

"In closing I cannot refrain from an expression of condemnation and protest against the unreliability of the ordinary bills of health issued by some consuls of the United States. They are worse than useless,—they are dangerous. It is a frequent occurrence that clean bills of health are issued by them at ports where deadly epidemic diseases are prevailing. There should be some remedy for such pernicious and questionable conduct. Again, I know positively that steamships, from districts of Spain affected terribly with cholera, have been admitted into one of the largest ports of the United States, during this season, without the slightest attempt at fumigation of the clothing of seamen, or cleansing of vessels, the statement being made to me in official correspondence, that as no sickness had occurred during the voyage it was deemed unnecessary to use any precautions, and that this would be the line of action pursued in the future at that port."

Dr. Jas. S. Blain, Health Officer of Brunswick, answers:

1. The quarantine facilities of Brunswick are not so perfect as I would like to have them; but they have proven sufficient to protect this city from all epidemic infectious and contagious diseases since the yellow-fever epidemic of 1876.

2. I inspect all vessels at a distance of from four to ten miles from the city. All vessels are inspected before permission is granted to proceed to the city.

3. Vessels are purified and disinfected, first by the discharge of all ballast or cargo; secondly, the planking along the keelson is taken up, all filth collected in the limbers of the vessel taken out, and the vessel thoroughly washed and pumped out, salt water being used until the vessel is perfectly clean; thirdly, a strong solution of carbolic acid and sulphate of iron is applied to the whole interior, and the vessel is then fumigated by burning from 100 to 300 lbs. of sulphur in the cabin, fore-castle and hold of the vessel. All bedding and clothing of the crew is subjected to cleansing and disinfection. All infected or suspected vessels are detained ten days after cleansing, then if no case of disease appears the vessel receives a permit to proceed to the city.

4. The quarantine station is four miles from the city; it is not out of the line of travel, but no intercourse with vessels in quarantine is permitted.

5. All vessels with sickness on board, and all vessels from cholera infected or suspected ports whether or not having sickness on board, are sent to Sapelo Sound. All pilots and steam tugs on this bar have permanent instructions to order all vessels with sickness on board or from cholera-infected ports to Sapelo Sound. Pilots are not permitted to board such a vessel, but are instructed to direct or conduct them to Sapelo Sound. After discharge from the National Quarantine station, all vessels are again inspected at this Quarantine station before receiving a permit to proceed to the city.

Florida:

Notwithstanding its extended coast of nearly 1,200 miles, Florida has few harbors inviting foreign commerce, and except Fernandina and Pensacola, the relations of its seven ports of entry to the interior are limited. A State enactment approved February 16, 1885, provides for the appointment of county boards of health which are clothed with full power to act in regard to all matters pertaining to quarantine, to appoint a port inspector and other officers, to declare and establish quarantine and provide rules and regulations for its enforcement, and "after the establishment of any quarantine against any port or place any person violating the same shall be deemed guilty of a felony, and upon conviction thereof, shall be punished by a fine of not more than five hundred dollars, or by imprisonment in the state penitentiary not more than one year."

Under this law the quarantine of the port of Pensacola is now administered by the Escambia county board of health. The station is on Santa Rosa Island about nine miles from the port, and is described by the quarantine physician, Dr. White, in reply to my inquiries addressed to Dr. R. B. S. Hargis, as being supplied with "all the buildings necessary for quarantine purposes. Vessels are inspected at the station. Vessels detained are required to discharge all ballast, and after discharge of ballast, the vessel is thoroughly cleansed and washed in all its parts, then fumigated, using 12 pounds of sulphur to every 100 tons registered, the fumigation lasting 12 hours. After fumigation, a saturated solution of copperas is poured through the air-strecks, between each timber, running down to