doctor, or a disinfecting apparatus (stove) on board the ships coming under the three headings mentioned above.

Special measures may be prescribed for crowded ships, particularly for emigrant ships, or any other ship which appears to be in an insanitary state.

Goods arriving by sea should be treated in the same way as goods arriving by land, as regards disinfection, prohibition of import, transit, and quarantine.

Any ship objecting to submit to the obligations imposed by the authority of the port will be free to put back to sea.

The disembarkation of goods may be authorized, after the following necessary precautions have been taken:—

1. Isolation of the ship, crew and passengers.
2. Pumping out the bilge-water after disinfection.
3. Substitution of good drinking-water for the water stored on board.

The disembarkation of passengers wishing to land, may also be authorized, on condition that they submit to the measures prescribed by the local authorities.

Each country should supply at least one port on each of its seaboards, with the organization and equipment necessary to enable it to receive a ship, whatever its sanitary state.

Coasting vessels will be subject to special rules, to be drawn up conjointly by the countries concerned.

Section IX.—Measures to be taken with regard to ships coming from an infected port and ascending the Danube.

Until the town of Sulina is provided with good drinking-water, the sanitary condition of ships ascending the river will be subject to thorough sanitary supervision.

Over-crowding of passengers will be strictly forbidden.

Ships entering Roumania by the Danube will be detained for medical inspection, and until disinfection has been completed.

Ships arriving at Sulina must, before being permitted to ascend the Danube, undergo one or more medical inspections by day. Each morning, at a given hour, the doctor will satisfy himself as to the state of health of all persons on the boat, and will not permit it to enter the river, until he is assured that their condition is satisfactory. He will deliver, free of charge, to the captain or master, a sanitary passport, bill of health or certificate, the production of which will be demanded at the subsequent stations.

There will be a daily inspection. The detention at Sulina of *healthy* ships will not exceed 6 days. Contaminated clothes will be disinfected on arrival.

Drinking-water of good quality will be substituted for water of questionable quality that may be on board.

The bilge-water will be disinfected.

The measures above indicated will only be applied to arrivals from ports infected with the plague.

It is to be understood that a ship coming from a *healthy* port may, if it does not wish to submit to the restrictive measures indicated above, refuse to embark travellers from an infected port.

The rules for *suspected* and *infected* ships will be the same as at other European ports.

CHAPTER III.

INSTRUCTIONS REGARDING THE METHOD OF DISINFECTION.

1. Personal effects, rags, infected bandages, papers, and other articles without value should be destroyed by fire.

2. Under-clothing, bedding, wearing apparel, mattresses, carpets, etc., which are contaminated or *suspected* should be disinfected in stoves at *normal pressure, or at a pressure of from one and a half to two degrees, with or without the presence of steam.*

Before a stove is passed as efficient for the purposes of disinfection, it should be subjected to a test, with the aid of a signal thermometer, showing the moment when the temperature in the middle of a mattress rises to at least 100° (centigrade).

To ensure that the disinfection is effective, this temperature must be maintained for from 10 to 15 minutes.

3. Disinfecting solutions—

(*a*) Solution of corrosive sublimate, of 1 part in 1,000, with the addition of 10 grammes of chloride of soda.

The solution should be coloured with aniline dye or indigo. It should not be placed in metal vessels.

(*b*) A 5 per cent. solution of pure crystallized carbolic acid, *or 5 per cent. of crude commercial carbolic acid, in a warm solution of soft soap.*

(*c*) Fresh slaked-lime(1).

4. Special instructions to be observed in the employment of disinfecting solutions.

The linen, clothing and articles soiled by the excreta of patients should be soaked in the solution of corrosive sublimate. The solution of pure carbolic acid, and the solution of soap and carbolic acid are equally suited to the purpose. The articles should remain in the solution for at least six hours.

Articles which cannot be subjected to the temperature of the stove (100° centigrade) without injury, such as leather goods, wooden articles stuck together with glue, felt, velvet, silk, etc., should be washed with the solution of corrosive sublimate; coins can be disinfected with the solution of soap and carbolic acid.

Persons engaged in nursing the sick should wash their hands and faces with the solution of corrosive sublimate, or with one of the carbolic solutions.

The carbolic solutions will be useful more particularly for disinfecting articles, such as metals, instruments, etc., which can neither be subjected to a temperature of 100° centigrade, nor placed in contact with corrosive sublimate.

Slaked-lime is particularly recommended for disinfecting excreta. Expectorated matter should be burnt.

5. Disinfection of ships with plague patients on board.

The cabin or cabins, and all parts of the ship occupied by the sick or *suspected* should be cleared out and all articles in them should be treated as described above.

The partitions should be disinfected with the solution of corrosive sublimate with an addition of 10 per cent. of alcohol. The washing should commence from the top, horizontally, and be continued downwards, so that the whole surface of the partition becomes covered with a coating of minute drops.

The boarding should be washed with the same solution.

Two hours after, the walls and flooring should be washed over with plenty of water.

(1) To get very strong slaked-lime, take lime of good quality, slack it, by moistening it gradually, with half its weight of water. When the operation is completed, put the powder in a carefully corked receptacle, and place it in a dry spot. As each kilogramme of lime absorbs 500 grains of water in order to become slack, it acquires a volume of 2 litres 200, and it is sufficient to dilute it with double its volume of water, say 4 kilogrammes 400 grains to obtain a white-wash which will be of about 20 per cent strength.

6. Disinfection of the hold of an infected ship.

To disinfect the hold, sulphate of iron, in quantity sufficient to neutralize the sulphuretted hydrogen, should first be thrown in, the bilge-water should be pumped out, and the hold washed with sea-water. Solution of corrosive sublimate should then be thrown in.

The bilge-water should not be pumped out while the ship is in port.

CHAPTER IV.

PRECAUTIONARY MEASURES RECOMMENDED FOR SHIPS ON DEPARTURE, DURING THE VOYAGE, AND ON ARRIVAL.

Note.—Plague appears to be transmitted by the excretions of the sick (from the air passages and bowels), by the morbid products of the disease (pus), and consequently by means of linen, clothing, and soiled hands.

I.—MEASURES TO BE TAKEN ON DEPARTURE.

1. The captain should be careful not to embark persons suspected to be suffering from plague. He should refuse to receive on board dirty or suspicious linen, personal effects, and bedding, and, generally, all dirty or suspicious articles.

Bedding, wearing apparel, personal effects, etc., belonging to persons suffering from plague should not be taken on board.

2. Before embarkation, the ship should be put in a state of perfect cleanliness and she should, if necessary, be disinfected.

3. It is essential that the drinking-water taken on board should be obtained from a source free from all possible contamination.

Water is not dangerous if it is distilled or boiled.

II.—MEASURES TO BE TAKEN DURING THE VOYAGE.

1. Every ship should have a special place reserved for the segregation of persons attacked by contagious disease.

2. If there is no such place on board, the cabin or other place, in which a person is attacked with plague, should be isolated.

Only those attending the patients should be admitted.

Such attendants should be cut off from all contact with the other persons on board.

3. The bedding, linen, and clothing which have been in contact with the patient should immediately, and in the patients' room, be soaked in a disinfecting solution.

The same measure should be taken in the case of the clothing of the persons who have access to the patient which may have become polluted.

Articles which are of no value should be burnt, or thrown over board, if the ship is not in port or in a canal. Other articles should be carried to the stove, in impermeable bags, sprinkled with a solution of corrosive sublimate, so as to avoid all contact with surrounding objects.

If there is not a stove on board, the articles should be soaked in the disinfecting solution for 6 hours.

2. The excreta of the sick should be collected in vessels, into which a glass of the disinfecting solution above described has been previously poured.

3. The vessels should be at once emptied into the latrines which should be disinfected each time.

4. The places occupied by the sick should be carefully disinfected according to the rules previously laid down.

5. Corpses should be wrapped in a shroud impregnated with corrosive sublimate and thrown into the sea.

6. All the preventive measures taken during the voyage should be stated in the log, which should be submitted to the sanitary authority immediately on arrival in port.

7. The measures should be applied to everything that has been in contact with the sick, irrespective of the gravity and result of the illness.

III.—MEASURES TO BE TAKEN ON ARRIVAL.

1. If the ship is *infected*, the persons attacked should be disembarked and segregated in a place set apart for the purpose.

Those who have had access to the sick should be considered as *suspected*.

2. All contaminated objects and articles such as clothes, bedding, mattresses, carpets, and other articles which have been in contact with the sick, the clothes of those who have been in attendance on them, the articles in the patients' cabin, and in any cabin and on the deck, or parts of the deck where the sick have been placed, should be disinfected.

CHAPTER V.

ADMINISTRATION AND CONTROL.

Powers of the Constantinople Board of Health (Red Sea—Persian Gulf—Perso-Turkish, and Russo-Turkish frontiers).

1. The execution and control of measures against the spread of plague, prescribed by this Convention, are entrusted, in exercise of the powers of the Constantinople Board of Health, to the Committee established by Article 1 of Annexure IV of the Paris Convention of the 3rd April 1894. It should be explained, however, that the members of this Committee will be taken exclusively from the Constantinople Board of Health, and will represent the Powers which have accepted, or may hereafter accept, the Sanitary Conventions of Venice, 1892, of Dresden, of Paris, and of Venice, 1897.

2. The proper working of the various sanitary establishments, prescribed by existing rules, is entrusted to the corps of diplomaed and duly qualified doctors, of disinfecting officers, of experienced subordinates and of sanitary guards recruited from among persons who have performed military service as officers or non-commissioned officers, as provided for in Article 2 of Annexure IV of the Paris Convention.

3. The expenses of the establishment of permanent and temporary sanitary posts, as contemplated by this Convention are, as regards the construction of the buildings, debitable to the Turkish Government. The Constantinople Board of Health is authorized, in case of emergency, to advance the necessary money from the reserve fund. In this case, it should supervise the construction of these establishments.

4. The Constantinople Board of Health should also organize, without delay, the sanitary establishments at Khanikin, and Kizil Dizé, near Bayazid, on the Perso-Turkish frontier, out of the funds which are now placed at its disposal.

5. Articles 4, 5 and 6 of Annexure IV of the Convention of Paris of 1894 may be utilized for carrying out the present rules.

Powers of the sanitary, maritime, and quarantine Board of Egypt.

6 The expenses involved in the measures prescribed for in the rules contained in this Convention may be met by the following measures, which the Conference recommends, not only to meet the new requirements at Moses Wells, but also to defray the cost of the increase of the staff under the Sanitary Board:—

(1) The prorogation, with the consent of the Powers, of the Khedival Decree of 28th December 1896 (fixing the 1st July 1897 as the date for the application of the reduced tariff for light-house dues) until the difference between the receipts of the present tariff and the reduced tariff has reached the sum of £4,000 (Egyptian). The sum thus realized will be devoted to extraordinary expenses (new arrangements at Moses Wells).

(2) For ordinary expenses (increase of staff) an annual payment by the Egyptian Government to the Sanitary Board of a sum of £4,000 (Egyptian), which can be deducted in advance from the surplus of the Light-house service fund remaining at the disposal of the Government.

From this sum, however, there will be deducted the value of a supplementary quarantine tax of P. F. 10 (piastres tariff) to be collected from each pilgrim at El-Tor.

In the event of the Egyptian Government finding difficulty in meeting its share of the charges, the Powers represented on the Sanitary Board will arrange with the Khedival Government to ensure the participation of the latter in the estimated cost.

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No. 1624.

FROM

J. P. HEWETT, ESQ., C.I.E.,
Secretary to the Government of India,

TO

The Secretary to the Government of Madras,
Local and Municipal Department.

Home Department.
Sanitary.

Simla, the 1st June 1897.

SIR,

I AM directed to forward, for the information of the Government of Madras a copy of a translation of the Convention framed at the Sanitary Conference recently held at Venice for the purpose of considering measures to prevent the spread of the plague.

2. The regulations prescribed by the present Convention are based on the conclusions of the Sanitary Conferences of Venice, 1892 ; Dresden, 1893 ; and Paris, 1894 ; these conclusions have been modified to meet the special peculiarities of the plague, and in accordance with modern scientific views regarding sanitary precautions for the prevention of the spread of epidemic disease.

3. The following are the most important points in which the present Convention differs from the previous Conventions on which it is based :—

(i) The fact that the period of incubation in the case of plague may be considerably longer than in the case of cholera has led to several important modifications. By the Venice Conference of 1892 the period of incubation for cholera was fixed at five days. Proposals have been made to fix the period of incubation for plague as high as fifteen days, but the period which has been adopted by the Conference for the purpose of the plague regulations, is ten days.

(ii) The list of articles of commerce which may be considered "susceptible" has been considerably increased ; but it has been left to the option of the Governments concerned to allow or prohibit the importation of the commodities, on the "susceptible" list, no article being subject to absolute prohibition.

(iii) It provides that the modern principles of disinfection should be substituted for the obsolete system of land quarantine, but, with a view to the protection of countries which may find it difficult to thus protect their borders, each of the Governments who are parties to the Convention is at liberty to close its frontiers to travellers and merchandise.

(iv) It embodies the provisions of the Paris Convention on the subject of the regulation of the pilgrim traffic, but in several respects those provisions have been altered in the directions for which the Government of India have contended. A separate communication will be sent on this subject.

4. The first chapter of the Convention deals with the measures for the prevention of plague which are to be adopted outside Europe. In the first place, it is laid down that the Governments who adhere to the Convention are to notify to other Governments the existence of plague within their several jurisdictions, and must communicate to them a statement of the measures of prevention that are being carried out to prevent its diffusion. This requirement as to notification is, however, subject to certain important conditions. Thus the area to be deemed infected is strictly limited to the actual district, town, village, etc., where the disease prevails; and no locality is to be deemed infected merely on account of the importation into it of a few cases of plague which have led to no diffusion of the malady.

5. The Regulations next deal with the measures to be taken on the departure of vessels from infected ports. It is laid down that every person sailing on the vessel must be examined on shore immediately before embarkation by a medical officer appointed by the Government and that the Consular authority interested in the ship may be present at the inspection. All infected and suspected articles must be subjected to careful disinfection on shore and in the presence of the Government medical officer in accordance with the rules for disinfection prescribed in Chapter III of the Annexure to the Convention and no persons showing symptoms of plague may be permitted to embark.

(a) Rules have been issued by the Governments of Bombay, Madras and Bengal under the Epidemic Diseases Act, 1897, which have been in force for some time, prescribing precautions to be taken on the departure of vessels. The rules framed by the Government of Bombay, which are in force at the ports of Bombay and Karachi, prescribe medical inspection and the removal from the vessel of any person suspected to be suffering from dangerous epidemic disease. The rules framed by the Government of Madras, which are in force at the principal ports of the Presidency, authorize the grant of a bill-of-health after medical inspection, the removal of any person suspected to be suffering from plague or not to be free from plague infection, and the disinfection of the infected portions of the ship. The rules framed by the Government of Bengal, which are in force at the port of Calcutta, prescribe medical inspection, the removal of persons suffering or suspected to be suffering from plague, and the detention of the vessel from which such persons have been removed for a period of seven days, after the lapse of which the vessel may proceed if no fresh case has occurred.

(b) In order that the obligations imposed by the Convention may be fulfilled at an infected port it is essential that the medical inspection and disinfection should be conducted exactly in the manner prescribed by the regulations and summarized above. The Government of India consider that it is also desirable that all non-professional attendants and relatives of any persons, who on examination appear to be suffering from plague, shall be prevented from embarking. If after the medical examination has been completed and all the passengers and crew are on board, a case of plague occurs, the patient and his non-professional attendants and relations must be landed and isolated on the first opportunity. The ship will then become an infected vessel within the definition given below in paragraph 7. Although the ports of Madras and Calcutta are not infected the Local Governments have, with the approval of the Government of India, made the special rules for medical inspection referred to above, and, in the opinion of the Governor General in Council, it is desirable that they should be assimilated, in the case of vessels sailing for ports out of India, as far as possible to those which will, under the terms of the Convention, have to be adopted at the infected ports of the Bombay Presidency.

(c) I am to request that the rules issued by the Government of Madras may be altered in accordance with these instructions.

6. The rules regarding pilgrim-ships which form the next portion of the Regulations will, as stated in paragraph 3 above, be dealt with in a separate communication.

7. The regulations for the control of the general traffic in the Red Sea and the Suez Canal are based on the threefold classification of ships into healthy, suspected and infected adopted in the Venice Convention of 1892, with the modifications rendered necessary owing to the period of incubation in the case of plague having been fixed at 10 days.

(a) Healthy vessels are those which have left an infected port for ten days or more and have had no case of plague on board; suspected vessels are those on which, though cases of plague have occurred, no fresh case has occurred within twelve days; and infected vessels are those on which plague has been present within twelve days of arrival.

(b) The period of twelve days is arrived at, as in the case of the seven days' period in the Convention of 1892, by adding two days to the period of incubation.

(c) A healthy vessel thus becomes entitled to free pratique at a port at which it arrives ten days or more after leaving an infected port, but the adoption of this period has the serious result that fast vessels sailing from Bombay will arrive at the Suez Canal before pratique can be granted. This difficulty has been satisfactorily overcome by permitting healthy vessels to pass through the Canal in quarantine, and to complete in the Mediterranean the ten days necessary to receiving free pratique at a port of arrival. Vessels passing through the Canal in quarantine may, subject to the use of electric light, coal in quarantine at Port Said by night as well as by day, and passengers may embark in quarantine at that port.

(d) The rules for infected and suspected ships follow those of the Venice Convention of 1892. Vessels carrying a doctor and a disinfecting stove are allowed to pass through the Canal in quarantine after, in the case of infected vessels, landing those suffering from plague and persons who have been in actual contact with the sick or with infected articles and after disinfection of the infected compartment of the vessel. Vessels without a doctor and disinfecting stove are detained at Moses' Wells. Such vessels if suspected are detained for the period required for disinfection and for ascertaining the condition of the ship's health, while, if infected, the passengers are detained on shore under observation for a maximum period of ten days. The Medical and Sanitary staff at Moses' Wells is to be increased for the purpose of carrying out these regulations.

8. The last matter to notice in the chapter of the Regulations dealing with the measures to be adopted against the plague outside Europe is that of the measures to be taken in the Persian Gulf. The conclusions of the Conference on this question differ greatly from those embodied in the Paris Convention. Healthy vessels reaching Ormuz before the expiration of ten days since they last touched at a port infected with plague must either complete that period at Ormuz or may, after medical inspection, continue their voyage up the Gulf or the Shatt-ul-Arab, provided they do so in quarantine for such term as is required to complete the ten days. The same provision will apply to suspected vessels, that is vessels on which there has been a case of plague, but no fresh case for twelve days, subject to submission to certain processes of disinfection, etc., at Ormuz; and infected vessels will, after landing their sick, together with those persons who have been in actual contact with them, and after disinfection of that part of the vessel deemed to be infected, likewise have permission to proceed on their voyage in quarantine. The final arrangements as to the sanitary station at Ormuz are to be a matter of agreement between the Turkish and Persian Governments, and until these arrangements are completed a temporary sanitary station will be established on one of the islands in the Straits of Ormuz.

9. The second chapter of the Regulation deals with the measures to be adopted by the European Governments who have assented to the terms of the Convention. The provisions relating to notification have been mentioned in paragraph 4 above. Allusion has also been made in paragraph 3 to the regulations regarding the importation of merchandise.

(a) This matter requires some further notice. The following are of the commodities which are classed as susceptible and the import of which may be prohibited :

(1) Used body linen, clothes, bedding and other personal effects.

(2) Rags, including rags compressed by hydraulic pressure and transported in bales as merchandise.

(3) Used sacking, carpets, and old embroidery.

(4) Green and untanned hides and skins.

(5) Animal refuse, claws, hoofs, horsehair, hair of animals generally, raw silk and wool.

(6) Human hair.

The prohibition of import is only to be enforced at the option of the Government concerned. The only articles which must of necessity be subjected on arrival to any precautionary measures, such as disinfection, are clothing, bedding and similar articles, which have been actually worn or used, and which are carried as ordinary luggage, if they have been brought from an infected area and are considered by the local sanitary authority to be contaminated. The Government of India do not consider it necessary to add to the list of articles, the import of which by sea from infected ports into other ports in British India is prohibited in Home Department Notification No. 513, dated the 17th February 1897, and the bringing of which from the Bombay Presidency and Sind into other parts of British India is prohibited in Home Department Notification No. 1033, dated the 22nd March 1897. This remark applies only to the import of articles from the Bombay Presidency and Sind for use in other parts of India. In reciting the obligation imposed on the countries which are parties to the Convention to confine their precautionary measures to goods coming from the infected local area, it is stated in Chapter II, Section III of the Regulations, that this obligation only exists on the express understanding that the Government of the infected country takes the necessary measures to prevent the exportation of susceptible articles derived from the infected area. In other words a Foreign Government would be at liberty to decline to receive articles classed as susceptible coming from a clean port unless measures are taken in India to prevent the exportation from that port of susceptible articles coming from the infected area The orders contained in the Home Department notifications of February and March last alluded to above only partly fulfil this condition since they only refer to used apparel and bedding, rags, waste paper and used gunny bags. All Foreign Governments have not, however, availed themselves of the option of prohibiting the import of all the articles classed as susceptible even from Bombay itself, and the decree of the French Government of the 16th April 1897, which was published in the *Gazette of India* of the 22nd instant under Home Department Notification No. 1545, dated the 21st instant, and is based on the Venice Convention of 1897, only prescribes prohibitory and precautionary measures against goods derived from the infected area. The decree only forbids the importation into France and Algeria of rags, animal refuse, claws and hoofs coming directly or indirectly from the infected local area. Raw and manufactured wool is admitted after disinfection, and this restriction is only imposed when the commodity comes directly from the infected area. Used and new linen, wearing apparel, personal effects and bedding and raw hides, coming directly or indirectly from the infected area, are admitted after disinfection. The decree further provides that any vessel coming from an infected area, *or having on board any of the articles coming within the description given above* may only enter certain specified ports. In these circumstances and in view of the optional nature of this part of the regulations, the Government of India do not propose at present to issue orders in addition to the orders of February and March last, with the view of prohibiting the exportation from clean ports of articles included in the "susceptible" list and coming from the Bombay Presidency and Sind. But if the Governments of Madras, Bengal and Burma, after consulting the Mercantile Community, consider that prohibitive orders should issue with

regard to all or any of the susceptible articles for the protection of clean ports, the Government of India will be prepared to consider proposals with this object.

(b) It is to be remarked that new gunny-bags are not in the list of articles classed as susceptible by the Conference.

10. The portion of Chapter II which relates to traffic by sea and the measures to be adopted at ports of arrival is of great interest, not only because of its direct bearing on the conditions of intercourse between India and Europe, but also because it contains the conclusions of the Conference on the important subject of the quarantine of vessels.

(a) The threefold division of vessels, referred to above, is maintained in this chapter. The regulations respecting infected vessels, are that the sick are to be landed and isolated, and the remainder of those on board to be subjected, at the discretion of the local authority, either to "observation" or to "surveillance" for a period which is not to exceed ten days from the occurrence of the last case of plague. The term "observation" means the detention under observation of the person either on board a ship or in a place of segregation on shore. Persons subjected to "surveillance" are not to be isolated, but are to be allowed to proceed at once to their destination where they are to remain under medical supervision. In the case of an infected ship the dirty linen and other effects of the passengers and crew which the local Sanitary authorities may consider likely to be contaminated, must be disinfected. So also must the parts of the ship where the sick have resided, and the local authorities may require a more extensive disinfection to be carried out. Lastly the bilge-water must be thrown out after disinfection and fresh drinking-water supplied.

(b) In the case of suspected vessels, a medical inspection and the same process of disinfection, discharge of bilge-water and supply of fresh drinking water is prescribed. It is further recommended that the crew and passengers should be subjected to "surveillance" for a period of ten days from the date of arrival of the vessel. Pratique is to be given at once to healthy vessels, but it is also provided that, at the option of the local authority, the precautionary measures enforced in the case of suspected ships, except the disinfection of the vessel, may be required; and it is also recommended that the passengers and crew should be subject to "surveillance" for a period sufficient to complete a term of ten days from the date of departure of the vessel from the infected port.

11. The quarantine rules made by the Governments of Madras, Bengal and Burma under the powers conferred by section 1, Act I of 1870, with the previous sanction of the Governor General in Council to protect their ports from being regarded by the European powers as infected, prescribe fifteen days' quarantine for all vessels in which a case of plague is found on arrival, or on which it is believed that a case has occurred during the voyage, with this exception that the rules for Calcutta apparently prescribe only eight days' quarantine in the latter case. In the Bombay Presidency all the principal ports are infected and the Government of Bombay have issued special rules regarding inspection, segregation and disinfection at these ports. Under the rules of the other Maritime Governments no communication may be held with other boats or vessels or with the shore whilst the vessel remains in quarantine, but the Health Officer may direct the removal of so many of the passengers and crew as may not be suffering from illness, and whose services may not be required on board, to places of segregation on shore where they are required to complete the period of quarantine. If a case of plague occurs whilst the quarantine is in progress, quarantine recommences for a further period of fifteen days.

(a) The period of fifteen days' quarantine was fixed in view of the possibility that some of the Governments in Europe might not regard quarantine as effective if it were prescribed for a shorter period, but now that the Conference has authoritatively pronounced that the period of incubation may be taken at ten days, the period of observation should be reduced from fifteen to ten days. The quarantine rules in the case of vessels on which there is a case of plague at the time of arrival, or on which it is believed that a plague case has occurred during the voyage,

should also be modified in accordance with the regulations framed by the Conference for infected vessels. The Government of Madras have already revised their rules in a similar direction. The Governor General in Council lays special stress upon the undesirability of detaining the sick and healthy on board-ship together. The sick should be landed and treated in an isolation hospital, and the healthy should be landed and detained under observation in suitable segregation shelter for a period of ten days from the occurrence of the last case. The disinfection and other precautionary measures prescribed by the Conference should also be complied with.

12. The quarantine rules framed by the Maritime Governments differ somewhat from one another as regards the treatment of vessels on which no case of plague has occurred during the voyage. Their general purport is to the effect that eight days' quarantine may be imposed at the absolute or limited discretion of the Health Officer unless pratique has been granted at Colombo or some other intermediate port.

(a) The maximum period of detention of a vessel on which the Health Officer is satisfied that no case of plague has occurred should be ten days from the date of departure from the infected port. If the Health Officer is not satisfied that there has really been no case on board or if ten days have not elapsed since the date of departure from the infected port, the vessel may be detained, at his discretion, up to this period. In any case in which a vessel is given free pratique less than ten days after her departure from the infected port the Health Officer should be empowered, on the analogy of the rules for the observation of persons travelling by railway which have been framed by several of the Local Governments, to detain under observation in a suitable place of segregation, up to a maximum of ten days from the date of the departure of the vessel, any person landed from the ship whom he may consider to be in any way likely to carry infection. Any articles of clothing or other effects belonging to the persons detained or to other persons which by reason of their dirty condition or otherwise may be considered likely to be contaminated, should be disinfected. Discretion may be given to the Health Officer to apply the other provisions regarding disinfection, etc., prescribed by the Convention in the case of suspected ships. The Local Government may also make such arrangements as are possible for the surveillance of persons who are not detained, on arrival at their destination. Free pratique granted at Colombo or other intermediate port should be recognized.

(b) I am to request that, with the permission of *the Governor in Council*, the quarantine rules in force in *the Madras Presidency* may be modified in accordance with the above remarks, and that a copy of the revised rules may be forwarded to this Department for insertion in the Government of India Gazette.

13. The remainder of the Convention does not call for special comment.

I have the honour to be,

SIR,

Your most obedient Servant,

for Secretary to the Government of India.