

solution of corrosive sublimate; and other effects, with the opened trunks, etc., to be repeatedly fumigated with sulphurous-acid gas in closed apartments. The vessel in all attainable parts, and notably the cabins, steerage and forecabin, to be scrubbed with solution of corrosive sublimate and fumigated. The cargo to be opened up in as many places as possible, and then, the hatches, etc., being closed, the compressed sulphur dioxide to be poured in amongst it from the reservoirs. Should it seem necessary, the cargo would be landed to allow of its more detailed disinfection, and the more satisfactory treatment by washing, rinsing with corrosive-sublimate solution and fumigation of the empty vessel.

Whilst the vessel and those on board are thus being attended to the steerage passengers and their effects are washed and disinfected on shore at the Healthy Division. The attendants being always amongst them, would report by telephone at once any slightest appearance of illness, and in addition a regular medical inspection is made twice daily of all those under detention, viz: At 9 a. m. and 4 p. m. each day. Any one showing even doubtful symptoms is at once removed from amongst the others, placed in a ward of observation and thence returned to the Healthy Division or taken to hospital as may be required. Subsequent to completed process of disinfection, the vessel, passengers and crew would be detained for eight clear days after the occurrence of the last cholera case before being admitted to pratique.

The process thus described is carried out with any vessel that arrives with an infectious disease diffused amongst its passengers, except that the vessel is allowed to proceed after disinfection without further detention. With a cholera ship, however, application would be made by telegraph for authority to detain the vessel and all on board, and it would probably be accorded.

Grosse Isle was for a long while one of the most important quarantine stations on this continent. Over 15,000 victims of cholera and ship fever are buried on the island. It was established during the sailing-vessel period when,—as the result of the long voyage, crowded steerage and ignorance or disregard of all sanitary and hygienic observances—almost every arrival was more or less infected. For the requirements of the period, it was probably as well adapted and as completely equipped as any establishment in the world. The vessels then in use could easily approach its wharf and receive such treatment as was at that time considered necessary.

But with the advent of the huge ocean steamships—with their great draught, short passages, improved accommodations, and imperative demand for "quick dispatch"—the station has lost much of its importance. One set of conditions has largely obviated its necessity as a barrier against the introduction of epidemic contagion, while another set has created a necessity for improvements and modifications which have not been made. As a consequence, there is less attention paid to the maintenance of the station and to the enforcement of the regulations. During the season up to the 9th of October, the date of my inspection, only 32 vessels out of a total of 420 arrivals had stopped at the station for examination.

My observations and study of the enactments suggest the following as among the more important matters requiring attention, if this station is to be relied upon, to prevent an invasion of cholera or other grave epidemic contagious disease via the St. Lawrence river*—having regard on the one hand to the efficiency of service, and on the other to the interests of commerce:

1. The boarding at Rimouski and inspection of the mail steamers is an absolute necessity, and all foreign vessels bound up should be inspected at or below Grosse Isle, so that if the vessel needs to be detained at quarantine the fact can be promptly ascertained, and if healthy and free from danger of conveying infection or contagion, she may proceed without unnecessary delay.

2. The revision of the regulations so as to secure the compulsory sending back to quarantine of any vessel that passes up to Quebec without having been inspected, no vessel to be allowed to enter the custom house at Quebec or Montreal without first exhibiting the certificate of the inspecting medical officer.

3. Better facilities for boarding vessels at the quarantine station are required as already suggested.

* Cholera was introduced into this country by this route in 1832.