

CONCLUSIONS.

From but one season's observations at a single quarantine station we can not assume to draw any hard-and-fast conclusions regarding the probability of *Stegomyia*, infected or not, being carried by vessels. Nevertheless, I think we may conclude, first, that mosquitoes can come aboard vessels, under favorable conditions, when the vessel is not over 15 miles from shore; second, that *Stegomyia* can be carried from Mexican or West Indian ports to those of our Gulf States; third, that they can board a vessel lying at anchor a half mile or less from shore, being conveyed by the open lighters used, or flying aboard, and, finally, that a vessel moored a short distance from land may become infected with yellow fever, our old beliefs to the contrary notwithstanding.

I wish to acknowledge the aid of Assistant Surgeons Burkhalter and Ebersole in collecting data and specimens.

CSP1/J4 EN

(4) **MARITIME QUARANTINE WITHOUT DETENTION OF NON-INFECTED VESSELS FROM PORTS QUARANTINED AGAINST YELLOW FEVER.**

By EDMUND SOUCHON, M. D.,

President of the Louisiana State Board of Health.

[Read at a meeting of the Louisiana State board of health, September 25, 1902, and officially indorsed by resolution of the Board.]

The remarks which follow will apply, for the present, to yellow fever only, since it is the quarantinable disease which is the greatest danger to the Southern States.

The keynote of this stride in modern scientific quarantine was struck by the Louisiana State board of health when it passed, on September 2, 1902, the resolution which reads thus:

“Free pratique shall be given to noninfected vessels, with or without passengers, from ports where yellow fever is suspected, or prevails: *Provided*, Said vessels are disinfected at the port of departure, or at the last port touched at, in a manner satisfactory to the Louisiana State board of health: *Provided further*, That said vessels upon arriving at the Mississippi River quarantine station shall be disinfected again: *And provided still further*, That five full days at least shall have elapsed since the completion of the first disinfection before the second disinfection is done at the Mississippi River quarantine station.”

These regulations are based upon the study mostly of the records of the Louisiana State board of health, which show that a number of noninfected vessels have developed yellow fever after disinfection.

That noninfected vessels, i. e., vessels presenting no sickness at the port of departure or in transit, may develop yellow fever, has been demonstrated by the writer in a paper published in the New York Medical Record on December 28, 1901.

These cases are due to the fact that during the stirring up of things aboard necessitated by the disinfection, some infecting agent has been released and some nonimmunes coming in contact with it are infected.

The object of the second disinfection is to neutralize the effects of a possible case following the first disinfection, which case may be so

light as to escape the observation of the officers of the vessels who therefore will not report that they had sickness aboard.

As far as we could ascertain there is no record of a case of yellow fever following a second disinfection performed five days after the first one.

There are cases following a second disinfection, but that was before five days had elapsed between the two disinfections.

The Louisiana State board of health has already put the principle into practice by granting free pratique to coffee ships from Brazil that will stop at Port Castries (St. Lucia) to be disinfected by an officer of the board, and then be again disinfected at least five days afterwards at the Mississippi River quarantine station.

When the United States Public Health and Marine Hospital Service establishes floating disinfecting plants at the ports quarantined against yellow fever to disinfect vessels before they leave, as it has done in Cuban ports, the Louisiana State board of health shall honor its certificates of disinfection, provided that a set of regulations governing these vessels shall be agreed upon between the Louisiana State board of health and the United States Public Health and Marine-Hospital Service, which shall pledge itself to their faithful application by first-class officers.

The United States Public Health and Marine-Hospital Service need not have a plant at each port. It would be sufficient for it to establish disinfecting stations on the course of the vessels from the yellow-fever ports where these vessels would stop to be disinfected at least five days before arriving at the Mississippi River quarantine station.

Under these regulations noninfected vessels which have been at least five days in transit since the first disinfection—i. e., "long-trip vessels"—shall not be detained after the second disinfection.

Vessels which have been less than five days in transit—i. e., "short-trip vessels"—which have anchored 1,000 feet away from shore, and have had no communication with shore at the quarantined ports, shall not be detained; but the passengers, if any, shall be detained long enough to make five days from the disinfection at the point of departure.

The baggage of such passengers must, of course, be disinfected before being admitted on board.

Only vessels which have had connection with the shore at the quarantined ports shall be detained long enough to make five days from the first disinfection. They shall be disinfected for the second time at the end of their five days, and not on the day of their arrival at the Mississippi River quarantine station.

These vessels will not be detained after the second disinfection if a new crew is sent down to the station to bring them up.

Whenever steamship companies will defray the expenses of disinfection at the port of departure or at any intermediate port approved by the Louisiana State board of health the same privileges shall be granted to them.

The Louisiana State board of health has done away with the detention of all the noninfected vessels coming from the fruit ports of Central America and of Cuba under regulations of which the following is a résumé:

The basic principles are that fruit vessels shall not be detained at the quarantine station upon condition that they avoid all causes of possible infection.

The principal regulations are the following:

1. A resident medical inspector shall be appointed for each port.
 2. Vessels shall have no communication with the shore, and conversely, except through the laborers.
 3. Vessels shall carry only fruit and specified articles of freight.
 4. Vessels carrying passengers shall carry a marine medical inspector on board.
 5. Passengers shall not be received on board unless their clothing and baggage have been previously disinfected.
 6. Vessels not carrying passengers shall not be disinfected nor detained at the Mississippi River quarantine station.
 7. Vessels with passengers shall be disinfected and the passengers shall be detained long enough to make five days from the last port touched, but the vessel shall not be detained.
 8. Vessels from infected ports shall all carry marine medical inspectors—those not carrying passengers as well as those carrying passengers.
 9. They shall all be disinfected at the Mississippi River quarantine station.
 10. Passengers from infected ports shall be detained at the Mississippi River quarantine station five days after the arrival at the station, but the vessel shall not be detained.
 11. Infected vessels shall be disinfected and shall be detained, with all on board, five days at the Mississippi River quarantine station after the completion of the disinfection and the removal of the last case of yellow fever from the vessel.
 12. Agents may send lighters down to the station to bring the fruit to the city.
 13. The detailed regulations define precisely the duties of each of the officers of the board of health and those of the fruit companies, thereby excluding all pleas of ignorance of the exact meanings of the board.
- Fruit vessels which have left a port declared infected before they had time to place a medical inspector on board, upon arriving at the Mississippi River quarantine station shall be disinfected, the regular crew removed, a new crew placed on board, except the master and engineer, and they shall be allowed to unload at the wharf in the city.

CSP1/J5 EN (5) SIMPLICITY IN SANITARY MEASURES.

By J. Y. PORTER, M. D.,

Sanitary Inspector, United States Public Health and Marine-Hospital Service, and State Health Officer of Florida.

Of making of books and writing of treatises on sanitary subjects there seems to be no limit. Every few weeks some ambitious writer invites attention to a claim for superior thought in this direction, and his greater ability to deal with and present a "long-felt want." It is true that of later years the science of bacteriology has done a great deal toward ascertaining the nature of different forms of germ activity, and their resistance to chemical agents, but for everyday purpose and for the use of the citizen-public in general, the book has not yet been written or monograph published which will tersely and plainly point out to a