Marine (189 /) Department.

G.O., No.s 790 - 91 Year

Dated 11th September

[Despatch Abstract.]

Epidemic diseases Act. Forwarding copy of Proceedings relating to publication, in the Port Simil Gazette, of the notification under all Maritime District Gazettes, of the notification declaring that all vessels and persons leaving certain ports in the said Presidency for ports out of India shall be subjected to the revised regulations herein contained.

BACK PAPERS.

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

FURTHER PAPERS.

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

Government { 1897 } of Madras.

MARINE.

Original

Recd. } 1897. *Enclosures*

Regd. } *Spare copies*

1761

G.O., No. 790, 11th September 1897.

SEPTEMBER.

Rec'd from Sec. to Govt. 13.9.97
Original
Ent. 13-9-97

Epidemic Diseases Act.

Forwarding Copy of Proceedings ordering the publication, in the Fort Saint George and all Maritime District Gazettes, of the notification under the —— declaring that all vessels and persons leaving certain ports in the Madras Presidency for ports out of India shall be subjected to the revised regulations herein contained.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

Read—again G.O. No. 601, Marine, dated 6th July 1897.

Order—No. 790, Marine, dated 11th September 1897.

Ordered that the following notification be published in the Fort St. George and all Maritime District Gazettes :—

NOTIFICATION.

In exercise of the powers conferred by Act III of 1897, the Epidemic Diseases Act, His Excellency the Governor in Council is pleased to declare that all vessels and persons leaving the undermentioned ports of the Madras Presidency for ports out of India direct, shall be subjected, as a temporary measure, to the regulations hereinafter contained, and that the duties of health officers under these regulations shall be discharged by the medical officers named below, or by such other medical officer as may from time to time be appointed for the purpose by the Government or "Sanitary authority" as defined in the regulations published in the *Fort St. George Gazette* of the 31st August 1897, the definitions contained in which are applicable to the regulations herein contained. These regulations will supersede those now in force for the inspection of outward bound vessels :—

Ports.	*Health Officers.*
Gopalpur	...Civil Apothecary.
Calingapatam	... do.
Baruva	...Hospital Assistant, Sómpéta.
Bimlipatam	...Civil Apothecary.
Vizagapatam	...District Medical and Sanitary Officer, or, in his absence, the Assistant Surgeon of the District.
Cocanada	...Civil Surgeon, or, in his absence, the Assistant Surgeon in charge.
Masulipatam	...District Medical and Sanitary Officer, or, in his absence, the Assistant Surgeon of the District.
Madras	...Port and Marine Surgeon, and Officer in subordinate charge of the Port and Marine Dispensary.
Cuddalore	...District Medical and Sanitary Officer, or, in his absence, the Assistant Surgeon of the District.
Negapatam	...Civil Surgeon.
Tranquebar	...Civil Apothecary
Tuticorin	... do.
Pamban	... do.
Kilakarai	...Hospital Assistant.
Calicut	...District Medical and Sanitary Officer, or, in his absence, the Assistant Surgeon of the District.

urgent.

Department.

Ports.	*Health Officers.*
Cochin	...Civil Surgeon, or, in his absence, the Assistant Surgeon in charge.
Tellicherry	...Civil Surgeon, or, in his absence, the Assistant Surgeon in charge.
Cannanore	...Civil Surgeon, or, in his absence, the Medical Officer in charge of the Central Jail.
Mangalore	...District Medical and Sanitary Officer, or, in his absence, the Assistant Surgeon of the District.

Regulations.

1. No person shall be permitted to embark on board a vessel within any such port bound direct for any port out of India who has within the preceding ten days resided in a part of India believed by the Health Officer of the port to be infected with plague. Any port may be declared "infected" by the Government or by the "Sanitary authority."

2. No deck passenger who appears to the Port Officer to belong to the labouring classes shall be permitted to embark on board a vessel at the port of Tuticorin bound for a port in Ceylon, until he or she has satisfied the Medical Officer of the Government of that Colony stationed at Tuticorin that he or she has not within the preceding ten days resided in a part of India infected by the plague and that he or she is free from infection with the plague and until the said Colonial Officer has so certified in respect of such passenger. The Health Officer of the port of Tuticorin shall not deliver a bill of health in respect of any such vessel, if there be on board any such passenger in respect of whom the Colonial Officer has not certified as aforesaid.

3. No vessel shall leave any such port for any port out of India, direct, until she has been inspected by the Health Officer of the port, and the master or person in charge of such vessel has obtained from such officer a bill of health or certificate in the form given below that the officers and crew of, and also the passengers (if any) by, such vessel are free from the bubonic plague :—

Bill of Health.

This to certify that the ship (or steamer) sailing under the flag and under the command of as master of tons bound for with a crew of persons* and passengers and laden with a cargo of is at the time of leaving this port in a satisfactory sanitary condition and that no case of bubonic plague exists among her officers, passengers, or crew, all of whom have been inspected by me.

It is further certified that the town and port of are at present *free*† *from* plague.

* Including officers and ablebodied seamen.

† Or as the case may be.

Provided that—

(i) a vessel which has obtained a clean bill of health at any port of the Madras Presidency shall not be liable to further inspection during the same voyage if there has been no case of plague on board meanwhile, and the vessel has not subsequently touched at any port which has been declared infected, or taken up passengers at other than inspection‡ ports; and

‡ Proviso (1) does not apply to vessels sailing for Burma which must not be allowed to leave the port of Madras without medical inspection as prescribed in these regulations.

(ii) all vessels belonging to the Ceylon Government which may leave ports in the Madras Presidency with emigrants for Ceylon shall be exempted from medical inspection.

4. The medical inspection of passengers and other persons prescribed in these regulations must be made of each individual by day, on shore, at the time of embarkation; provided that

*(i) in the case of vessels anchored in the Madras roadstead (*i.e.*, outside the enclosed harbour) and at out-ports the inspection of officers and crew may be conducted on board; and

* In the case of the officers and crew of a vessel being brought on shore for inspection they may come in batches.

(ii) in the case of a vessel starting from Calcutta and calling at Madras or any other port in the Madras Presidency on her way to Europe, neither the crew nor the passengers already on board need be brought on shore and inspected there. The form of bill of health under this proviso and under proviso (*i*) to Regulation 3 will be as follows:—

Bill of Health.

This is to certify that no case of bubonic plague exists among any of the passengers or other persons embarked at the port of on board the ship (or steamer) under the command of as master bound for .

It is further certified that the town and port of are at present *free*† *from* plague.

† Or as the case may be.

5. Vessels not leaving port before 6 A.M. of the day following the medical inspection may not leave without re-inspection and the grant of a fresh bill of health.

6. Should the Health Officer of the port be of opinion that any person on board of any vessel so inspected is suffering from the bubonic plague or from any illness which he suspects may prove to be plague, he shall refuse to give a bill of health as aforesaid unless and until such person together with his or her attendants and relatives and their baggage and personal effects have been removed from the vessel and such parts of the vessel as have been frequented by such persons shall have been disinfected to the satisfaction of the Health Officer. Such removal and disinfection shall be noted on the bill of health. The baggage and effects of such persons as are removed from or prevented from sailing in any vessel under this rule shall be disinfected on shore in such manner as the Port Health Officer directs before such baggage and personal effects are permitted on board any vessel.

7. All persons so removed shall be detained in a plague hospital or place of observation appointed by the Sanitary authority, as the case may be; and shall not leave such hospital or place until the Chief Medical officer present at the spot shall have certified that they are free from the infection of the plague.

8. After the master or person in charge of the vessel has obtained a bill of health under the provisions of these regulations no person or cargo‡ or goods of any kind shall be embarked or disembarked before the vessel leaves the port unless such vessel is again inspected by the Port Health Officer and another bill of health obtained from such officer by the master or person in charge of such vessel. If the necessity of a fresh inspection by the Port Health Officer under this regulation arises from any default or act of the master or agents of the vessel, of which the Port Officer shall be the sole judge, such fresh inspection shall not take place until after the payment to the Port Officer by the master or agents of such vessel of such fee for such inspection, not being less than five nor more than fifty rupees as the Port Officer in his sole discretion may order.

‡Note.—Mail bags are included in "cargo" under this Regulation.

9. No port clearance shall be delivered to any vessel bound from any such port to any port out of India unless and until the master or person in charge thereof shall produce a bill of health obtained as aforesaid; and it shall be the duty of the Customs Officer to refuse delivery of the port clearance without the production of such bill of health.

10. Any person disobeying or contravening any of the foregoing regulations shall be deemed to have committed an offence punishable under section 188 of the Indian Penal Code and shall be liable on conviction to be punished with imprisonment of either description for a term which may extend to six months or with fine which may extend to one thousand rupees or with both.

(True Extract.)

J. S. Campbell Colonel, R.E.,
Secretary to Government.

To

The Superintendent, Government Press, with Notification.
,, Surgeon-General with the Government.
,, Presidency Port Officer.
,, Sanitary Commissioner, through the Public Department.
,, Collectors of Maritime Districts.
,, Local and Municipal Department.
,, Revenue Department.
,, Public Department.
,, Other Governments with C. L.

L.&M.
1-11-96.

urgent.

Local & Munl. (1897) Department.

1161

CURRENT No. ~~1690~~

No. 896 dated 23rd August 1897.
Transferred to the Marine Department.

Secretary to Government

From The Government of
India
Home Dep

No. 1925/S.

Dated 11. 8. 97

Received 18 - 8. 97

Registered do.

Enclosures 4

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SUBJECT.

Forwarding for
Copy of Correspo
the Govts. of
Bengal on
the revision
rules in t
the Marine

To The Marine Department.

No. 4021, dated Bombay Castle, the 22nd July 1897.

From—J. DEC. ATKINS, Esq., I.C.S., Secretary to the Government of Bombay, General Department,

To—The Secretary to the Government of India Home Department.

WITH reference to your letter No. 1623, dated the 1st June 1897, I am directed to forward herewith copies of the papers noted in the margin, and to solicit the orders of the Government of India on certain important questions arising in connection with the contemplated alteration of the rules issued by this Government under the Epidemic Diseases Act, 1897, and Act I of 1870, so as to bring them in accord with the provisions of the Venice Sanitary Convention of 1897.

Letter No. 2915, dated 24th June 1897, with accompaniments, from the Acting Commissioner of Customs, Salt, Opium and Abkari.

Letter No. 3070, dated 2nd July 1897, with accompaniments from the Acting Commissioner of Customs, Salt, Opium and Abkari.

2. The draft rules for the port of Bombay submitted by the Commissioner of Customs, Salt, Opium and Abkari comply with the requirements of the Venice Convention except in one particular: they do not provide that the medical examination of each person sailing shall be on shore. They are, however, in the opinion of this Government suitable and effective.

3. The most important, to other countries, the most difficult, to this Government of the sanitary measures for ships sailing from infected ports, is the individual medical inspection of each person sailing. The labour involved in conducting this inspection is immense. In April and May of this year upwards of 1,62,000 outgoing persons were medically examined at the port of Bombay. The efficiency of the examination was extraordinary. As far as is known, plague was prevented from entering any Ocean going vessel leaving the port of Bombay, except the pilgrim ship "*Pekin*" and the transport "*Dilwara*;" and in the case of the latter vessel the Port Health Officer had not been entrusted with the medical inspection of the class of persons amongst whom plague appeared. The Governor in Council cannot leave this particular aspect of the matter without expressing to His Excellency the Governor General in Council his appreciation of the admirable work done by Dr. MacCartie and his staff during the past six months; and his opinion that by reason of Dr. MacCartie's very wide, probably unique, experience in the matter, that officer's views on medical inspection are entitled to the most earnest consideration.

The first point to notice particularly, is that in the case of ordinary steamers and especially those sailing to European and Colonial ports, the chief danger of infecting the vessel arises, not from the passengers, but from the crew. There seems to be little room for doubt that the expression "each person sailing on the ship" used in the Convention, includes the crew. But, however, that may be, it is essential that the crew should be inspected; unless the lesser source of danger alone is to be guarded against and the greater left unchecked. But herein lies the absolute impracticability of inspection on shore. The reasons are so clearly pointed out in the papers accompanying this letter that they need no further elaboration. Indeed, no statement of reasons is needed to show that in the case of vessels sailing from the stream, the inspection of the crew cannot be on shore at the time of embarkation. The fact is patent.

5. This Government therefore are compelled to ask that the Convention should be so modified as to allow of inspection on shore or on board, as the circumstances of any particular port may render necessary. The power of suggesting modifications in the Convention is reserved to the contracting parties. It should, this Government consider, be exercised in this particular instance for two reasons. The

first I have already fully explained, it is the practical impossibility of a complete inspection on shore. The second is that there is not necessarily any loss of efficiency involved in an inspection on board. Dr. MacCartie shows how time after time he had members of the crew of a vessel removed for observation, how a certain number eventually developed plague ; and yet that on the vessels from which they had been removed no more cases of plague occurred. It seems to be practically demonstrated that the early stage of plague is not one in which the disease is communicable by the patient, and consequently the removal from a vessel of a person suffering at an early stage of the illness accompanied by the removal of those in attendance on him and his and their effects, is a thorough safeguard to the vessel and those on board. Even at a more advanced stage effective disinfection of the portion of the vessel a plague patient has been in contact with, in addition to the other measures, would secure the vessel and those on board from danger. As a matter of experience, however, it is found that cases on boardships are discovered at an early stage. These considerations taken with the results of the inspection of outgoing vessels from Bombay throughout the time when plague was at its worst, demonstrate that the Bombay method of inspection is not wanting in efficiency and need not be changed.

6. The argument of expense, though important, is not one which this Government consider it desirable to urge as a ground for modifying the provisions of the Convention. They rely on the thorough efficiency of the method practised in Bombay, and on the impracticability of that provided by the Convention.

7. The Bombay Government agree with Sir James Campbell that when plague cases have become very few in Bombay the inspection rules should be applied to certain classes of vessels only. So long, however, as Bombay remains an infected port, within the meaning of that expression as used in the Convention, individual medical inspection must be made of every person sailing in each vessel proceeding to any port of a country which is a party to the Convention. As regards vessels proceeding to other ports whether within or outside India, the inspection can be altered or discontinued at will. I am to enquire whether it is the wish of His Excellency the Governor General in Council that no such alterations or discontinuance should be made without previous reference to the Government of India, and to this enquiry I am to request, that if the Government of India see no objection, an answer may be sent by telegram; for it is to be hoped the time is near when the inspection of vessels proceeding from Bombay may in some cases be relaxed or discontinued.

8. I am to add that Sir James Campbell appears to be in error in stating (paragraph 10 of his letter No. 3070 of 2nd July 1897) that "under a recent order of the Government of India letter No. 1623, dated 1st June 1897, the Local Government rules regarding the inspection of ships are to be adjusted to the Convention rules." It is understood that the order quoted applied only to the assimilation, to the requirements of the Convention, of the rules for the inspection of vessels proceeding to ports out of India from Madras and Calcutta.

No. 2915, dated Bombay, the 24th June 1897.

From—Sir James MacNabb Campbell, K.C.I.E., I.C.S., Acting Commissioner of Customs, Salt, Opium and Abkari,

To—The Secretary to the Government of Bombay, General Department.

VENICE CONVENTION.
PLAGUE INSPECTION BY SEA.
Outward and Inward.

With the help of Surgeon-Major Mac Cartie, the Health Officer of the port, by whom the rules have been drafted, I have the honour, as directed in your No. 3188 of the 9th June 1897, to furnish the following information.

2. To adjust the procedure at Bombay with that laid down in the Venice Convention, as explained by the Government of India in their letter No. 1623, dated 1st June 1897, two sets of Rules A outwards and B inwards are required.

3. The details of Rules B inwards are taken from the regulations enforced by Government at Aden and Karachi against arrivals from plague infected ports. The means of segregation now available in Bombay make it possible to provide for the accommodation and treatment of from 600 to 800 infected or suspected arrivals, a total which is not likely to be reached, except at such times as pilgrims from the Hedjaz may be returning to Bombay in infected ships. At the same time it is to be noted that segregation is available only in the city itself. Bombay at present has no means of detaining in any quarantine camp outside the city infected or suspected arrivals.

4. The details of Rules A outward are in the main in agreement with the existing procedure in Bombay. With few exceptions the arrangements in force since 6th February last can be continued with such slight modifications as will bring them more exactly in agreement with the conclusions of the Venice Conference. In drawing up these rules we have felt uncertain how far it is the intention of Government to order the inspection of every vessel which leaves Bombay for any port. It seems necessary to leave it open to Government to decide that when plague cases in Bombay have become very few these rules should apply to certain classes of vessels only, say those bound for Europe.

5. The only important exception to the general conformity is that while it has been the practice in Bombay to inspect the passengers and crew of outgoing vessels either on shore or on board, as the other necessary arrangements regarding the departure of the ship made possible, the Convention Rules, as noted in Government of India No. 1623 of 1st June 1897, paragraph 5, contemplate no inspection of outgoing passengers and crews except on shore.

6. An examination of the conditions under which vessels leave Bombay shows that it is not advisable, that it is not even possible, to enforce a rule which makes all outgoing medical inspection an inspection on shore.

7. In Bombay vessels start from one of three places :—

(1) The outer wall of the dock.

(2) The docks.

(3) The stream.

In the case of vessels starting from the outer wall of the dock the passengers are now, and, since plague inspection was started early in February 1897, have been inspected on shore in sheds specially arranged on the dock wall. The crews of these vessels, that is of vessels that start from outer wall of the dock, are mustered and examined on board before the passengers are allowed to enter the ship. In this way only can the stokers, foremen and other members of the crew who are on duty be inspected without the risk of delay or of accident. It might be possible to arrange to inspect the crew in batches on shore. But the annoyance and risk of such a procedure are clear and the practical merit of the precaution is not apparent since the crew have been already on board, and if one of them on inspection is found to be suffering from plague, he must be considered to have infected the ship. If this connection I would venture to draw attention to the fact that the inspection of the crew is of more importance than the inspection of the passengers. Returns shew that of the inspections during April and May 1897 more than one half were inspections of members of crews (86,938 of 161,406). And it is evident that

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No. 2915, dated Bombay, the 24th June 1897.

From—SIR JAMES MACNABB CAMPBELL, K.C.I.E., I.C.S., Acting Commissioner of Customs, Salt, Opium and Abkari,

To—The Secretary to the Government of Bombay, General Department.

VENICE CONVENTION.
PLAGUE INSPECTION BY SEA.
Outward and Inward.

With the help of Surgeon-Major Mac Cartie, the Health Officer of the port, by whom the rules have been drafted, I have the honour, as directed in your No. 3188 of the 9th June 1897, to furnish the following information.

2. To adjust the procedure at Bombay with that laid down in the Venice Convention, as explained by the Government of India in their letter No. 1623, dated 1st June 1897, two sets of Rules A outwards and B inwards are required.

3. The details of Rules B inwards are taken from the regulations enforced by Government at Aden and Karachi against arrivals from plague infected ports. The means of segregation now available in Bombay make it possible to provide for the accommodation and treatment of from 600 to 800 infected or suspected arrivals, a total which is not likely to be reached, except at such times as pilgrims from the Hedjaz may be returning to Bombay in infected ships. At the same time it is to be noted that segregation is available only in the city itself. Bombay at present has no means of detaining in any quarantine camp outside the city infected or suspected arrivals.

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5. The only important exception to the general conformity is that while it has been the practice in Bombay to inspect the passengers and crew of outgoing vessels either on shore or on board, as the other necessary arrangements regarding the departure of the ship made possible, the Convention Rules, as noted in Government of India No. 1623 of 1st June 1897, paragraph 5, contemplate no inspection of outgoing passengers and crews except on shore.

6. An examination of the conditions under which vessels leave Bombay shows that it is not advisable, that it is not even possible, to enforce a rule which makes all outgoing medical inspection an inspection on shore.

7. In Bombay vessels start from one of three places:—

(1) The outer wall of the dock.

(2) The docks.

(3) The stream.

In the case of vessels starting from the outer wall of the dock the passengers are now, and, since plague inspection was started early in February 1897, have been inspected on shore in sheds specially arranged on the dock wall. The crews of these vessels, that is of vessels that start from outer wall of the dock, are mustered and examined on board before the passengers are allowed to enter the ship. In this way only can the stokers, foremen and other members of the crew who are on duty be inspected without the risk of delay or of accident. It might be possible to arrange to inspect the crew in batches on shore. But the annoyance and risk of such a procedure are clear and the practical merit of the precaution is not apparent since the crew have been already on board, and if one of them on inspection is found to be suffering from plague, he must be considered to have infected the ship. If this connection I would venture to draw attention to the fact that the inspection of the crew is of more importance than the inspection of the passengers. Returns shew that of the inspections during April and May 1897 more than one half were inspections of members of crews (86,938 of 161,406). And it is evident that

specially in the case of vessels for Europe, the shore life and surroundings of the passengers are more wholesome than those of the crew.

8. The difficulties in the case of No. 2. That is of departures from the dock, are more serious than in the case of No. 1 departures from the dock wall since these difficulties affect passengers as well as crew. Under the rules no inspection can take place at night. The state of the lading or of the tide not unfrequently compels a vessel to leave the dock at night. Vessels which in any voyage may have to leave the dock by night sometimes carry 500 to 600 passengers. If the passengers and crew have to be inspected on shore a building must be secured in some central position in the docks with separate rooms and retiring rooms for men and for women. Even though necessary quarters are provided a further set of difficulties remain. If the vessel leaves the dock during the night how can the passengers be controlled? The docks are about $1\frac{3}{4}$ miles round. To use the only available latrines passengers must be allowed to move about the docks. What is to prevent a passenger taking advantage of this freedom to pay a visit in the town? Again when the ship starts what security is there that the passenger who passed sound the evening before is the same passenger who leaves Bombay? A strong body of special police might help to keep irregularities within bounds. Such a force would be costly and considering the peculiar character of the duty they could hardly be expected to be markedly efficient. These objections are urged in the case of passengers who leave the dock by night. The same objections apply in some details with more, in other details, with less, force in the case of crews who start during the night.

9. In the case of No. 3, departures from the stream, the objections to a shore inspection either of passengers or of crew are still stronger. Separate inspection rooms, perhaps at Ballard pier, would have to be provided, and to control passengers starting from the stream would be still more difficult than to control them during a night departure from the dock. But it is in the case of the crews of the larger vessels leaving Bombay from the stream that the difficulty of arranging a shore inspection practically becomes an impossibility. The India or other large mail steamer in the stream ready to weigh anchor has a crew of 332 men. That the whole of this mass of men can either in block or by detachments be sent on shore for medical inspection is a proposal which, so far as I can judge, is not practicable.

10. I am therefore hopeful that the principle which the Venice Convention has been pleased to adopt, namely, that each Government may take into account local considerations and conditions, may be declared to include in Bombay such boardship inspection as local circumstances have proved to be necessary. That in fact the concession of boardship inspection granted by the Venice Convention in Batavia to pilgrim ships may be applied in Bombay to the less rigid treatment required in the case of ordinary passengers. It may be objected that in Bombay the concession of boardship inspection is unnecessary seeing that all pilgrims are inspected on shore. The reply is that in Bombay to make the shore inspection of pilgrims possible restrictions regarding the berth occupied, and the hour of sailing have to be enforced which could not be made applicable to ordinary passenger ships.

Rules, page 3, paragraph II-1.

See General rules, page [illegible], Notes.

11. The chief argument in support of the concession of boardship inspection is neither the saving of expenditure nor the smoothing of difficulties. The chief argument in its favour is, since its introduction in early February, the notable success of the Bombay system of inspection partly on shore partly on shipboard. During the past four months the outward plague inspections by sea have been February

79, 623, March 91,779, April 80,608, and May 81,398. Of this total of 333,408 inspections in no single case for the S. S. *Dilwara* was inspected by the military authorities, did plague appear after any of the vessels left Bombay.

12. With a record so favourable to the local alternative system I trust Government may be pleased to move the Government of India to allow the existing port-shore, port-boardship inspection to continue as the sole concession to the local conditions of Bombay which the experience of several months has shewn to be necessary. With this hope I have the honour to forward a set of Rules A outward drafted by Surgeon-Major MacCartie, which I consider will carry out the directions of the Venice Convention, except in so far as, in accordance with the existing Bombay practice, they permit inspection on shore or on boardship according to the circumstances of each case.

13. Along with the general summary contained in this letter of the grounds for continuing the system in force in Bombay, I have the honour to submit a memorandum from Dr. MacCartie, stating in detail the evidence in favour of alternative boardship inspection. All th considerations on which the Health Officer of the Port lays stress seem to me of practical importance. They form a valuable record of his special experience of the system of inspection required in Bombay to guard against the outward and inward spread of plague by sea.

A. (OUTWARD).

Rule I.—No vessel shall leave the port of Bombay for any of the following ports.

Until she has been inspected by the Health Officer of the Port, and the master or person in charge of such vessel has obtained a bill of health or certificate from such officer that the master or person in charge officer, crew and passengers (if any) of such vessel are free from plague. Provided that, in the case of a vessel that has called at Bombay from a port outside the continent of India *en route* for some other port, and which has on arrival a clean bill of health and has had no communication with Bombay, except through any person or persons who shall have embarked there, the inspection of such vessel by the Health Officer of the port may be limited to the medical examination of such person or persons so embarked, and the bill of health or certificate required by this rule shall only certify that such person or persons is or are free from plague, and such certificate may be in the form of an endorsement on the bill of health furnished to the vessel at the last port of call prior to arrival at Bombay. For the purposes of this proviso the Collector of Customs and the Port Health Officer are empowered to decide what shall constitute communication with Bombay.

Rule II.—Should the Health Officer of the Port be of opinion that any person on board of or about to sail on, any vessel so inspected is suffering from plague, he shall refuse to give a bill of health or certificate as aforesaid unless and until such person together with his or her attendants and relatives, and their baggage and personal effects have been removed from the vessel, and the vessel has been disinfected in such manner as the Health Officer of the Port directs; and such removal and disinfection shall be noted on the bill of health. The baggage and effects of such persons as are removed from or prevented from sailing in any vessel under this rule shall be disinfected on shore in such manner as the Port Health Officer directs before such baggage and personal effects are permitted on board any vessel.

Rule III.—After the master or person in charge of the vessel has obtained a bill of health or certificate under the provisions of these rules,

no person or cargo or goods of any kind shall be embarked or disembarked before the vessel leaves the port of Bombay unless such vessel is again inspected by the Port Health Officer and another bill of health or certificate obtained from such officer by the master or person in charge of the vessel.

Rule IV.—No port clearance shall be delivered to any vessel unless and until the master or person in charge thereof shall produce the bill of health or certificate to be obtained as aforesaid, and it shall be the duty of Customs officers to refuse delivery of the port clearance until such master or person in charge shall produce such bill of health or certificate and such bill of health or certificate comes within the provisions of Rule V.

Rule V.—Vessels not leaving port before 6 A. M. of the day following the medical inspection may not leave without re-inspection.

Rule VI.—The medical inspection of vessels and passengers shall be carried out between sunrise and sunset.

Rule VII.—The Government of Bombay may appoint any person or persons by name or by virtue of office, Health Officer or Health Officers of the Port for the purpose of these rules as regards any class or classes of vessels and may cancel any such appointment.

Rule VIII.—Should the Port Health Officer prevent the embarkation or sailing of any persons under these rules such person or persons may be kept under observation in duly appointed places until free from any suspicious signs or symptoms of plague, and actual plague cases may be removed to such hospitals as are appointed for the purpose.

Rule IX.—Disobedience of any of the above Rules I, II, III, IV, and V and VIII will subject the offender, and all persons aiding and abetting him to a prosecution under the Indian Penal Code.

B. (INWARD).

In exercise of the power conferred by Act III of 1897, His Excellency the Governor in Council is pleased, with the previous sanction of the Governor General in Council, to make the following rules and to publish the same for general information. These rules have effect from in the port of Bombay as a temporary measure.

I.—The Commander of every vessel including buggalows or other native craft arriving at Bombay from

shall, before entering harbour, hoist a yellow flag; or shall, if entering port at night time, show the quarantine light signals, *viz.*, 3 lights-red, white and red at the main. He shall indicate by signal the port from which the vessel has come, and shall keep such flag and signals hoisted until permitted to take them down as hereinafter provided. The pilot on going alongside a vessel from

shall direct the flag or lights prescribed above to be hoisted, if this has not already been done.

II.—Such Commander shall not without first having obtained permission, as hereinafter provided allow any communication, except orally, with the shore or with any vessel or boat excepting with the boat supplying pilots, and in that case communication shall be limited to receiving on board the pilot, his servant and baggage.

III.—On such arrival being signalled the Health Officer of the port shall as soon as possible go along side the vessel and ascertain by enquiry from the Commander, and by careful individual medical examination of the passengers and crew, whether any person on board is suffering, or has during the voyage suffered from plague, or whether any death has occurred during the voyage from unknown or suspicious causes. If the Health Officer of the port is satisfied by such enquiry and examination that no person on board is suffering, or during the voyage has suffered, from plague, and that no death from unknown or suspicious causes, has occurred during the voyage, and that the vessel has been 10 clear days out from

partique shall be given at once, subject to the directions of the Health Officer of the Port as to what, if any procedure of disinfection shall be carried out, should 10 clear days not have elapsed between the date of the vessels' departure from

and its arrival at Bombay it will be within the discretion of the Health Officer of the Port to refuse pratique until 10 clear days have elapsed since the vessels departure from

or until all persons on board have been subjected to medical supervision at an appointed place during such period as will complete 10 days from the date of the vessel's departure from

For the purposes of this rule the Health Officer of the Port may demand a declaration on oath from the medical officer or in his absence from the Commander that there has been no case of plague on the ship since her departure from

IV.—If as the result of the enquiry and examination made under Rule III, the Health Officer of the Port shall have reason to believe or suspect that at the time the vessel arrives in the harbour any person is suffering, or during the voyage has suffered, from plague, or that any suspicious death has occurred, he shall direct that such person, together with all his or her baggage and personal effects other than such contaminated or infected articles as the Health Officer of the Port directs to be destroyed, be removed to such place as is appointed for the purpose, there to remain until permitted to leave by the medical officer in charge of such place. After such removal the Health Officer of the port may direct the Commander to take the vessel to such quarantine anchorage as is appointed for the purpose, there to remain for a period of 10 days, and he may direct that whilst at the aforesaid anchorage all communication, except such as is hereinafter provided, between such vessels and the shore or other vessels or boats in the harbour shall be prohibited. Under this rule the period of quarantine for vessels which on arrival are found free from cases of plague, but on which a suspicious death has occurred durring the voyage may be limited to 10 days from the date of such suspicious death.

V.—If, during the period, a vessel is at the quarantine anchorage, aforesaid any case or cases of plague should occur on board, the said vessel shall remain in quarantine for a period of 10 days from the termination of the last case either by death, recovery, or removal from the vessel, and be subject to all the prohibitions provided in Rules III and IV.

VI.—When any vessel has been placed in quarantine as aforesaid the Port Health Officer may direct that so many of the passengers and crew as may not be suffering from illness, and whose services may not be required on board, the vessel shall be removed to such place as may be appointed for the purpose there to remain for such time as will complete a period of 10 days either from the date of departure from

or from the date of the occurrence of the last plague case, and under such directions as the Port Health Officer may lay down as to disinfection of the personal effects of the said passengers and crew. After such removal the vessel and the effects of such persons as have remained on it shall be disinfected in such manner as shall be laid down by the Port Health Officer.

VII.—Any mails, baggage or cargo which may be brought by any vessel so arriving shall be landed under such precautions as the Health Officer may seem necessary to prevent the spread of the disease.

VIII.—It will be the duty of the Port Officer to facilitate the conveyance to all persons in quarantine of such supplies of provisions, stores, and other articles as may be required.

IX.—All vessels arriving at Bombay, which may have communicated with vessels coming from shall be subjected to the same rules as vessels arriving at Bombay from

No. 591 of 1897.

Note on Government of India letter No. 1623, Hame Department, dated 1st June 1897 (Sanitary).

In order to bring the rules now in force at Bombay against the export and import of plague within the lines laid down by the Venice Sanitary Conference two sets of rules must be considered:—

I.—Those to be enforced as regards departures by sea.

II.—Those against arrivals by sea.

I.—*Departures.*

2. The two points of difference between the Bombay rules at present in force and the Venice Regulations are—

(*a*) Venice rules insist on medical inspection *on shore* before embarkation of each person sailing on a vessel. Whereas the Bombay rules permit of inspection on shore or on boardship as the case may be.

(*b*) Inspection on shore of contaminated or suspected articles is compulsory under the Venice rules and is not mentioned in the Bombay rules. A third point of difference is the

wish of the Government of India expressed in paragraph 5 of their letter No 1623 of 1st June, that the attendants and relatives of infected cases should be prevented from embarking.

3. The order to inspect on shore each person sailing on the ship would seem to include crews as well as passengers, and, if that is the intention, its inclusion in the Bombay rules will be difficult if not impossible for the following reasons.

A very large number of vessels do not enter the docks. They load and unload in the stream and their crews therefore live on board, but communicate freely with the shore either by visits to the town or by contact with the shore people who load or unload the vessels. If these crews have to be brought on shore for inspection, great expense, trouble and delay will be thrown on ship owners with no compensating advantage, for, if any member of them is found at the inspection on shore to be suffering from plague, he must be considered to have already infected the ship he has come from

The largest P. and O. vessels always sail from the stream and have crews numbering from 330 to 340 men. All these have free communication with the city for many days before departure from Bombay. Are they to be brought on shore for examination on the day of sailing, as would seem to be intended by the rules of the Venice Conference, and if so what sanitary object has been attained by a transfer from ship to shore at great expense, inconvenience and delay to the owners, and at considerable risk to the ships thus deprived of their crews?

4. The same objections apply though in a lesser degree to such vessels as sail direct from the wet docks. Although the question of expense may not arise, there is a maximum of inconvenience and no apparent compensating sanitary advantage.

5. How important is this crew question will be seen from the return of persons inspected prior to their departure from Bombay by sea during the months of April and May last, the only two months for which the returns have as yet been made out. In April 80,008 persons were inspected, of whom 42,141 were crews.

In May 81,398, of whom 44,797 were crews.

It is thus evident that the crews of vessels have been even more numerous than the passengers, and that the transfer of an average of over forty three thousand a month to shore for inspection would have been impracticable, and, as regards any sanitary object, such as the prevention of infection on a departing vessel, useless.

6. It is to be hoped then that the expression "every person sailing in the vessel must be examined on shore" which occurs in paragraph 5 of Government of India letter No. 1623 of 1st June 1897, will not be held to include the crews of vessels.

7. On the other hand, the inspection of all passengers on shore will be possible, although extremely difficult and very expensive as will be seen from the following remarks.

In accordance with the Venice Regulations, Bombay, as long as indigenous cases of plague occur there, will be bound to inspect all outgoing persons; but it is the opinion of many medical men of standing that plague will, as cholera had done, become endemic in Bombay. There is therefore a possibility if not a probability of the Local Government having to provide an inspecting staff to prevent the export of plague cases, commensurate with the enormous human traffic between Bombay and other ports.

To estimate what staff is necessary for this purpose is of course impossible until it is known whether the regulations as to inspection refer only to vessels bound for Europe, or are to apply as at present to all persons leaving Bombay by sea for anywhere. If the latter, then a staff sufficient to inspect some 80,000 people a month will be necessary. Such a staff has been in existence since the 6th February, and consists of—

1 Port Health Officer,

1 Additional Port Health Officer,

3 Commissioned Medical Officers,

3 Assistant Surgeons,

1 Hospital Assistant,

2 Lady Doctors,

and services of one other Lady Doctor on at least two days of each week, and in addition to the above, three qualified medical officers, who worked under the supervision of the Customs Department, chiefly in connection with the inspection of small native sailing craft.

The above staff was really too small, and the work was only satisfactorily done by working at a pressure which is only possible for a limited time, which left absolutely no margin for sickness or accident, and necessitated hours of duty lasting on too many occasions from 5-30 A.M. to 7 and at times 8 P. M. with a very brief interval for breakfast, whilst it was found necessary on English mail days to supplement that staff by enlisting the services of at least two and sometimes four of the Professors of the Grant Medical College.

The necessity for a large staff is not merely because so large a number of persons have to be inspected, or because vessels sail at all hours and from different anchorages or berths in a large harbour, but also because plague is a disease which compels a most rigid inspection of all persons who present themselves for examination. Its main and chiefest signs are fever and buboes, and accordingly any man with fever or with buboes becomes an object of suspicion, has to have his temperature taken, and be examined practically naked. During the inspection of departing passengers by sea in February, March, April and May, the numbers placed on one side for temperature observation ranged from 20 to 25 per cent., and as many as a dozen thermometers were in use at the same time.

8. Therefore as long as plague exists, the Local Government will require a very large staff to examine outgoing vessels, for, even if there are but few cases of plague in the city, every one departing from Bombay must be looked upon as a possible plague case, and will have to be most rigidly examined; for no Port Health Officer can be expected to sign a bill of health which certificates to the absence of plague from amongst crew and passengers, unless he is satisfied that all that is humanly possible has been done to ensure that the bill of health is an honest one.

9. It becomes, then, important to consider how the inspection of outgoing persons from Bombay can be managed without the Local Government having to undergo a very heavy expenditure; and, as I submit, the expense of an inspecting staff will, if all persons are to be examined on shore, as directed in paragraph 5 of Government of India letter No. 1623 of 1st June, be so great as to practically be prohibitive.

10. In discussing the question of shore inspection, the starting points of steamers must be remembered. Vessels sail from—

(1) Berths alongside bandars or docks harbour walls.

(2) From the Wet dock.

(3) From the stream or open harbour.

As regards class (1) there is no difficulty. The passengers of this class are even now examined on shore in sheds belonging to the Port Trust, and specially arranged for the purpose, and are then passed direct into their vessel, and these passengers are those most likely to be infected, being those who travel by Shepherd's Steamers and the British India boats bound to Kathiawar, Cutch, and Karachi.

As regards classes (2) and (3), the difficulties and expense of inspection on shore at once become manifest, even if the passengers only are considered.

They are:—

(*a*) Increased staff necessary.

(*b*) Considerable outlay required to erect suitable buildings with separate compartments for the inspection of men and women, and retiring rooms for the more private examination always necessary in plague inspections.

(*c*) The difficulty of controlling the movements of passengers after inspection.

(*d*) An increase of staff will be necessary more especially in the case of vessels sailing from the stream, because in addition to the inspection of passengers on shore, the vessels and crews (if it is permitted to examine the latter on board) must also be inspected, and even if the crews are not to be inspected on board, the vessels must still be examined, and their sanitary condition enquired into. The importance of this sanitary examination of vessels cannot well be exaggerated, and has always been admitted here and given a prominent place in the Government Bills of Health.

If passengers may be examined on board, then vessel crew and passengers can all be examined in one place and by the same staff. It follows that more men and more time will be required if the ship has to be examined at one time and the passengers at another.

(*b*) Outlay for erection of buildings. Two such buildings will be necessary, one for passengers embarking on vessels of class (2) placed at some central position of the wet docks and a second situated at say Ballard pier, for passengers embarking in vessels of class (3). The necessity for these buildings disappears if passengers may be allowed to embark before inspection.

(*c*) Difficulty of control of passengers after inspection. This is very apparent in connection with vessels leaving the wet docks and the stream. Vessels sail from the docks according to tidal conditions both by day and night, and some of them carry from five to six hundred native passengers. Such a vessel may be timed to leave her berth at 4 A.M. Her passengers can be inspected on previous evening on shore. They have then to be escorted to their vessel, and on boarding it find that all the ships water closets are closed, as they are by rule.

This compels them to resort to the dock latrines. Who is to prevent them, when they have left their ship for this purpose, from visiting the city? After they have been inspected on shore, who is to guarantee that those inspected are those who ultimately sail in the vessels? Under a system which permits inpection on board the passengers would be embarked at sunset, the vessel would leave dock at 4 A.M., and anchor in the stream, where at 6 A.M., her passengers would be inspected, and the vessel sail away immediately the examination was over.

The same difficulty, but more intensified, exists in the cases of vessels lying in the stream. Who is to control the passengers between Ballard pier and vessels lying all over the harbour and often several miles from Ballard pier?

This difficulty of control of passengers may be got over by a sufficiently large police force, and special barges on which to convey persons to the various ships, but native sepoys are sometimes inefficient, and not always beyond the reach of bribery.

11. The difficulty and expense of compulsory shore inspection will of course be much lessened if the rules of the Venice Sanitary Conference are held to apply only to vessels leaving Bombay for European ports, but they will exist even then to a very appreciable extent.

12. It now remains to show that the system at present in force in Bombay, which permits of inspection on boardship or on shore as the conditions demand has not been attended with any ill consequences and has as regards the prevention of the export of plague to other countries worked satisfactorily. Since 6th February 1897, when the Government order for the inspection of all vessels leaving Bombay came into force, only one plague case as far as is known got away from Bombay by sea, *viz.*, that by the S. S. *Dilwara* hired transport. Before that date two plague cases occurred in the pilgrim vessel *Pekin* after departure from Bombay. In both those cases passengers were inspected on shore, prior to embarkation, and in the *Dilwara* instance, had the inspection of passengers been made on board at the time when the Port Health Staff visited the vessel for examination of the ship and its crew, the plague case which had been inspected two days previously on shore might possibly have been discovered. The arrangements for the medical examination of passengers by troopships are made by the military authorities, the Port Health Staff only inspecting crews and vessels. The *Dilwara* and *Pekin* were therefore infected vessels, and the latter vessel carried over 1,000 of perhaps the most insanitary and dirty people, who travel by sea, pilgrims—yet the disease did not catch on, nor did the passengers on board these very crowded vessels suffer in health from the fact that plague cases were amongst them. During the inspection on boardship from February up to date, many persons have been removed from outward bound vessels as suspicious cases. Some of these developed plague after removal, but in no instance did the disease appear amongst those who remained on the vessels. They sailed away and no more plague occurred, from which it would seem that the circumstances of a sea voyage are inimical to the plague microbe: and that people affected by manifest plague, or in whom the disease is incubating, may be on boardship without danger to the rest of the passengers, unless, indeed, the number of infected ones is very great. The compulsory inspection on shore then does not seem to be an absolute sanitary necessity, whilst it has been shown that it can only be carried out by a system which will necessitate a very large expenditure of time and money.

13. (*B*) Disinfection on shore of contaminated or suspected articles. This can be carried out under the Bombay system. An infected case on board a vessel may be removed with all his baggage, as now is done, to an observation camp, before leaving which kit can be and is now, disinfected: and the vessel or parts of it where the case lay can be also dealt with.

14. The rules marked A (Outward) drawn up in consultation with the Commissioner of Customs, and forwarded by him to Government, accordingly, are worded so as to permit of inspection on boardship as well as on shore, whilst in other respects they are adjusted to meet the requirements of paragraph 5 of Government of India letter No. 1623 of 1st June. They also provide for the segregation of actual plague and suspicious cases in plague hospitals and observation camps respectively and for disinfection of vessels and baggage.

An opening has been left in rule I, so that it can be made applicable to all vessels leaving Bombay for anywhere or to vessels bound for certain ports only, *e.g.*, Europe, Africa, etc.

II.

15. The rules marked B (Inward) have been drawn up according to the instructions laid down in paragraph 12 of Government of India letter No. 1623 of 1st June 1897, and it is proposed that they should be applicable to vessels arriving at Bombay from any infected port, Indian or Foreign. Under them certain places for quarantine camps, outside the city will be required, and it should be noted that no such places at present exist which are suitable for the purpose: whilst the Plague Committee's segregation camps inside the city are temporary and will only provide accommodation for from 600 to 800 people, which must be considered insufficient when it is borne in mind that one pilgrim ship alone, the *Pekin*, may arrive from an infected port such as Jeddah with more than 1,000 passengers

BOMBAY PORT, HEALTH OFFICE;
Dated 23rd June 1897.

F. F. MACCARTIE, M.B.,
Surgeon-Major,
Health Officer of the Port.

No. 3070, dated Bombay, the 2nd July 1897.

From—SIR JAMES MACNABB CAMPBELL, K.C.I.E., I.C.S., Acting Commissioner of Customs, Salt, Opium and Abkari,

To—The Secretary to the Government of Bombay, General Department.

In continuation of my letter No. 2915 of 24th June 1897, I have the honour to forward copy of the Collector Mr. Kennedy's views and the remarks which, after consulting the Health Officer of the Port, I would offer in support of our original contentions.

2. I see no need for drawing up rules for the definition of the different classes of vessels suggested by Mr. Kennedy in his paragraph 4. As suggested in my paragraph 4, it seems to me the better course to leave it to Government, in accordance with changing conditions, from time to time, to decide to what vessels and ports the rules shall apply.

Collector's paragraph 4.

3. In this paragraph, Mr. Kennedy assumes that the crew are not to be examined on shore. He considers that the rule should be drawn up on the assumption that the Venice Convention sanctions the boardship inspection of crews. I agree with the Health Officer of the Port in doubting whether the framers of the Convention rules intended to have the crew examination on boardship. Our reasons are:—

Collector's paragraph 5.

(*a*) The use of the expression "compulsory medical inspection of each person sailing on the ship."

Convention Chapter I, Rule I, Notification II, page 3.

(*b*) The use of the phrase, in paragraph 5 of the Government of India's letter under reply. "All passengers and crew are on board" implying that the crew have

been out of the ship, presumably for inspection, and further implying that the Government of India's definition of person sailing in a ship includes both crew and passengers.

(*c*) If the details laid down in the Convention rules for the inspection of passengers do not apply also to crews then the rules contain no provision for the inspection of that most important section of those who sail in ships, who, I agree with the Health Officer of the port, are more likely to be infected than passengers for Europe. The question of the relative danger from passengers and from crew is treated at length in paragraph 12 below.

2. The Collector holds that, as the Convention rules enjoin shore inspection, this procedure must at all risk and cost be adopted. I venture to think that the exemption granted, in the case of Batavia, shows that if satisfied of the necessity or of the advantage of any local system, the Convention are ready to modify their requirements. I also venture to think that the Health Officer of the Port has shown that apart from the serious difficulties, the existing mixed board and shore inspection is on sanitary grounds better than the proposed rule forbidding any inspection except on shore.

Collector's paragraphs 6, 7 and 8.

Under Pilgrim ships, paragraph 1, chapter I, page 3.

5. In reply to the Collector's objection that, if the local system is introduced, other countries may raise difficulties on the ground that shore inspection has not been carried out in Bombay, I would remark that the Government of India can protect themselves by informing the signatories to the Convention beforehand of the proposed alterations and giving reasons for their adoption.

Collector's paragraph 9.

6. The Collector sees no impossibility in shore inspection. I venture to think that if crews are not exempted shore inspection will be impossible. And further that shore inspection of passengers, though possible, will be very difficult and very costly.

Collector's paragraph 10.

7. The Collector notices that in Bombay shore inspection already exists in the case of pilgrim ships. In paragraph 10 of my letter I have explained that in Bombay the shore inspection of pilgrims is carried out under restrictions which could not be enforced in the case of regular passenger ships. I would further point out that the average yearly number of pilgrim ships leaving Bombay is 20; and that, comparatively insignificant as that number is, the inconvenience caused to the ordinary traffic of the dock by the special procedure connected with the departure of pilgrim ships is very marked.

Collector's paragraph 11.

8. The Collector selects the case of a Peninsular and Oriental Mail steamer. In doing so he selects the class in which difficulties are least though still noticeable. As passengers can hardly be prevented from going on board at any time, it follows that to secure inspection on shore medical attendance must be available throughout the day at one particular place, while for the departures by all other boats, including those from the docks and bandars, additional medical attendance must be provided at other places. Moreover, the Collector ignores any consideration of the difficulties pointed out both by the Health Officer of the Port and by myself in regard to the departures of vessels from the wet docks with large numbers of native passengers.

Collector's paragraphs 12 and 13.

Health Officer of Port note 591, paragraph 10 (c), my letter paragraph 7.

9. The Collector considers that the rules he has formulated (paragraph 13) for Peninsular and Oriental departures can be adopted by other passenger steamers to Europe, China and Japan. On this point I have obtained the following note from the Health Officer of the Port—

Collector's paragraph 14.

> It is not clear why the Collector selects China and Japan as countries to which the Venice Rules should apply; or why he omits Africa which, judging by the numerous telegrams from the Government of India directing a most careful examination of all persons sailing for its ports, must be considered of sufficient importance to warrant its inclusion in the list of countries entitled to protection under the Convention rules. Nor is it evident on what grounds he omits Mauritius which can truly be described as the most quarantining place in the world. China, which the Collector includes, is the natural home of plague and its Emperor has not signed the Venice Convention; while Africa is now largely under the British Government and thus comes indirectly, if not directly, within the scope of the Convention.

10. The Collector holds that the Local Government can apply its own rules in the case of vessels for any Indian or British port irrespective of the rules of the Venice Convention. Still it is to be remembered that under a recent order of the Government of India letter No. 1623, dated 1st June 1897, the Local Government rules regarding the inspection of ships are to be adjusted to the Convention Rules.

Collector's paragraph 15.

11. With reference to the Collector's opinion that two small examination rooms on the Ballard pier and in the docks would suffice for inspection, the experience of the Health Officer of the Port detailed in paragraph 7 of his note shows that, owing to the peculiar nature of the signs of plague, a somewhat elaborate arrangement for private examination is necessary.

Collector's paragraph 16.

12. The Collector does not think much danger of infection need be apprehended from the crew. As this view is opposed to that held by me and by the Health Officer of the Port, I quote from a minute by Dr. MacCartie—

Collector's paragraph 17.

> The Commissioner's letter No. 2916, paragraph 7, points out that, in the case of vessels bound for the places mentioned by Mr. Kennedy, namely, Europe, China and Japan, the danger from the crew is much greater than from the passengers. That the Commissioner's view is correct can easily be shown. Every Peninsular and Oriental Company's liner during the height of the plague, on arrival in Bombay was, under the law and practice of the port, forced to discharge its native crew: by law the crew can and do claim their discharge. Three or four days, sometimes one day, before a vessel's departure another crew has been signed on the articles. This fresh crew has come from the slums of plague-stricken, Bombay, whilst the passengers who are almost all Europeans have come from up-country stations and boarded their vessel direct from the train. Even in the case of local passengers they have come from ports of Bombay comparatively free from plague. The natural result has been that during the height of the epidemic no passenger, except two postal officials, both natives, was removed on suspicion from any vessel. Whilst it was found necessary, in almost every instance to remove several of the native crew. The information Mr. Kennedy asks for as regards instances of vessels becoming infected through their crews has already been practically furnished in paragraph 12 of my note 591. This is the return on which the argument was based that as plague cases have been removed from vessels without infecting the rest of their passengers and crews, the Bombay rules which permit a person to board his vessel before inspection, whilst much more workable and cheaper, are no less efficient for the prevention of the export of plague than the Venice Convention Rules.

13. As regards the Collector's view that the master of the vessel should be made responsible for the carrying out of plague rules by passengers, the Health Officer of the Port holds that no such responsibility can be enforced. The following remarks seem to me to carry weight.

Collector's paragraph 18.

Ship Commanders have stated to me over and over again that they cannot exercise complete control even over their crews, much less over their passengers. During the plague time when Commanders have been asked to prevent their crews going on shore even from the stream they have stated they were powerless to prevent them." Dr. MacCartie continues "even if Government considers that a responsibility thrown on the Commander and a few simple directions to the Dock gate-keeper, as suggested by Mr. Kennedy, be sufficient to ensure that the passenger inspected in the dock at say 5 P. M. is the same who sails in the vessel at 4 A. M., and that that passenger has had no communication with Bombay after boarding his vessel, I as Port Health Officer, for the following reasons, refuse to consider that these simple checks are sufficient. Should any case of plague appear on a vessel after leaving this port upon whom will the odium fall if not on the officer who signed the bill of health? The bill of health certifies to the health of all on board and no man can be asked to sign it unless he is certain that it is a true bill; and that all those inspected on shore have had no communication with shore after boarding their vessel and are those who were inspected by his staff. He could not possibly accept the ineffective and simple checks described as sufficient in paragraph 18 of Mr. Kennedy's letter."

Collector's paragraph 19.

14. The Collector seems to contemplate the disinfecting of pilgrims' baggage leaving Bombay. The reason why there is no special notice of disinfecting outward baggage is that provision is made for the treatment of the baggage of all infected passengers. The rules do not, it seems to me, contemplate any interference with baggage, except with baggage belonging to an infected passenger. In the second part of this paragraph (paragraph 20) the Collector expects that inspection work will not be permanently increased, because a few isolated or imported cases will not be held to make the port infected; but Section II, Chapter II of the Convention lays down that one indigenous case officially reported sets agoing the whole machinery of the Convention rules. As has been noticed in my former letter to Government unless the concession of part-shore part-ship inspection is secured, this machinery includes the inspection of the ship and crew in one place and of the passengers in another place.

15. I trust that these further explanations may make more clear to Government the necessity of obtaining from the Convention the concession of an alternative inspection either on shore or on ship board.

No. C.-11521, dated Bombay Customs House, the 28th June 1897.

From—R. M. KENNEDY, Esq., Collector of Land Revenue, Customs and Opium,

To—The Commissioner of Customs, Salt, Opium and Abkari, Bombay.

I have the honour to report with reference to your No. 2917, dated 25th instant.

2. I have no sufficient experience to offer comments on the rules accompanying your letter.

3. However there are a few points to which I should wish to draw attention and a few supplementary points on which I may offer comment.

4. In the first place it does not seem to me clear to what outward bound vessels the Venice Convention rules should apply whether (*a*) to all vessels leaving Bombay during epidemic as the wording "for the prevention of the spread of the plague" seems to imply, (*b*) or to vessels for ports of foreign powers who are signatories to the Convention, (*c*) or to vessels for any foreign port, (*d*) or for vessels leaving for Europe only. I venture to think this requires definition before any rules can be finally accepted.

5. Secondly, I do not understand whether the rules of the Venice Convention for medical examination of outward bound ships include the case of the crew of the vessel or that of the passengers only. As the crew of a vessel is already embarked and covered by a bill of health, and the Convention rules are intended to prevent a vessel becoming infected by embarkation, I am inclined to suppose that the medical examination on shore refers to passengers only. Obviously if the crew is infected the ship is an infected ship, the object of the rules seems to be to prevent a ship becoming infected, so then the special medical examination on shore cannot affect the crew, but those intending to embark, *i.e.*, the passengers.

6. You have proved conclusively the adequacy of the present regulations in Bombay to prevent infected ships leaving the harbour, and the difficulties attending any change in present methods.

7. The weakness however in the present system appears to be that it is not the method approved by the Venice Convention which enjoins (and especially enjoins) medical examination *on shore*; and the principles of the Venice Convention rules have been accepted by the Government of India.

8. It seems to me that we are bound to carry out the rules which have been accepted by superior authority.

9. Moreover, there seems a danger that at any moment in the case of an outbreak of plague, it may be alleged by any country disposed to raise difficulties that the measures now taken in Bombay are inadequate and contrary to the express intention of the Convention rules.

10. It does not seem to me impossible to secure medical inspection on shore.

11. This is already done in the case of pilgrims.

12. It appears to me that it could be done in the case of vessels carrying passengers to Europe and to China and Japan.

13. I will take the case of the P. and O. Mail Steamers. It seems to me that passengers could be examined at little extra cost at the Ballard pier, and then embarked by launch on to the steamer. A few precautions would be necessary:—

(*a*) The production by passengers of their tickets, which should be stamped after the passengers had been medically examined.

(*b*) The issuing of steam launch tickets to friends seeing passengers off. Such friends should also be examined, and a small fee might be charged if this were held advisable.

(*c*) The rigorous examination of all without tickets from the steamer.

(*d*) The rigorous exclusion from the steamer of all who do not come by the Company's launch from the Ballard pier. I would point out that such regulations would not only comply with the Venice Convention rules, but would also further order on the P. and O. Mail Steamer, and would prevent the danger which at present exists from the crowding of the steamer with all sorts and conditions of men (native servants, however, and the like) for whose health there is no guarantee, and who may introduce plague and render the steamer infected. Under regulations such as are suggested only those interested in passengers embarking would be likely to obtain admission on the ship.

14. Similar rules could be adopted for other passenger steamers for Europe, China, and Japan.

15. I believe there is already efficient examination on shore of coasting steamers. But I do not understand that the Venice Convention rules are intended to apply to vessels between British ports only, either in India, or between India and any other British port outside India. Rules for such ships in time of plague would be made by the British Government irrespective of the Venice Convention rules.

16. For shore examination of passengers it would be necessary to supply two small examination rooms on the Ballard pier and also in the docks. The cost of such rooms need not be excessive.

17. As I have already stated I do not understand that the Venice Convention rules are intended to apply to the crews of vessels as (*a*) their examination on shore is impossible, and (*b*) useless as it could not prevent a vessel being an infected vessel by the discovery of any member of the crew being infected, as he would have come from the ship, and would therefore have made the ship infected before he came on shore for examination. Moreover, I do not think there is much danger to be apprehended from the crews, and it would be interesting to know if during the recent plague epidemic, Surgeon-Major MacCartie has found any case in which a ship has become infected from illness among the crew.

18. In the case of the crews (and passengers) I think responsibility after medical examination should be thrown directly on the master of the ship who should see that no one leaves the ship for any length of time, and in case any one does, that person should be precluded from returning to the ship. In the stream this could be easily arranged, and at the docks the master could be materially assisted after dusk (when there would be most danger of such an occurrence) by a few simple instructions to the Dock gate-keeper.

19. In the proposed rules for Bombay nothing seems stated as to the disinfecting of baggage of outgoing steamers. In the case of passengers for Europe, I do not think any disinfecting of the baggage of passengers who are themselves free from infection would be necessary. In the case of pilgrims it would seem advisable in times of epidemic to pass baggage through a disinfecting chamber.

20. Apparently it lies with the Bombay Government to declare when the port is infected. I trust the plague will not be endemic in Bombay; the decreasing mortality from plague (now almost at zero) does not indicate this. I presume after it has once gone, the occasion hereafter of a few isolated and imported cases will not be held to render the port infected. The ispection work will not therefore be permanently increased, though it appears from Surgeon-Major MacCartie's report that the medical staff may require some increase.

G. C. Press, Simla.—No. 697 H. D.—7-8-97.—80.

No. 1904.

FROM

J. P. HEWETT, ESQ., C.I.E.,
Secretary to the Government of India,

TO

THE SECRETARY TO THE GOVERNMENT OF BOMBAY,
GENERAL DEPARTMENT.

Home Department.
Sanitary.

Simla, the 6th August 1897.

SIR,

I AM directed to reply to your letter No. 4021, dated the 22nd July, on the subject of the contemplated alteration of the rules issued by the Government of Bombay under the Epidemic Diseases Act, 1897, and Act I of 1870, so as to bring them into accord with the provisions of the Venice Sanitary Convention of 1897. I am at the same time to forward, for the information of the Government of Bombay, a copy of correspondence with the Government of Bengal on the modification of the rules issued by that Government for the port of Calcutta.

2. The draft rules prepared by the Acting Commissioner of Customs, Salt, Opium and Abkari, with the assistance of the Health Officer of the Port, which are forwarded with your letter, deal with the inspection of outward and inward bound vessels and are drawn up for the port of Bombay.

3. The most important point in connection with the rules for the inspection of outward bound vessels is the fact that these rules do not provide that the medical examination of each person sailing shall be made on shore. The advisers of the Government of Bombay point out that there are very grave obstacles to the examination on shore of all persons sailing, and the Governor in Council accepting this view asks that the Convention may be so modified as to allow of inspection on shore or on board, as the circumstances of any particular port may render necessary. After a careful consideration of the subject, the Government of India are constrained to accept the opinion of the Government of Bombay and their advisers and to authorize the continuance of the practice at present adopted at the port of Bombay, under which the examination is made on board or on shore as may be convenient. In arriving at this conclusion the Governor General in Council has been specially influenced by the following considerations. Section II of Chapter I of the Venice Convention, relating to sanitary measures for ships sailing from infected ports, is divided into two portions, the first relating to ordinary vessels and the second relating to pilgrim ships. In the case of the latter the direction to examine on shore is followed by a remark that in carrying out this measure each Government may take local considerations and conditions into account, and a footnote explains that the Conference decided that in the Dutch Indies the inspection may be carried out on board ship. The Government of India agree with Sir James Campbell that, if the concession of examination on board can be made in regard to the most dangerous class of passengers, namely pilgrims, it ought also to be made in the case of other persons should circumstances render this desirable. And it is shown that the circumstances of the port of Bombay render the concession imperative. It is pointed out that the most important portion of the examination is the examination of the crew, firstly because of the persons examined the greater number belong to crews of vessels, and secondly because experience has shown that the crews are much more likely to be infected than the passengers. It is further shown that in the case of the crews it is practically impossible to examine them all on shore, and that in the less important case of the passengers, though it is possible, it would give rise to very serious inconvenience both to the passengers and to the regular working of the port arrangements. Lastly the Government of India attach particular importance to the great success that

Encl 2
C/No. 164/00

has attended the examination under the arrangements hitherto prescribed by the Government of Bombay, and they consider that this success is the strongest argument that can be urged for the continuance of those arrangements. I am to take this opportunity to state that the Governor General in Council fully shares in the appreciation of the admirable work done by Dr. MacCartie and his staff during the past six months, which is expressed by the Government of Bombay.

4. If, however, inspection on board is permitted it will be necessary to modify the portion of Rule II of the draft rules for outward bound vessels which deals with the discovery of a case of plague during the examination. As Rule II stands at present it permits the grant of a clean bill-of-health, even though a case of plague is discovered on board, provided that the patient is removed and that the other prescribed precautions are duly carried out. Rule I of the existing rules for the treatment of vessels leaving the port of Bombay, which are contained in the Resolution of the Government of Bombay, No. 656 $\frac{165}{P.}$, dated the 6th February, prohibits the departure of the vessel until she has obtained a clean bill-of-health, and permits the grant of a clean bill-of-health if the persons left on board are free from plague. Neither draft Rule II nor existing Rule I conform to the requirements of the Venice Convention. On the one hand if the measures prescribed by the Convention are duly carried out the vessel may be allowed to depart even though she cannot be certified to be healthy, on the other hand if a case of plague is discovered on board the fact must be stated in the bill-of-health. Chapter II, Section VIII of the Convention lays down the rule that a ship sailing from an infected port may only be considered as healthy if no case of plague has occurred on board either before departure, during the voyage, or on arrival. The adoption of the prescribed precautions on the occurrence of a case before departure cannot alter the fact that the vessel is infected. It is stated by Dr. McCartie that during the height of the epidemic it was generally found necessary to remove some of the crew on suspicion, and that in some instances the suspected cases turned out to be true cases of plague. It does not appear necessary to mention in the bill-of-health the removal of a case on mere suspicion, for instance the removal of a person suffering from fever without any other sign of plague. But if at the time of inspection on board a case is discovered which is ascertained or believed to be plague, then it is clearly necessary to mention the fact in the bill-of-health. In such cases the precautions adopted should also be stated, including, if the patient has been living on board, the disinfection of the infected part of the vessel.

5. Apart from the matter discussed in the preceding paragraph, the draft rules for the inspection of outward bound vessels appear to the Government of India to be generally suitable and in accordance with the Venice Convention, and they consider that the rules may be sanctioned subject to the following remarks. It should be stated in Rule I, in accordance with the terms of the Convention, that the Health Officer must examine each person sailing on the ship, and that the Consular Authority interested in the ship may be present at the examination. In the case of vessels touching at the port of Bombay for the purpose of embarking passengers, for which provision is made in Rule I, the inspection should, in the opinion of the Government of India, be made on shore, and they consider that this should be stated in the rule. It also appears from Sir James Campbell's letter of the 24th June that under present arrangements passengers are sometimes examined on shore. The rules should provide that in such cases persons suffering, or suspected to be suffering, from plague, and their relatives and attendants, should not be permitted to embark.

6. Rule I commences with the words "no vessel shall leave the port of Bombay for any of the following ports." A blank is then left for the insertion of the ports. In paragraph 7 of your letter under reply, it is stated that the Government of Bombay agree with Sir James Campbell that, when plague cases have become very few in Bombay, the inspection rules should be applied to certain classes of vessels only. They consider that so long as Bombay remains an infected port within the meaning of that expression as used in the Convention, individual medical inspection must be made of every person sailing in each vessel proceeding to any port of a country which is a party to the Convention, but that, as regards vessels proceeding to other ports, whether within or outside India, the inspection can be altered or discontinued at will. The Governor in

Council hopes that the time is near when the inspection of vessels proceeding from Bombay may in some cases be relaxed or discontinued, and enquiry is made in your letter whether such alterations or discontinuance should be made without previous reference to the Governmentof India. I am to say that the Governor General in Council considers that for the present the rules must be maintained in their entirety in the case of vessels sailing to all ports whether in or out of India. In view of the great increase in the mortality in Bombay and of the recrudescence of plague in some of the surrounding districts, His Excellency in Council is of opinion that it would be unwise to relax any of the precautions at the present time. His Excellency in Council is also not at present convinced that the rules for vessels bound for Indian ports may be ultimately discontinued or relaxed before those for vessels sailing for ports out of India. The Government of India would therefore prefer that a reference should be made to them before the rules are discontinued or relaxed with reference to vessels sailing to any particular class of ports.

7. I am to observe that the inspection rules for outward bound vessels forwarded with your letter are framed only for the port of Bombay, and that no mention is made in your letter or its enclosures of any other port in the Bombay Presidency. As Karachi is still an infected port within the meaning of the Convention, the Government of India presume that vessels sailing from that port will be treated in the same way as vessels sailing from Bombay, and that the Government of Bombay will, after considering the circumstances of the port, decide whether inspection should be made on board or on shore.

8. The Government of India consider that the draft rules for the inspection of vessels arriving at the port of Bombay, appended to Sir James Campbell's letter of the 24th June, are generally suitable and in accordance with the Venice Convention, but that they require modification in the following respects :—

(1) In Rule III the Health Officer is given discretion, in the case of a healthy ship which has not completed ten days from the date of departure from an infected port, to (*a*) refuse pratique until the end of the ten days' period, or (*b*) until all persons on board have been subjected to medical supervision up to ten days from the date of departure. It is understood that alternative (*a*) contemplates the detention of all persons on board ship. The Government of India consider that this alternative is open to objection, and that, as is stated in paragraph 12 of my letter No. 1623, dated the 1st June, the passengers should be disembarked and kept under observation on shore. In this connection I am to invite attention to the convenient provision in Rule VIII (8) of the draft quarantine rules appended to the letter of the Bengal Government of the 17th July for the surveillance at their destination of healthy passengers on their giving an undertaking to submit themselves to surveillance by a medical officer.

(2) In the last sentence of Rule IV the period of quarantine should be definitely fixed by the substitution of the word "should" for the word "may."

(3) In Rule VI it should not be left to the discretion of the Health Officer to allow the healthy passengers and crew of an infected vessel to land for the purpose of being kept under observation. As is stated in paragraph 11 of my letter of the 1st June, it should be obligatory to land the healthy and keep them under observation on shore. An exception to this rule should only be made in the case of those members of the crew whom it is necessary to detain on board for the care of the vessel.

(4) It appears to the Government of India that the form of the draft quarantine rules appended to the letter of the Government of Bengal of the 17th July, is in some respects preferable to the form of the draft rules appended to Sir James Campbell's letter. In especial the Bengal rules are directed to meet the case of all infected and suspected ships whatever their port of origin, and they follow more closely the form of the Venice Convention. I am to suggest that the form of the draft rules forwarded with your letter might be re-modelled on the lines of the draft rules for the port of Calcutta.

9. In your letter and its enclosures no mention is made of the quarantine rules enforced at ports in the Bombay Presidency other than the port of Bombay. The rules now in force at Karachi, which were issued under Act I of 1870 in the notification of the Government of Bombay, No. 592, dated the 3rd February, and the rules now in force at other ports on the Bombay coast, which were issued under the Epidemic Diseases Act, 1897, in the notification of the Government of Bombay, No. $\frac{1211}{710\text{-P.}}$, dated the 6th March, are not in all respects in accordance with the Venice Convention. I am to suggest that the rules for Karachi and for the other ports on the Bombay coast, where the Government of Bombay consider it necessary to still maintain an inspection of the inward sea traffic, should be modified in the same way as the rules for the port of Bombay. If the present rules for Karachi, which issued under Act I of 1870, are superseded by new rules framed under the Epidemic Diseases Act, it will be necessary to cancel the existing rules by a notification under Act I of 1870.

10. The case of the Aden quarantine rules requires special notice. With effect from the 5th October and the 13th October, respectively, the Government of Bombay published, under Act I of 1870, quarantine rules against Bombay and Karachi for the ports of Aden, Perim and the Somali Coast. These rules were the usual quarantine rules based on the model B Quarantine Rules framed by the Government of India in 1888. They are still in force, but certain alterations have been made in them of which the most important is the imposition* of ten days' quarantine from the date of the departure of the vessel on persons landing at Aden. It was also decided in the correspondence ending with your telegram of the 30th April that the Health Officer must not visit the vessel until the ten days' period expires, and that vessels merely using Aden as a port of call need not be examined at that port.

* Notification of the Government of Bombay, No. 583, dated the 3rd February 1897.

In my telegram No. 1007, dated the 18th March, it was requested that revised rules giving effect to these decisions might be drawn up and in your reply of the 30th April, it was stated that the Resident at Aden had submitted proposed rules which required some revision. The Government of India have not yet received these revised rules. The rules at present in force at Aden are in several respects opposed to the Venice Convention and the instructions contained in my letter of the 1st June. Rule IV prescribes fifteen days' quarantine for infected vessels. There is no provision in the rules for landing the sick and keeping them in an isolation hospital. The healthy are only landed and kept in segregation at the discretion of the Health Officer. The rules thus permit the detention of the sick and healthy together on board ship, a procedure which, in the opinion of the Government of India, is open to grave objection. There is also no provision in the rules for the disinfection or destruction of contaminated articles and for the disinfection of the ship. The Government of India recognize that in the case of Aden the imposition of quarantine rules is complicated by the importance of keeping the port clean in the eyes of the world. But if proper arrangements are made and proper precautions taken, the enforcement of the regulations prescribed by the Venice Convention will not, in the opinion of the Government of India, injure the reputation of the port. I am to say that the Governor General in Council will be glad if the Government of Bombay will, bearing these matters in mind, consider the measures to be taken for the treatment at Aden in accordance with the Venice Convention, of vessels from infected ports, in such a manner that the health of the port may not be injured nor its reputation endangered.

I have the honor to be,

SIR,

Your most obedient Servant,

J. P. HEWETT,

Secretary to the Government of India.

G. C. Press, Simla.—No. 1116 H. D.—7-8-97.—130.

MARINE DEPARTMENT.

The July 1897.

No. 126 Marine.—In exercise of the power conferred by section 1, Act I of 1870, and by section 2 of the Epidemic Diseases Act, 1897, and by the Notification of the Government of India in the Home Department, No. 302, dated the 4th February 1897, and with the previous sanction of the Governor-General of India in Council, the Lieutenant-Governor of Bengal has been pleased to make the following rules for quarantine against plague and for the medical inspection, isolation, observation, and surveillance of persons suffering from or suspected of being infected with plague.

These rules shall take effect from 1st August 1897 in the Port of Calcutta, and shall supersede all previous rules.

I. *Definitions*:—

(1) *Health Officer.*—In these rules "Health Officer" means the Health Officer of the Port of Calcutta, and includes an Assistant Health Officer and any person appointed by name or in virtue of his office to perform the duties of an Assistant Health Officer.

(2) *Infected ship.*—Any ship with plague on board, or on board which one or more cases have taken place within 12 days before her arrival, will be considered *infected.*

(3) *Suspected ship.*—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 before her arrival, will be consided *suspected.*

(4) *Healthy ship.*—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 *healthy.*

(5) *Observation.*—The term "observation" means that the persons subjected to it will be segregated either on board ship or in a lazaretto or isolation camp till they have obtained free *pratique.*

(6) *Surveillance.*—The term "surveillance" means that the persons subjected to it will not be isolated; they will at once obtain free *pratique*, but on arriving at their destination they will be kept under medical supervision.

II. *Hoisting of yellow flag.*—The Commander of every vessel, including buggalows or other native craft, (*a*) arriving from an infected port, or (*b*) having plague on board, or (*c*) on board of which one or more cases of plague have taken place within 12 days of her arrival, shall, on arrival at the Sandheads, hoist a yellow flag and indicate by signal the port from which she has come, and shall keep such flag and signal flying until permitted in writing by the Health Officer to haul it down. The Pilot on going alongside such vessel shall direct the flag prescribed above to be hoisted if it has not already been done.

III. *Prohibition of communication.*—The Commander shall not, without first having obtained permission as hereinafter provided, allow any communication except orally with the shore or any other vessel or boat, excepting only with the boat supplying the Pilots* from the Pilot Brig, and in that case communication shall be limited to receiving on board the Pilot, his Leadsman, servant and baggage.

**N.B.*—Pilotage is compulsory for all vessels over 100 tons in the Port of Calcutta.

IV. *Stoppage at Diamond Harbour.*—If there is any case of sickness on board, and the Pilot has reason to believe that it is plague, he shall telegraph to the Health Officer from Saugor, and not proceed beyond Diamond Harbour without the permission of the Health Officer.

V. *Stoppage at Mateabrooj.*—If the Pilot has no reason to believe that there is any one suffering from plague on board, he shall bring the vessel up the river to Mateabrooj, and shall anchor it there till the Health Officer has visited it.

VI. *Inspection by Health Officer.*—The Health Officer, as soon as he has received information of the stoppage of the vessel at Diamond Harbour or of its arrival at Mateabrooj, shall visit it, and ascertain by enquiry from the Commander or the Medical Officer on board, or other sources of information, whether any person on board is suffering or has suffered from plague. For this purpose he may 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.

VII. *Rules relating to infected ships*:—

(1) If an infected ship has, under Rule IV, been stopped at Diamond Harbour, she will await the orders of the Health Officer there. If under Rule V she has been brought up to Mateabrooj, the Health Officer will direct the Commander to take her to the sanitary station at Diamond Harbour, or elsewhere as may be appointed by Government, and to await orders there.

(2) On arrival at the sanitary station the sick will be immediately disembarked and isolated under the order of the Health Officer.

(3) The other persons on board will also, if possible, be disembarked and kept under observation at the sanitary station for a period varying, in the discretion of the Health Officer, according to the sanitary condition of the ship and the date of the last case. Such period must not exceed ten days from the date of the last case, whether that occurred on board ship or during the period of observation on shore. It is also in the discretion of the Health Officer to allow such persons to proceed to their destination on their giving written undertaking, in the form annexed as Appendix I, to submit themselves to surveillance by the Medical Officer (if any) appointed for the purpose at their destination, for a period of ten days from the date of the arrival of the ship. The undertaking shall be executed in duplicate, and one copy shall be sent by the Health Officer to the Medical Officer concerned.

(4) The soiled linen and personal effects of the crew and passengers, which, in the opinion of the Health Officer, may be considered as infected, shall be disinfected in accordance with the rules contained in Appendix II.

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

(6) All parts of the ship which have been inhabited by plague-patients will be disinfected; and the other parts of the ship may also be disinfected at the discretion of the Health Officer.

(7) When these rules have been fully compiled with, the Health Officer shall, by an order in writing under his hand, to be delivered to the Commander, permit the yellow flag to be hauled down.

VIII. *Rules relating to suspected ships*:—

(1) If a suspected ship has under Rule IV been stopped at Diamond Harbour, she will await the orders of the Health Officer there. If under Rule V she has been brought up to Meteabrooj, the Health Officer will go on board of her there.

(2) The passengers and crew will be medically inspected by the Health Officer.

(3) The soiled linen and personal effects of the passengers and crew, which in the opinion of the Health Officer may be considered as infected, will be disinfected in accordance with the rules contained in Appendix II.

(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 will be disinfected; and the other parts of the ship may also be disinfected at the discretion of the Health Officer.

(6) Passengers who are suspected by the Health Officer to be infected with plague may be detained under observation on board or in an isolation hospital appointed for the purpose for ten days from arrival of the ship, or if plague occurs among them while under observation, from the date of the last case.

(7) The crew will not be allowed to land, except on duty, for ten days from the arrival of the ship.

(8) Passengers who are passed on medical inspection as healthy, will be allowed to proceed to their destination on their giving a written undertaking, in the form annexed, to submit themselves to surveillance by the Medical Officer (if any) appointed for the purpose at their destination for a period of ten days from the date of the arrival of the ship. The undertaking shall be executed in duplicate, and one copy shall be sent by the Health Officer to the Medical Officer concerned.

(9) When these rules have been fully complied with, the Health Officer shall, by an order in writing under his hand, to be delivered to the Commander, permit the yellow flag to be hauled down.

IX. *Rules relating to healthy ships*:—

(1) A healthy ship shall be given free *pratique* at once, whatever may be the nature of her bill of health.

(2) Such a ship may, at the descretion of the Health Officer, be subjected to the measures prescribed in Rules VIII (2), VIII (3) and VIII (4), but the ship itself may not be disinfected as in Rule VIII (5), except with the consent of the Commander or Agent.

(3) Passengers who, on medical inspection, are suspected by the Health Officer to be infected with plague, may be detained under observation on board, or in an isolation hospital appointed for the purpose, for ten days from the date on which the ship left an infected port, or, if plague occurs among them while under observation, from the date of the last case.

(4) The crew will not be allowed to land, except on duty, for ten days from the date on which the ship left an infected port.

(5) The crew and passengers may, at the discretion of the Health Officer, be subjected to surveillance in the manner described in Rule VIII (8) for a period of ten days from the date on which the ship left an infected port.

(6) None of the above measures will be considered necessary when the ship has been given free *pratique* at Colombo or other intermediate port.

(7) When these rules have been fully complied with, the Health Officer shall, by an order in writing under his hand, to be delivered to the Commander, permit the yellow flag to be hauled down.

X. *Ships carrying a doctor or stove.*—In exercising the discretion vested in him by the rules under heads VII, VIII and IX above, the Health Officer should take into consideration the fact of there being a doctor or a disinfecting apparatus (stove) on board the ship in question.

XI. *Rules relating to crowded and insanitary ships.*—Crowded ships, ships carrying emigrants or return pilgrims, and ships which appear to be in an insanitary state, may at the discretion of the Health Officer be treated as suspected ships under head VIII.

XII. *Right of ship to put back to sea.*—Any ship objecting to submit to the obligations imposed by these rules will be free to put back to sea. Such objection must be notified on of before arriving at Diamond Harbour.

XIII. *Rules applying to ships claiming right to put back to sea.*—If ships claiming the right to put back to sea desire to disembark passengers or land goods, they must submit to the rules relating to suspected ships.

XIV. *Provisions and stores.*—It will be the duty of the Port Officer to facilitate the conveyance to all vessels in quarantine of such supplies of provisions, stores and other articles as may be required by those on board. Such supplies will be placed on the boats of the vessels in quarantine, to be subsequently removed by members of their crews.

A. D. McArthur, *Col.*, R.E.,
Secy. to the Govt. of Bengal.

APPENDIX I.

I (*name*) of (*place*) do hereby declare that it is my intention at once to proceed to (*place*), and I agree to submit myself to medical supervision by (*name or office of Medical Officer appointed for the purpose*) for a period of ten days from (*date from which period is to be reckoned*).

Signed

In the presence of

Health Officer

Encl 3

APPENDIX II.

Instructions for 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 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, &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, 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.

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.

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(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.

W. S.—Reg. No. 2679C—152—22-7-97.

PLAGUE NOTIFICATION—No. 3.

Calcutta, the July 1897.

In exercise of the powers conferred by section 2 of the Epidemic Diseases Act, 1897, and by the Notification of the Government of India in the Home Department, No. 302, dated the 4th February, and in supersession of Plague Notification No. 3, dated the 25th May 1897, which is hereby cancelled, the Lieutenant-Governor of Bengal is pleased to declare that all vessels and persons leaving the undermentioned ports in Bengal for ports out of India shall be subjected to the rules in the Regulation hereinafter set forth :—

Calcutta.	Balasore.	False Point.
Chittagong.	Chandbally.	Puri.

RULES.

1. *Medical inspection and bill of health.*—No vessel shall leave any such port for any port out of India until she has been inspected by the Health Officer of the port, and the master or person in charge of such vessel has obtained from such officer a bill of health in the form given below, stating that the master or person in charge, officers, crew and passengers (if any) of such vessel have been inspected by him by day on shore at the time of embarkation, and are free from infectious disease dangerous to life and from the bubonic plague. Provided that in the case of passengers a certificate in the form annexed as Appendix I, by a Commissioned Medical Officer appointed for this purpose, and dated not more than 12 hours before the departure of the vessel, shall be accepted in lieu of examination by the Port Health Officer. Such certificates shall be annexed to, and form part of, the bill of health.

2. *Removal of infected persons.*—Should the Health Officer of the port be of opinion that any person on board of any vessel so inspected is suffering from the bubonic plague or is not free from the infection of the plague, he shall refuse to give a bill of health as aforesaid unless and until such person and all his relations and non-medical attendants are removed from the vessel to a plague hospital or place of observation appointed by Government, and such parts of the vessel as have been frequented by such person or his relations and attendants shall have been disinfected to the satisfaction of the Health Officer.

3. *Disinfection of suspected articles.*—All contaminated or suspected articles shall be thoroughly disinfected on shore or in the disinfection lighter under the supervision of the Port Health Officer in the manner prescribed in Appendix II.

4. *Fresh bill of health when necessary.*—After the master or person in charge of the vessel has obtained a bill of health under the provisions of these rules, no person shall be admitted on board such vessel before she leaves the port, unless such vessel is again inspected by the Health Officer of the port, and another bill of health obtained from such officer by the master or person in charge of such vessel.

5. *Port clearance.*—(*a*) Except as provided for in clause (*b*) of this rule, no port clearance shall be delivered to any vessel bound from any such port to any port out of India unless and until the master or person in charge thereof shall produce the bill of health so to be obtained as aforesaid; and it shall be the duty of customs officers to refuse delivery of the port clearance without the production of such bill of health.

(*b*) Provided that the Collector of Customs may grant port clearance under section 66 of the Sea Customs Act on a guarantee being given by the agents of a vessel that within 48 hours of departure they will produce a duplicate copy of the bill of health as finally granted, signed by the Port Health Officer or an additional Port Health Officer, and that if for any reason the Health Officer should refuse to grant the bill of health, they will bring the vessel back to her moorings.

6. *Health Officers.*—The duties of Health Officers under these rules shall be discharged by the medical officers named below, or by such other medical officer as may from time to time be appointed for such purpose by the Lieutenant-Governor :—

	Health Officers.
Calcutta	Port Health Officer.
Chittagong	Civil Surgeon.
Narainganj	Civil Hospital Assistant, Narainganj.
Balasore	Civil Surgeon.
Chandbally	Civil Hospital Assistant, Chandbally.
False Point	Ditto, Jambu.
Puri	Civil Surgeon.

H. H. RISLEY,

Secretary to the Govt. of Bengal.

Bill of Health.

THIS is to certify that the ship (or steamer) sailing under the flag and under the command of as master, of tons, bound for with a crew of persons* and passengers, is at the time of leaving this port in a satisfactory sanitary condition, and that no case of infectious disease dangerous to life or of bubonic plague exists among her officers, passengers, or crew, all of whom have been inspected by me, with the exception of the persons named below, by day on shore at the time of embarkation.

* Including officers and able-bodied seamen.

It is further certified that the town and port of are at present† *free from* plague, epidemic cholera, yellow fever and all other dangerous epidemic disease.

† Or as the case may be.

The persons named below, who are personally known to me, or whose identity has been proved to my satisfaction, have produced the annexed certificates from medical officers duly appointed in this behalf.

Encl. 3

APPENDIX I.

CERTIFICATE.

I DO hereby certify that I have examined the ship , a passenger on departure of the ship from the port of , not more than twelve hours before the good health, except as noted in the margin, and free from any symptoms of bubonic plague.

Rank,

Official designation.

Specially appointed under Rule 1 of Plague Notification No. 3, dated the , to examine passengers eaving the port of by sea.

APPENDIX II.

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.

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.*

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. They may also be used at ports not provided with a disinfecting stove of the prescribed pattern.

T. N. R.—Reg. No. 26780—152—22-1-97.

No. 1366Medl., dated Calcutta, the 12th March 1897.

From—H. H. RISLEY, ESQ., C.I.E., Secy. to the Govt. of Bengal, Municipal Dept.,
To—The Inspector-General of Police, Lower Provinces.

I AM directed to invite your attention to Plague Notification No. 6 of to-day's date issued by this Government under the Epidemic Diseases Act, 1897, and to request that, until further orders, officers in charge of police-stations may be directed to submit direct to the Civil Surgeon of the district weekly statements of deaths from all causes for every village in the registering circle.

2. I am also to request that station officers may be instructed to ask the chaukidars at the weekly *haziris*—

(*a*) whether any Marwari or other traders, dealers or artizans have arrived in the village recently from the Bombay Presidency, Sind or Native States in Western India, and if the answer is in the affirmative;

(*b*) whether any deaths from fever have occurred among such persons, or among persons who live in the same house with them.

No. 1367Medl.

COPY forwarded to the Sanitary Commissioner, with the request that Civil Surgeons may be directed to scrutinize carefully the village returns of mortality, and to make personal inquiries where they find an abnormal rate prevailing and have reason to believe that it may be due to plague.

By order of the Lieutenant-Governor of Bengal,

B. FOLEY,

Under-Secy. to the Govt. of Bengal.

CALCUTTA,
The 12th March 1897.

T. N R.—Reg. No. 2682C—31—23-7-97.

Encl 3

MUNICIPAL DEPARTMENT.

MEDICAL.
No. 3713Medl.

CALCUTTA, THE 17TH JULY 1897.

FROM C. E. A. W. OLDHAM, ESQ.,

Offg. Secretary to the Government of Bengal,

TO THE SECRETARY TO THE GOVERNMENT OF INDIA,
HOME DEPARTMENT.

SIR,

I AM directed to acknowledge the receipt of your letter No. 1625, dated 1st June 1897, addressed to this Government in the Marine Department, forwarding, with the comments of the Government of India, 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 principal points in the letter which call for remarks at present are the following:—

(*a*) Notification under Chapter II, section I of the Convention.
(*b*) Measures to be taken on the departure of vessels from infected ports.
(*c*) Measures to be taken at ports of arrival.

3. As regards notification of plague cases, it appears to the Officiating Lieutenant-Governor that no action is needed at present. If plague broke out anywhere, information of the occurrence would be communicated to the Government of India, by whom the necessary notification would be issued. Paragraph 2 of section 1, Chapter II of the Convention, enjoins that medical men should be obliged to report all cases of plague in order that each Government may be informed of real or suspicious cases occurring within its jurisdiction. Such an obligation has been enforced in the case of Calcutta by Rule 2 of Plague Notification No. 7 of this Government, dated the 12th March 1897, under which every medical practitioner, police officer or municipal servant is bound to report cases of plague to the Health Officer of Calcutta, who in his turn would report the same to Government through the Chairman of the Corporation. For the rest of Bengal, the reporting of plague cases has not been enjoined in order to discourage the reporting of bogus cases, but in the executive orders issued with Mr. Risley's letter, No. 1366Medl., dated the 12th March 1897 (copy enclosed), it was directed that enquiries should be made at all chaukidari parades in the mufassal whether any Marwari or other traders have arrived in the village recently from the Bombay Presidency or Sind, and whether any deaths from fever have occurred among such persons or among persons living in the same house with him. In mufassal towns the registration of deaths is in the hands of the police, and any case of plague would at once be brought to the notice of the Civil Surgeon. His Honour considers these measures as sufficient, and does not propose to issue any formal notification on the subject, which would only alarm people and lead to fever cases being reported as plague.

4. As regards the measures to be taken on the departure of vessels from infected ports, it is laid down in the Convention that every person sailing on the vessel must be examined on shore and by day at the time of embarkation by a Medical Officer appointed by Government, and that the Consular authority interested in the ship may be present at the inspection. Although the

Encl 3
Cpo 1697/C

port of Calcutta is not infected, the Government of India consider it desirable that the special rules made for this port 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. Owing to the peculiar conditions of the port of Calcutta, stretching as it does along the bank of a tidal river at all times difficult of navigation, and where the departure of vessels is regulated by the flow of the tide, and necessarily confined to a short period of time, it appears to Mr. Stevens to be no easy matter to comply with the requirements of the above provision of the Convention without interfering with the convenience of passengers, and possibly causing steamers to miss a tide. These difficulties are enhanced by the practice of passengers going on board at other points than the jetties, and when pressed for time proceeding by train to Diamond Harbour to embark there. The inconvenience felt was brought to the notice of Government in the representation from the Liners' Conference of Calcutta and the Bengal Chamber of Commerce (a copy of which was communicated to the Government of India with this office letter No. 355T.—M., dated 12th June 1897) in connection with the working of Rule 4 of Plague Notification No. 3 of the 25th May. It was urged that before that rule was enforced, it was the invariable custom to obtain the Bill of Health, Port Clearance, &c., while the loading was being completed, so that the vessel might leave the next morning. In the case of steamers, work went on throughout the night, and often up to the very moment of starting. Under Rule 4 this could not be done, for a vessel completing her loading on a Friday evening had to wait for her Bill of Health which, when obtained, had to be presented at the Custom House for Port Clearance, and, if the vessel were foreign bound, taken to a Consul for countersignature. By the time all this was done, it would be too late for a start, and the ship would have to remain where she was till Sunday. In the case of a ship finishing her loading on a Saturday, two days would be lost, as a Bill of Health, or certainly a Port Clearance, could not be obtained on Sunday, and the vessel would, therefore, be detained till Tuesday. Then, again, by the time the Custom House was open, the tide would usually be lost; and, further, there are frequently two or more vessels clearing in one day, which would naturally delay the Port Health Officer.

5. The Plague Notification No. 3 of the 25th May has, therefore, been further revised, so as to bring its provisions into accord with the instructions contained in paragraph 5 of your letter under reply and paragraph 3 of your letter No. 1674 of the 9th June 1897, and with a view to meet at the same time the objections urged upon this Government by the shipping representatives, and the difficulties which must attend the carrying out of such regulations in a tidal port like Calcutta. A copy of the revised draft of the notification is submitted for the approval of the Government of India. An endeavour has been made to minimise the inconveniences complained of by the Liners' Conference by the expedient adopted in Rule 1 of the notification of appointing Commissioned Medical Officers to grant certificates to passengers and making them form part of the Bill of Health, and by omitting all reference to cargo in the Bill of Health. People who want to go on board at Diamond Harbour or Garden Reach, instead of at the docks or jetties, will obtain a certificate from one of the Presidency Surgeons, and this certificate will be attached to the Bill of Health. As it is proposed to invest only Presidency Surgeons with power to grant such certificates, the Officiating Lieutenant-Governor does not anticipate that any objection can be taken to this course. As regards cargo, no inspection or examination of it is, or can possibly be, made by the Health Officer; he cannot ascertain by merely looking down the hatchways whether the cargo is infected or not. The Convention requires the Health Officer to disinfect suspected articles, and this has been provided for in Rule 3. Under paragraph 9 of your letter, the mercantile community of Calcutta will be asked to consider whether, in order to protect the clean ports, prohibitive orders should issue with regard to all or any of the susceptible articles mentioned in the Convention. If it is decided to issue such orders, both Rule 3 of Plague Notification No. 3 and the Bill of Health will have to be modified. But the reference will take time, and His Honour does not consider it necessary to delay the issue of the Plague Notification on this account.

6. In connection with the use of a "disinfection lighter," referred to in Rule 3, I am to observe that a proposal is now under consideration to have a floating disinfector for the Port of Calcutta. A large-sized Equifex disinfector, which has been ordered by the Calcutta Municipality, will be mounted on a barge or cargo-boat and kept on the river, and will be available for use by the Town and Port of Calcutta, as well as by the Municipality of Howrah and other Municipalities on the river's edge. This will in many cases be more convenient for suspected articles than disinfection on shore, and will frequently be the only means of effectually disinfecting a ship which has no disinfecting stove.

7. Rule 5 has been drafted so as to avoid, as far as possible, causes for detention, while maintaining sufficient precautions against a breach of the terms of the Convention. Under clause (*b*) of the rule, the Collector of Customs has been authorised to grant Port Clearance under section 66 of the Sea Customs Act on a guarantee being given by the Agents of a vessel that within 48 hours of departure they will produce a duplicate copy of the Bill of Health, as finally granted, signed by the Port Health Officer or an Additional Port Health Officer, and that if for any reason the Health Officer should refuse to grant the Bill of Health, they will bring the vessel back to her moorings.

8. No provision has been made in the notification for a Consular officer being present at the medical inspection of passengers who are passed by a Medical Officer other than the Port Health Officer, under the proviso to Rule 1. But this point is not likely to be pressed. Only Presidency Surgeons would be appointed under the proviso and Consular officers would doubtless accept their certificates.

9. I am at the same time to submit, for the approval of the Government of India, a copy of a draft of the quarantine rules for the Port of Calcutta, which have been revised with reference to Chapter II, section VIII, of the Convention and paragraph 10 of your letter commenting thereon, which it is proposed to issue in the Marine Department of this Government. Rule IV enjoins that if there is any case of sickness on board, and the pilot has reason to believe that it is plague, he shall telegraph to the Health Officer from Saugor, and shall not proceed beyond Diamond Harbour without the permission of the Health Officer. In this connection, I am to observe that strong feeling was evoked in Calcutta some months ago by the proposal to embark at Diamond Harbour pilgrims proceeding to the Hedjaz. In point of fact the scheme was a *pis-aller*. It was argued, however, that in the view of foreign nations Diamond Harbour was the same as Calcutta, and that the formation of a plague camp there would lead to Calcutta being quarantined. To this argument it may be replied that Diamond Harbour has, ever since 1894, and, indeed, long before that, been the quarantine station of Calcutta, and plague patients *disembarked* there for isolation, &c., are just as likely to damage the reputation of Calcutta as pilgrims *embarked* there. Only recently, in fact, a return ship load of 443 pilgrims, who had come from the infected port of Jeddah, was disembarked and disinfected there. But, apart from this possibly sentimental objection, there is some real danger that whatever precautions may be taken, plague may be communicated to the coolies, stevedores and other persons connected with shipping who work at Diamond Harbour, and pass between there and Calcutta. For these reasons it seems to the Officiating Lieutenant-Governor desirable that an attempt should be made to find another quarantine station, and the Sanitary Commissioner, Bengal, has been requested to report on the question in communication with the Port Officer and the Port Commissioners. A separate communication will be addressed to the Government of India as soon as this report is received.

10. Meanwhile, I am to ask that any orders that the Government of India may pass on the revised Plague Notification No. 3 and on the revised Quarantine Rules may be communicated to this Government at an early date.

I have the honour to be,

SIR,

Your most obedient servant,

C. E. A. W. OLDHAM,

Offg. Secretary to the Govt. of Bengal.

E. J. H.—Reg. No. 2800—122—22-7-97.

No. 1905.

FROM

J. P. HEWETT, ESQ., C.I.E.,

Secretary to the Government of India,

TO

THE OFFG. SECRETARY TO THE GOVERNMENT OF BENGAL,

MUNICIPAL (MEDICAL) DEPARTMENT.

Home Department.
Sanitary.

Simla, the 6th August 1897.

SIR,

I AM directed to reply to your letter No. 3718 (Medical), dated the 17th July, on the subject of the revision in accordance with the Venice Sanitary Convention of the rules issued by the Government of Bengal for the prevention of the spread of plague infection by vessels departing from and arriving at the port of Calcutta. I am at the same time to forward, for the information of the Government of Bengal, a copy of correspondence with the Government of Bombay with regard to the alteration of the rules issued by that Government under the Epidemic Diseases Act, 1897, and Act I of 1870, so as to bring them into accord with the provisions of the Venice Convention.

2. Paragraphs 4 to 8 of your letter under reply discuss the draft rules prescribing the measures to be taken on the departure of vessels from the port of Calcutta, contained in draft Plague Notification No. 3 appended to your letter. In paragraph 5 of my letter No. 1625, dated the 1st June, and in paragraph 3 (ii) of my letter No. 1674, dated the 9th June, it was desired that in conformity with the Convention all persons sailing on the vessel should be examined on shore prior to the departure of the vessel. In paragraph 4 of your letter under reply the Government of Bengal represents that, owing to the peculiar conditions of the port of Calcutta, it is difficult to comply with this requirement of the Convention without interfering with the convenience of passengers, and possibly causing steamers to miss a tide. In the succeeding four paragraphs an account is given of the measures proposed with a view to minimize this inconvenience and this possibility of delay. It will be seen from the correspondence with the Government of Bombay forwarded with this letter that it has been found impossible to insist on the examination of all persons on shore in the case of vessels sailing from the port of Bombay, and that the Government of Bombay have been authorized to retain the existing procedure which has been worked with marked success, and under which the examination is made on board or on shore as may be the more convenient. As it has thus been found impossible to comply literally with this requirement of the Convention at the infected port of Bombay, the Government of India will no longer press for compliance in the case of the uninfected port of Calcutta, and they therefore authorize the continuance at that port of the more convenient procedure of examination on board. I am to add that the Government of India have no objection to the proposed arrangements under which (1) the bill-of-health will contain no reference to the cargo; (ii) the Collector of Customs will be authorized to grant port clearance on a guarantee being given by the agents of a vessel that within 48 hours of departure they will produce a duplicate copy of the bill-of-health as finally granted, signed by the Port Health Officer, and that if for any reason the Health Officer should refuse to

Encl 4
to No. 1690

grant the bill-of-health they will bring the vessel back to her moorings; and (iii) the disinfection of contaminated or suspected articles will be performed either on shore or on a lighter.

3. The only matter in connection with the regulations about which I am to invite the special attention of the Government of Bengal is the procedure to be followed when a case of plague is discovered at the time of the examination on board. Rules 2 and 3 of draft Plague Notification No. 3 correctly define the precautionary measures which are to be adopted when a case of plague is discovered on board, but Rule 2 permits the grant of a clean bill-of-health when these precautions have been duly carried out. This latter provision is not in accordance with the terms of the Convention which permit a vessel sailing from an infected port to be treated as healthy only when no case of plague has occurred either before departure during the voyage or on arrival (Chapter II, section VIII). The adoption of the prescribed precautions cannot alter the fact that the vessel is infected. If, therefore, a case which is ascertained or believed to be plague is discovered during the examination on board, the fact must be stated in the bill-of-health, together with the precautionary measures adopted.

4. I am to request that, with the permission of His Honour the Lieutenant-Governor, the rules in draft Plague Notification No. 3 may be revised in accordance with the remarks in the preceding paragraph.

5. The draft quarantine rules forwarded with your letter appear to the Government of India to be generally well adapted to meet the requirements of the Venice Convention. I am to convey the following observations with regard to them for the consideration of His Honour the Lieutenant-Governor :—

(1) The draft notification is framed under the Quarantine Act, I of 1870, and the Epidemic Diseases Act, 1897. The Government of India consider that it will be more convenient that the rules should issue under the Epidemic Diseases Act alone. The reference in the draft notification to the sanction of the Governor-General in Council will then be unnecessary, but a notification should issue under Act I of 1870, cancelling the existing quarantine rules for the port of Calcutta which have been issued under that Act.

(2) The draft notification states that "the Lieutenant-Governor of Bengal has been pleased to make the following rules for quarantine against plague, etc." In this form the rules would be of permanent application, and would therefore be contrary to the orders contained in paragraph 4 of Home Department Resolution No. 8—95 (Sanitary), dated the 9th May 1879. I am to suggest that the wording might be altered to the following : "The Lieutenant-Governor of Bengal has been pleased to prescribe as a temporary measure the following rules for quarantine against plague."

(3) In Rule I the following definition is given of the term *observation*. "The term *observation* means that the persons subjected to it will be segregated on board ship or in a lazaretto or isolation camp till they have obtained free pratique." It appears from Rules VIII (6) and IX (3) that the words "on board ship" in this definition mean on board the ship on which the person arrived. This is not in accordance with the definition of the term *observation* contained in the footnote to Chapter II, section VIII, of the Venice Convention. The words then used are "on board a ship" (à board d'un navire), meaning on board a vessel used as a lazaretto. The Government of India consider that the words "on board ship" should be struck out of the definition in Rule I, and that, in accordance with the instructions contained in paragraphs 11 and 12 of my letter No. 1625, dated the 1st June, healthy passengers should never be detained on board ship, but should be landed, and, when necessary, kept under observation or surveillance on shore. I am to request that, with the permission of His Honour the Lieutenant-Governor,

Rules VII (3), VIII (6) and IX (3) may be revised in accordance with these instructions. In the case of infected ships [Rule VII (3)], no one among those arriving on the vessel should be left on board, except the persons, if any, whose presence is necessary for the care of the vessel.

6. With reference to the remarks contained in the last paragraph of your letter, I am to say that the Government of India have no objection to the establishment of a new quarantine station further removed than the present station from the persons connected with the shipping work at Diamond Harbour. If due precautions are taken it does not appear to the Government of India to be likely that foreign Governments will take any objection to measures which are carried out in accordance with the regulations prescribed by the Venice Convention.

I have the honour to be,

SIR,

Your most obedient Servant,

J. P. HEWETT,

Secretary to the Government of India.

G. C. Press, Simla—No. 1122 H. D.—7-8-97.—130.

L & M. dpt. 169/0

No. 1925

From

J. P. Hewett, Esq., C. I. E.,
Secy. to the Government of India.

To

The Secy. to the Government of Madras,

Local and Municipal Department.

Home Department.

(Sanitary).

Simla, the 11th August 1897.

Sir,

In continuation of my letter No. 1832, dated the 17th. July, I am directed to forward for the information of the Government of Madras a copy of correspondence with the Governments of Bombay and Bengal on the subject of the modification in accordance with the Venice Sanitary Convention, of the rules issued by those Governments for the treatment of outward and inward bound vessels.

I have the honor to be

Sir

Your most obedient servant

Marsham

for Secy. to the Govt. of India.

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Outwards.
Rules for inspection of vessels &c

urgent

[43 / 509]

Marine Department.

C. No. 1161 of 1897.

(3) HIS EXCELLENCY THE GOVERNOR.
(1) THE HON'BLE SIR HENRY BLISS, K.C.I.E.
(2) THE HON'BLE MR. GROSE, C.I.E.

SUBJECT.

Draft of Regulations for outwards vessels under the Epidemic Diseases Act.

FOR ORDERS.

I think these rules with as amended, with the clean copy be issued

31/8/97

I see no objection to them as amended

31/8/97

S.H

8.9.97

The method pursued in drawing up the revised draft has been as follows.

The existing regulations contained in G.O.344 dated 8th April 1897 have been taken as the basis. To these have been added separate rulings contained in other Government orders and any new rules or provisions contained in the Bombay (and in some cases the Calcutta) regulations which would appear to be useful and applicable to Madras.

The authority for alterations of the existing Madras regulations is in every case given in the separate paper of "Notes and References"

30/8/97

M.

8.9.97. R. 1.9.97 H.E. 2.9.97 R. 8.9.97

Marine Department.

DRAFT NOTIFICATION.

In exercise of the powers conferred by Act III of 1897, the Epidemic Diseases Act, His Excellency the Governor in Council is pleased to declare that all vessels and persons leaving the undermentioned ports of the Madras Presidency for ports out of India, direct, as a temporary measure shall be subjected to the regulations hereinafter contained, and that the duties of Health Officer under these regulations shall be discharged by the medical officers named below, or by such other medical officer as may from time to time be appointed for the purpose by the Government or "Sanitary authority" as defined in the regulations published in the Fort St. George Gazette of the X not yet published the definitions contained in which are applicable to the regulations herein contained. These regulations will supersede those now in force for the inspection of outward bound vessels:-

Ports.	Health Officers.
Gopalpur	Civil Apothecary.
Calingapatam.	-Do-
Baruva.	Hospital Assistant, Sompéta.
Bimilipatam.	Civil Apothecary.
	Vizagapatam.

Vizagapatam.	District Medical and Sanitary Officer, or, in his absence, the Asstt Surgeon
Cocanada.	Civil Surgeon, or, in his absence, the Asstt Surgeon in charge
Masulipatam.	District Medical and Sanitary Officer, or, in his absence, the Asstt Surgeon
Madras.	Port and Marine Surgeon.
Cuddalore.	District Medical and Sanitary Officer, or, in his absence, the Asstt Surgeon.
Negapatam.	Civil Surgeon.
Tranquebar.	Civil Apothecary.
Tuticorin.	-Do-
Pamban.	-Do-
Kilakarai.	Hospital Assistant.
Calicut.	District Medical and Sanitary Officer, or, in his absence, the Asstt Surgeon.
Cochin.	Civil Surgeon, or, in his absence, the Asstt Surgeon in charge.
Tellicherry.	-Do-
Cannanore.	-Do- or, in his absence, the Medical Officer in charge of the Central Jail.
Mangalore.	District Medical and Sanitary Officer, or, in his absence, the Asstt Surgeon.

Regulations.

1. No person shall be permitted to embark on board a vessel within any such port bound for (direct) any port out of India who has within the preceding ten days resided in ~~or visited~~ a part of India believed by the Health Officer of the port to be infected with plague. (a) Any port may be declared "infected" by the Government or by the "Sanitary authority".

2. No deck passenger who appears ~~[redacted]~~ to the Port officer to belong to the labouring classes shall be permitted to embark on board a vessel within the port of Tuticorin bound for a port in Ceylon, until (b) he or she has satisfied the Medical officer of the Government of that Colony stationed at Tuticorin that he or she has not within the preceding ten days resided in ~~or visited~~ a part of India infected by the plague and that he or she is free from infection with the plague and until the said Colonial officer has so certified in respect of ~~him~~ such passenger. The Health officer of the port of Tuticorin shall not deliver a bill of health in respect of any such vessel, if there be on board any such passenger in respect of whom the Colonial officer has not certified as aforesaid. (b).

3. No vessel shall leave any such port for any port out of India, (directly) until she has been inspected by the Health officer of the port, and the master or person in charge of such vessel has obtained a bill of health ~~or certificate~~ in the form given below from such officer that the officers, (1) and crew, and also the passengers (if any) by, such vessel are free from the bubonic plague; (2) provided that

(i) a vessel which has obtained a clean bill of health at any port of the Madras Presidency shall not be liable to further inspection during the same voyage if there has been no case of plague on board meanwhile, and the vessel has not subsequently touched at any port which has been declared

Note

All officers appointed Health officers under the Epidemic Diseases Act III of 1897 or otherwise may exercise their powers in the case of all vessels leaving the ports for which they have been appointed, for whatever destination such vessels may be declared. (21).

Reference to Separate paper

Bill of Health.

This is to certify that the ship (or steamer) sailing under the flag and under the command of as master of tons bound for( ) with a crew of persons* and passengers and laden with a cargo of is at the time of leaving this port in a satisfactory sanitary condition and that no case of bubonic plague exists among her officers, passengers, or crew, all of whom have been inspected by me.

It is further certified that the town and port of are at present free# from plague.

* Including officers and able bodied seamen.

Or as the case may be.

(a) Better omit "or visited" - Read strictly, they would require that a man who had visited, they would require that a man who had visited Bombay became straight through to Madras should be detained for ten days before being allowed to go on to Tuticorin. HS

(b) For reference - vide Separate Sheet -

declared infected, or taken up passengers at other than inspection ports; and

(5)
(ii) all vessels belonging to the Ceylon Government which may leave ports in the Madras Presidency with emigrants for Ceylon shall be exempted from medical inspection.

(6)
4. The medical inspection of passengers prescribed in these regulations must be made of each individual by day, on shore, at the time of embarkation. The same precautions are compulsory in the case of the officers and crew of the vessel who must be brought on shore (7) in batches for inspection; (8) provided that

(i) in the case of vessels anchored in the Madras roadstead (i.e. outside the enclosed harbour) the inspection of the officers and crew may be conducted on board; and

(9)
(ii) in the case of a vessel starting from Calcutta and calling at Madras or any other port in the Madras Presidency on her way to Europe, neither the crew nor the passengers already on board need be brought on shore and inspected there. The form of Bill of Health under this proviso and under proviso (i) to Regulation 3 will be as follows:-

(23) Bill of Health.

This is to certify that no case of bubonic plague exists among any of the passengers or other persons embarked at the port of on board the ship (or steamer) ( ) under the command of ( ) as master bound for ( ).

It is further certified that the town and port of are at present free from plague.

(10)
5. Vessels not leaving port before 6 A.M. of the day following the medical inspection may not leave without reinspection and the grant of a fresh Bill of Health.

6. Should the Health officer of the port be of opinion that any person on board of any vessel so inspected is suffering from the bubonic plague or (11) ~~is not free from the infection of the plague~~, he shall refuse to give a bill of health ~~or certificate~~ as aforesaid unless and until such person (12) together with his or her attendants and relatives and their baggage and personal effects have been removed from the vessel and such parts of the vessel as have been frequented by such persons (13) shall have been disinfected to the satisfaction of the Health officer. Such removal and disinfection shall be noted on the bill of health. The baggage and effects of such persons as are removed (14) from or prevented from sailing in any vessel under this rule shall be disinfected on shore in such manner as the Port Health officer directs before such baggage and personal effects are permitted on board any vessel. (18) The persons removed shall be ~~detained in~~ a plague hospital or place of observation appointed by ~~Govern~~ the Sanitary Authority, as the case may be; and shall ~~not~~ not leave such hospital or place until the Chief Medical Officer pronounces that they are (19) shall have certified that they are free from the infection of the plague.

7. If the vessel has no Medical officer on board, the Health officer shall order her to be detained for not less than ten days at the quarantine anchorage appointed for the

Note (4)
Proviso (i) does not apply to vessels sailing for Burma which must not be allowed to leave the port of Madras without medical inspection as prescribed in these regulations.

I authorised yesterday (I think) a further exemption from this rule at Tuticorin on those grounds the crews of vessels sailing from Negs to Ceylon ports - Medical Officers from Tuticorin & Colombo must also be exempted. The crews could not be brought ashore on each occasion of their sailing, i.e. about twice a week. The Ceylon Govt must be informed of this & asked if they object. They might also be asked if they want these steamers inspected on every occasion of their sailing - Reasons for that if members of the crew who have landed are not allowed to embark without inspection, it would suffice, so long as Tuticorin is free from plague, to inspect the steamers, & those members of the crew who have not landed, once a week or even fortnightly, say 10 days or a fortnight.

I just think this will do. I should say "from any illness which he suspects may prove to be plague" from our Quarantine Reg.s 15(2) [80. 245 Mar 23.8.92]

* Or as the case may be.

* make this a fresh rule

Chief Medical Officer

This is based on a rule which has been superseded by the Venice Convention. The plan now is, not to detain the vessel, but to remove all sufferers & suspected sufferers and to disinfect, and note the fact of such removal & disinfection on the Bill of Health; & then to leave the authorities of the port of arrival to take such action as they see fit according to the circumstances. "Inspect" "inspected" - at least so? Make use of "inspect" but in Calcutta letter to Govt of India call the attention of the Govt to the alteration of the sense

purpose and to be thoroughly disinfected before departure. If during the period of detention no fresh case of plague occurs on the vessel and no person on board shows symptoms of plague the vessel may be permitted to proceed, and if during the same period the persons detained under "observation" on shore are proved not to be suffering from plague they may continue their voyage.

8. Should the Port Health officer prevent the embarkation or sailing of any persons under these rules such person or persons may be kept under observation in duly appointed places until free from any suspicious signs or symptoms of plague, and actual plague cases may be removed to such hospitals as are appointed for the purpose.

(22) This is covered by my addition above,

and this, I believe, by the general rules in the first notification issued in the F. & M. dept., and should have been put up BS

Copy ltr. 319 A-M of 15 Feb 97. Instr. - 13497

~~9.~~ After the master or person in charge of the vessel has obtained a bill of health ~~or certificate~~ under the provisions of these regulations no person (15) or cargo or goods of any kind shall be (16) embarked or disembarked before the vessel leaves the port unless such vessel is again inspected by the Port Health officer and another bill of health ~~or certificate~~ obtained from such officer by the master or person in charge of such vessel.

(17) Note Mail bags are included in "cargo" under this Regulation.

~~10.~~ No port clearance shall be delivered to any vessel bound from any such port to any port out of India unless and until the master or person in charge thereof shall produce ~~the~~ a bill of health ~~or certificate to be~~ obtained as aforesaid; and it shall be the duty of the Customs officer to refuse delivery of the port clearance without the production of such bill of health ~~or certificate~~, and such bill of health or certificate comes within the provisions of Regulation 3.

This seems to be unnecessary. (20) BS

~~11.~~ 10 Any person disobeying or contravening any of the foregoing regulations shall be deemed to have committed an offence punishable under section 188 of the Indian Penal Code and shall be liable on conviction to be punished with imprisonment of either description for a term which may extend to six months or with fine which may extend to one thousand rupees or with both.

Brought under Regulation 3 above.

~~Power to vary Regulations.~~

~~The Governor in Council may from time to time vary, add to or cancel any of the foregoing Regulations.~~

Notes and References.

(a). Taken from Rule 10 of the Bombay Regulations printed with G.O. 284 Marine dated 23rd March 1897.

(b). Vide G.O.419 Marine dated 4th May 1897.

(1). Vide form of Bill of Health in which the term "officers" includes "the master or person in charge."

(2). Vide G.O.327 Marine dated 3rd April 1897.

(3). "Vessel" is substituted for "ship" as the former term is the one recognised and defined in the notifaction already issed under the Venice Convention.

(4). Vide G.O.624 Marine dated 14th July 1897.

(5). Vide 4a 543 Marine dated 17th June 1897.

(6). Vide para 4(e) of G.O.601 Marine dated 6th July 1897.

(7). Vide G.O.670 Marine dated 28th July 1897.

(8). This concession has been expressly allowed in a recent order of Government. (The question of extending the concession is to be settled after hearing from Ceylon).

(9). Vide G.O.670 Marine dated 28th July 1897.

(10). Vide Rule V of the Bombay Regulations (outwards).

(11). This clause is not in Bombay Regulation II.

(12). Adopted from Bombay Regulation II.

(13). The plural instead of the singular number is now adopted as cognizance is now taken of "attendants" and "relatives" also.

(14). Adopted from Bombay Regulation II.

(15). The word "rules" occurs in the original. "Regulations" is the more correct term.

(16). Taken from Bombay Regulation III.

(17). Vide G.O.364 Marine dated 29th April 1897.

(18). Vide Darjeeling Plague Notification No.3 (Flag - B.)

(19). - Do -

(20). Vide Bombay Regulation IV.

(21). Vide G.O.328 Marine dated 1st April 1897.

(22) Vide Bombay Regulation VIII.

(23) Vide GO 162 Marine dated 26th Feby 97 Regulation 6.

Inspection [illegible] outwards —

Urgent

Marine Department.

Note for the Honourable Member.

A clean copy of the Rules is herewith submitted.

2. With reference to the Honourable Member's remark against Regulation 8 in the original draft, it is submitted that under the orders of the Local & Municipal Department No. 219 A/M. dated 15th February 1897 the land regulations for the provision of isolation hospitals and the detention therein of infected persons do not come into effect as a matter of course. They are to be brought into operation by the Collector of the District "as circumstances may require". Vide para 2 of order.

3. So far as the Marine Department can ascertain, the town of Tuticorin is the only place at which they have yet been applied. Vide G.O. 540 M. dated 15th March 1897. If, therefore, a case of plague is detected at any other of the inspection ports there would be no authorised place of detention.

4. The subject of Current No. 936 which accidentally escaped notice for a time has also to be considered. Regulation 8 of the draft is the present

+ Flag A

This is so, no doubt. But the date of the case is that there is no plague in any of our ports & therefore it is unlikely that a case of plague will be detected in any outward bound vessel having any gross pers. If any should be detected, the Sanitary will have suitable arrangements as quickly as it can. If, on the other hands, there should be any plague in any port there will of course be plague hospitals already opd. I think we may have to. We practically have under consideration, under which we are rapidly making arrangements as will prevent foreign countries objecting on returning their ports against us.

+ Flag B

Linked file

H.L. 9.9.97 [illegible]

present rule slightly amended, i.e. as to the admission of "goods of any kind". After a vessel has obtained a bill of health the master is not supposed to admit any "person"&c, "unless such vessel is again inspected by the Port Health Officer, and another bill of health is obtained". The fact of admitting any "person" &c, after obtaing a bill of health is not of itself an offence according to the Government Solicitor. It only becomes an offence if the master "attempts to leave the port without fresh inspection and fresh bill of health".

5. It is perhaps not the intention of the Rules to wholly preclude the admission of persons &c after a bill of health has been granted, as there may be cases in which such a prohibition would involve great hardship, and to render penal the admission of persons &c. under these circumstances might thus go too far. It would perhaps meet the case if a heavy fee, to go to the Port Health Officer, were levied for the second or any subsequent inspection, which in this case would doubtless have to be made on board.

Yes. This will do. Above provided accordingly in regn 8

BS
9/9/97

9/9/97
M.

Passed as amended
BS
9/9/97

Marine Department.

~~DRAFT~~ NOTIFICATION.

In exercise of the powers conferred by Act III of 1897, the Epidemic Diseases Act, His Excellency the Governor in Council is pleased to declare that all vessels and persons leaving the undermentioned ports of the Madras Presidency for ports out of India direct, shall be subjected, as a temporary measure, to the regulations hereinafter contained, and that the duties of Health Officers under these regulations shall be discharged by the medical officers named below, or by such ~~each~~ other medical officer as may from time to time be appointed for the purpose by the Government or "Sanitary authority" as defined in the regulations published in the Fort St. George Gazette of the 31st August 1897, the definitions contained in which are applicable to the regulations herein contained. These regulations will supersede those now in force for the inspection of outward bound vessels:-

Ports.

Ports.	Health Officers.
Gopalpur.	Civil Apothecary.
Calingapatam.	- Do -
Baruva.	Hospital Assistant, Sompeta.
Bimilipatam.	Civil Apothecary.
Vizagapatam.	District Medical & Sanitary Officer, or, in his absence, the Assistant Surgeon of the district.
Cocanada.	Civil Surgeon, or, in his absence, the Assistant Surgeon in charge.
Masulipatam.	District Medical & Sanitary Officer, or, in his absence, the Assistant Surgeon of the district.
Madras.	Port and Marine Surgeon, and Officer in subordinate charge of the Port & Marine Dispensary.
Cuddalore.	Ditsrict Medical & Sanitary Officer, or, in his absence, the Assistant Surgeon of the district.
Negapatam.	Civil Surgeon.
Tranquebar.	Civil Apothecary.
Tuticorin.	- Do -
Pamban.	- Do -
Kilakarai.	Hospital Assistant.
Calicut.	District Medical & Sanitary Officer, or, in his absence, the Assistant Surgeon of the district.
Cochin.	Civil Surgeon, or, in his absence, the Assistant Surgeon in charge.
Tellicherry.	Civil Surgeon, or, in his absence, the assistant Surgeon in charge.
Cannanore.	Civil Surgeon, or, in his absence, the Medical Officer in charge of the Central Jail.
Mangalore.	District Medical & Sanitary Officer, or, in his absence, the Assistant Surgeon of the district.

Regulations.

1. No person shall be permitted to embark on board a vessel within any such port bound direct for any port out of India who has within the preceding ten days resided in a part of India believed by the Health Officer of the port to be infected with plague. Any port may be declared "infected" by the Government or by the "Sanitary authority".

2. No deck passenger who appears to the Port Officer to belong to the labouring classes shall be permitted to embark on board a vessel ~~within~~ at the port of Tuticorin bound for a port in Ceylon, until he or she has satisfied the Medical Officer of the Government of that Colony stationed at Tuticorin that he or she has not within the preceding ten days resided in a part of India infected by the plague and that he or she is free from ~~that~~ infection with the plague and until the said Colonial Officer has so certified in respect of such passenger. The Health Officer of the port of Tuticorin shall not deliver a bill of health in respect of any such vessel, if there be on board any such passenger in respect of whom the Colonial Officer has not certified as aforesaid.

3. No vessel shall leave any such port for any port out of India, direct, until she has been inspected by the Health Officer of the port, and the master or person ~~of such vessel~~ in charge of such vessel has obtained from such officer a certificate a bill of health in the form given

given below ~~from such officer~~ that the officers and crew of, and also the passengers (if any) by, such vessel are free from the bubonic plague:-

Bill of Health.

This is to certify that the ship (or steamer) sailing under the flag and under the command of as master of tons bound for with a crew of * persons and passengers and laden with a cargo of is at the time of leaving this port in a satisfactory sanitary condition and that no case of bubonic plague exists among her officers, passengers, or crew, all of whom have been inspected by me.

It is further certified that the town and port of are at present free from plague. ×

Provided that

(i) a vessel which has obtained a clean bill of health at any port of the Madras Presidency shall not be liable to further inspection during the same voyage if there has been no case of plague on board meanwhile, and the vessel has not subsequently touched at any port which has been declared infected, or taken up passengers at other than inspected ‡ ports; and

(ii) all vessels belonging to the Ceylon Government which may leave ports in the Madras Presidency with emigrants for Ceylon shall be exempted from medical inspection.

* Including officers and able-bodied seamen.

× Or as the case may be.

‡ Proviso (i) does not apply to vessels sailing for Burma which must not be allowed to leave the port of Madras without medical inspection as prescribed in these regulations.

3

3-a

4. The medical inspection of passengers and other persons prescribed in these regulations must be made of each individual by day, on shore, at the time of embarkation; provided that

* (i) in the case of vessels anchored in the Madras roadstead (i.e. outside the enclosed harbour) and at outports the inspection of ~~passengers~~ officers & crew may be conducted on board; ~~and~~

~~(ii) if called for the officers and crew may also be inspected on board;~~ and

(ii) in the case of a vessel starting from Calcutta and calling at Madras or any other port in the Madras Presidency on her way to Europe, neither the crew nor the passengers already on board need be brought on shore and inspected there.

The form of bill of health under this proviso and under proviso (i) to Regulation 3 will be as follows:-

Bill of Health.

This is to certify that no case of bubonic plague exists among any of the passengers or other persons embarked at the port of on board the ship (or steamer) under the command of as master bound for .

It is further certified that the town

* Note

In the case of the officers and crew of a vessel being brought on shore for inspection they may come in batches.

* This is in accordance with orders received from the Hon. Member

9 Sep 27

town and port of are at present free from plague.

* Or as the case may be.

5. Vessels not leaving port before 6 A.M. of the day following the medical inspection may not leave without reinspection and the grant of a fresh bill of health.

6. Should the Health Officer of the port be of opinion that any person on board of any vessel so inspected is suffering from the bubonic plague or from any illness which he suspects may prove to be plague, he shall refuse to give a bill of health as aforesaid unless and until such person together with his or her attendants and relatives and their baggage and personal effects have been removed from the vessel and such parts of the vessel as have been frequented by such persons shall have been disinfected to the satisfaction of the Health Officer. Such removal and disinfection shall be noted on the bill of health. The baggage and effects of such persons as are removed from or prevented from sailing in any vessel under this rule shall be disinfected on shore in such manner as the Port Health Officer directs before such baggage and personal effects are permitted on board any vessel.

7. All persons so removed shall be detained in a plague hospital or place of observation appointed by the Sanitary authority, as the case may be; and shall not leave such hospital or place until the Chief Medical Officer present at the spot shall have certified that they are free from the infection of the plague.

8. After the master or person in charge of the vessel has obtained bill of health under the provisions of these regulations no person or cargo or goods of any kind shall be embarked or disembarked before the vessel leaves the port unless such vessel is again inspected by the Port Health Officer and another bill of health obtained from such officer by the master or person in charge of such vessel.

Note Mail bags are included in "cargo" under this Regulation.

If the necessity for such inspection by the Port Health Officer under this rule arises from any default or act of the master or agents of the vessel, or of the Port Officer shall be the sole judge, such Port inspection shall not take place until the fee after the payment to the Port Officer by the master or agents of such vessel for such inspection, not being less than five nor more than fifty rupees, as the Port Officer in his sole discretion may order.

9. No port clearance shall be delivered to any vessel bound from any such port to any port out of India unless and until the master or person in charge thereof shall produce a bill of health obtained as aforesaid; and it shall be the duty of the Customs Officer to refuse delivery of the port clearance without the production of such bill of health.

10. Any person disobeying or contravening any of the foregoing regulation shall be deemed to have committed an offence punishable under section

section 188 of the Indian Penal Code and shall be liable on conviction to be punished with imprisonment of either description for a term which may extend to six months or with fine which may extend to one thousand rupees or with both.

9/9/97.

M.

[40 / 500]

Marine DEPARTMENT.

Papers to be read in proceedings :—

Again G.O., dated 6th July 1897		189 , No. 601 Marine
Again G.O., dated		189 , No.
Current No.	of 189 , dated	, from
" "	" 189 , "	, "
" "	" 189 , "	, "

ORDER. 790 to 791 dated 11th September 1897.

Ordered that the following notification be published in the Fort St. George and all Maritime District Gazettes:-

(Here enter Notification.)

To
The Supdt. Govt. Press, with Notification. Despd 11/9/97
" Surgeon-General with the Government.
" Presy. Port Officer.
" Sanitary Commissioner thro' the Public Department.
" Collectors of Maritime Districts.
" Local & Municipal Department.
" Revenue Department.
" Public Department.
" Other Governments with C.L. Despd 14/9/97

H.E.No. 791 Marine dated 11th Sep. '97.

Copy forwarded to the Government of India, Home Department, in continuation of endorsement No. 746 Marine dated 23rd August 1897.

Despd 14/9/97

D.W. 10.9.97.

Urgent

Despatches

A very important Marine G.O. is issuing to the following.

Supdt., Govt. Press.
Surgeon Genl with Govt.
Presidency Port Officer
Sanitary Commissioner thro' Public Dept.
Collectors of Maritime districts
Local & Municpl Dept.
Revenue Dept.
Public Dept.
Govt. of India & other Govts. with C.L.

The order is being printed here. Please let me know the number of copies to be struck off. Yours

20/8/87

280 copies including 21 copies for signatures.

22/8

	Signed Copy	Spare Copies
Supdt Govt Press	1	✓
Surgeon General with the Government of Madras	1	20 ✓
Port officer	1	20 ✓
Sanitary Comr thro' Public Deptt	1	6 ✓
Collector of Ganjam	1	5 ✓
" Vizagapatam	1	5 ✓
" Godavari	1	5 ✓
" Kistna	1	5 ✓
" Nellore	1	5 ✓
" Cuddapah	1	5 ✓
" Madras	1	5 ✓
" S. Arcot	1	5 ✓
" Tanjore	1	5 ✓
" Madura	1	5 ✓
" Tinnevelly	1	5 ✓
" Malabar	1	5 ✓
" S. Canara	1	5 ✓
Secty to the Deptt	1	6 ✓
Revenue Secty	1	20 ✓
to Public Deptt	1	6 ✓
to Govt of India.	X	35 ✓
to Govt of Bombay. Marine Deptt	"	2 ✓
to Govt of Bengal " Calcutta	"	2 ✓
to Govt of N.W. Pro: & Oudh	"	2 ✓
Chief Secty to Govt of Punjab Lahore	"	2 ✓
Secty to the Comr of Sindh - Karachi	"	2 ✓
Chief Secty to the Chief Comr of Central Pro: Nainital	"	2 ✓
	20	

Deputies

Note against each communication how many spare copies should be sent.

RR
24/8/17.

The attached copy is for table & index. Let me know how many copies are required for the Pros. Vols.

RR
24/8/17

(1) Please see attached list
(2) 12 copies

26/8/17

Pl. indent as required & re-

Proc. Nainital | 20 | 2

Fort St. George, September 13, 1897.

Under section 6, Act I of 1894, His Excellency the Governor in Council hereby declares that the land mentioned in the following schedule and measuring 0·86 acre, be the same a little more or less, is needed for a public purpose, to wit, for an anikut at the head of, and repairs to Chintapalli channel in the village of Anantharazupett, Pullampet taluk; and, under sections 3 and 7 of the same Act, the Deputy Collector, Sidhout division, is appointed to perform the functions of a Collector under the Act and directed to take order for the acquisition of the said land :—

SCHEDULE.

Description of land, wet or dry, inam or poramboke, with survey or paimash number.	Name of owner or occupier.	Boundaries of the land required to be taken up.	Extent to be taken up.
	Cuddapah District, Pullampet Taluk, Anantharazupett Village.		ACRE.
Circar dry, No. 600A.	Mandapolu Subbamma and Nagamma.	North, Chintapalli kalva. East, survey No. 599. South, survey No. 600 A and B. West, survey No. 600 A.	0·2
Do. wet, No. 600 B.	Do.	Do. do. do.	0·7
Do. wet, No. 599 ..	Panjam Venkata Narayana Reddi.	North, Chintapalli kalva. East, survey No. 575. South, survey No. 599. West, No. 600 B.	0.14
Do. wet, No. 578..	Rami Reddi Gari Papireddi ..	North, survey No. 575 and Railway B class lands. East, survey No. 575 and Railway line. South, Chintapalli channel. West, No. 572.	0·12
Do. wet, No. 574..	Do. ..	North, survey No. 574. East, survey No. 770. South, Chintapalli channel. West, Railway line.	0·2
Do. dry, No. 575..	Do. ..	North and east, Railway line. South, Chintapalli channel. West, No. 573.	0·1
Do. wet, No. 766..	Panjam Venkata Narayana Reddi.	North, Chintapalli channel. East, survey No. 767. South, survey No. 766. West, railway B class lands.	0·18
Do. wet, No. 770..	Do.	North, survey Nos. 770 and 772. East and South, Chintapalli channel. West, survey Nos. 574 and 770.	0·30
		Total ..	0·86

F. J. WILSON,
Under Secy. to Govt., P.W.D., Irrigation Branch.

MARINE DEPARTMENT.

NOTIFICATION.

Ootacamund, September 11, 1897.

No. 167.—In exercise of the powers conferred by Act III of 1897, the Epidemic Diseases Act, His Excellency the Governor in Council is pleased to declare that all vessels and persons leaving the undermentioned ports of the Madras Presidency for ports out of India direct, shall be subjected, as a temporary measure, to the regulations hereinafter contained, and that the duties of health officers under these regulations shall be discharged by the medical officers named below, or by such other medical officer as may from time to time be appointed for the purpose by the Government or "Sanitary authority" as defined in the regulations published in the *Fort St. George Gazette* of the 31st August 1897, the definitions contained in which are applicable to the regulations herein contained. These regulations will supersede those now in force for the inspection of outward bound vessels :—

Ports.		Health Officers.
Gopalpur	..	Civil Apothecary.
Calingapatam	..	Do.
Baruva	..	Hospital Assistant, Sómpéta.
Bimilipatam	..	Civil Apothecary.
Vizagapatam	..	District Medical and Sanitary Officer, or, in his absence, the Assistant Surgeon of the District.
Cocanada	..	Civil Surgeon, or, in his absence, the Assistant Surgeon in charge.
Masulipatam	..	District Medical and Sanitary Officer, or, in his absence, the Assistant Surgeon of the District.
Madras	..	Port and Marine Surgeon, and Officer in subordinate charge of the Port and Marine Dispensary.
Cuddalore	..	District Medical and Sanitary Officer, or, in his absence, the Assistant Surgeon of the District.
Negapatam	..	Civil Surgeon.
Tranquebar	..	Civil Apothecary.
Tuticorin	..	Do.
Pamban	..	Do.
Kilakarai	..	Hospital Assistant.
Calicut	..	District Medical and Sanitary Officer, or, in his absence, the Assistant Surgeon of the District.

Ports.	Health Officers.
Cochin	Civil Surgeon, or, in his absence, the Assistant Surgeon in charge.
Tellicherry	Do. do. do.
Cannanore	Civil Surgeon, or, in his absence, the Medical Officer in charge of the Central Jail.
Mangalore	District Medical and Sanitary Officer, or, in his absence, the Assistant Surgeon of the District.

Regulations.

1. No person shall be permitted to embark on board a vessel within any such port bound direct for any port out of India who has within the preceding ten days resided in a part of India believed by the Health Officer of the port to be infected with plague. Any port may be declared "infected" by the Government or by the "Sanitary authority."

2. No deck passenger who appears to the Port Officer to belong to the labouring classes shall be permitted to embark on board a vessel at the port of Tuticorin bound for a port in Ceylon, until he or she has satisfied the Medical Officer of the Government of that Colony stationed at Tuticorin that he or she has not within the preceding ten days resided in a part of India infected by the plague and that he or she is free from infection with the plague and until the said Colonial Officer has so certified in respect of such passenger. The Health Officer of the port of Tuticorin shall not deliver a bill of health in respect of any such vessel, if there be on board any such passenger in respect of whom the Colonial Officer has not certified as aforesaid.

3. No vessel shall leave any such port for any port out of India, direct, until she has been inspected by the Health Officer of the port, and the master or person in charge of such vessel has obtained from such officer a bill of health or certificate in the form given below that the officers and crew of, and also the passengers (if any) by, such vessel are free from the bubonic plague:—

Bill of Health.

This is to certify that the ship (or steamer) sailing under the flag and under the command of as master of tons bound for with a crew of persons* and passengers and laden with a cargo of is at the time of leaving this port in a satisfactory sanitary condition and that no case of bubonic plague exists among her officers, passengers, or crew, all of whom have been inspected by me.

It is further certified that the town and port of are at present *free* † *from* plague.

* Including officers and ablebodied seaman.

† Or as the case may be.

Provided that—

(i) a vessel which has obtained a clean bill of health at any port of the Madras Presidency shall not be liable to further inspection during the same voyage if there has been no case of plague on board meanwhile, and the vessel has not subsequently touched at any port which has been declared infected, or taken up passengers at other than inspection ‡ ports; and

(ii) all vessels belonging to the Ceylon Government which may leave ports in the Madras Presidency with emigrants for Ceylon shall be exempted from medical inspection.

‡ Proviso (1) does not apply to vessels sailing for Burma which must not be allowed to leave the port of Madras without medical inspection as prescribed in these regulations.

4. The medical inspection of passengers and other persons prescribed in these regulations must be made of each individual by day, on shore, at the time of embarkation; provided that

§ (i) in the case of vessels anchored in the Madras roadstead (*i.e.*, outside the enclosed harbour) and at out ports the inspection of officers and crew may be conducted on board; and

§ In the case of the officers and crew of a vessel being brought on shore for inspection they may come in batches.

(ii) in the case of a vessel starting from Calcutta and calling at Madras or any other port in the Madras Presidency on her way to Europe, neither the crew nor the passengers already on board need be brought on shore and inspected there. The form of bill of health under this proviso and under proviso (*i*) to Regulation 3 will be as follows:—

Bill of Health.

This is to certify that no case of bubonic plague exists among any of the passengers or other persons embarked at the port of on board the ship (or steamer) under the command of as master bound for

It is further certified that the town and port of are at present *free* ‖ *from* plague.

‖ Or as the case may be.

5. Vessels not leaving port before 6 A.M. of the day following the medical inspection may not leave without re-inspection and the grant of a fresh bill of health.

6. Should the Health Officer of the port be of opinion that any person on board of any vessel so inspected is suffering from the bubonic plague or from any illness which he suspects may prove to be plague, he shall refuse to give a bill of health as aforesaid unless and until such person together with his or her attendants and relatives and their baggage and personal effects have been removed from the vessel and such parts of the vessel as have been frequented by such persons shall have been disinfected to the satisfaction of the Health Officer. Such removal and disinfection shall be noted on the bill of health. The baggage and effects of such persons as are removed from or prevented from sailing in any vessel under this rule shall be disinfected on shore in such manner as the Port Health Officer directs before such baggage and personal effects are permitted on board any vessel.

7. All persons so removed shall be detained in a plague hospital or place of observation appointed by the Sanitary authority, as the case may be; and shall not leave such hospital or place until the Chief Medical officer present at the spot shall have certified that they are free from the infection of the plague.

8. After the master or person in charge of the vessel has obtained a bill of health under the provisions of these regulations no person or cargo * or goods of any kind shall be embarked or disembarked before the vessel leaves the port unless such vessel is again inspected by the Port Health Officer and another bill of health obtained from such officer by the master or person in charge of such vessel. If the necessity of a fresh inspection by the Port Health Officer under this regulation arises from any default or act of the master or agents of the vessel, of which the Port Officer shall be the sole judge, such fresh inspection shall not take place until after the payment to the Port Officer by the master or agents of such vessel of such fee for such inspection, not being less than five nor more than fifty rupees as the Port Officer in his sole discretion may order.

* Note. Mail bags are included in "cargo" under this Regulation.

9. No port clearance shall be delivered to any vessel bound from any such port to any port out of India unless and until the master or person in charge thereof shall produce a bill of health obtained as aforesaid; and it shall be the duty of the Customs Officer to refuse delivery of the port clearance without the production of such bill of health.

10. Any person disobeying or contravening any of the foregoing regulations shall be deemed to have committed an offence punishable under section 188 of the Indian Penal Code and shall be liable on conviction to be punished with imprisonment of either description for a term which may extend to six months or with fine which may extend to one thousand rupees or with both.

ERRATUM.

Ootacamund, August 30, 1897.

The following is published for general information:—

The following alterations should be made in the translation of the Venice Sanitary Convention of 1897 which formed an enclosure to the $\frac{\text{letter}}{\text{endorsement}}$ from the Government of India in the Home Department No. $\frac{1623\text{-}26}{1627\text{-}35}$, dated the 1st June 1897.—"*Chapter III.*—Instructions regarding the method of disinfection. Paragraph 3 (*a*). For the word 'grammes' substitute the word 'parts'".

"In the foot-note to paragraph 3 (*c*) for the word 'grains' in the third and fifth lines, substitute the word 'grammes.' At the end of the same foot-note add the words 'of lime'".

D. McN. CAMPBELL, Colonel, R.E.,
Secretary to Government.

LOCAL AND MUNICIPAL DEPARTMENT.

NOTIFICATION.

Ootacamund, September 9, 1897.

No. 29.—The following notification of the Government of India is re-published for general information:—

HOME DEPARTMENT.

Dated 30th August 1897.

In exercise of the powers conferred by section 2, sub-section (1) of the Epidemic Diseases Act, 1897 (III of 1897), the Governor-General in Council is pleased to direct that in the notification of the Government of India in the Home Department, No. 836, dated the 6th March 1897, for the words "the territories administered by the Governor of Bombay in Council" the words "the territories (other than Sindh) administered by the Governor of Bombay in Council" shall be substituted.

(By order of His Excellency the Governor in Council.)

G. S. FORBES,
Secretary to Government.

GOVERNMENT OF INDIA NOTIFICATION.

HOME DEPARTMENT.

NOTIFICATION.

ESTABLISHMENT.

Simla, the 27th August 1897.

No. 629.—The services of Mr. A. Butterworth, of the Indian Civil Service, Madras Establishment, are replaced at the disposal of the Government of Madras.

J. P. HEWETT,
Secretary to the Government of India.

MADRAS: PRINTED AND PUBLISHED BY THE SUPERINTENDENT, GOVERNMENT PRESS.

24-1-13 ✓

14-7-16 ✓

23-10-17

5-5-26 ✓

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DEPARTME

Paper taken out of the Records from the charge of the Referencer.

Press / Miscellaneous / Routine No. 299/91, dated 5 27 190

Date taken out.	For what purpose. Department.	C. No.	Year.	Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender
24 4 03	Mr 456/13				9/11/03	
9/11/03	for Marine Clerk				9/11/03	
9/11/03	Lt.-Gen. Plague	44198	for		23/11/10	
29-1-13	Mr	304	1913	CR.	20/2/13	
14/7/16	Pub. Supdt				21/12/16	
23/10/17	Mr 2	3751	17	Hms	18/12/17	

V. W.
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