

mes of burning sul-
phate sublimate or some
personal effects would
be of communicat-

ase during the voy-
ageable wharf in New
York, the vessel shall
be removed from there. The
distance is one-half miles
from the wharf.

quarantine. There
shall be kept on board
a doctor, until a tempor-
ary reception,
to require special
attention of the vessel to New

of the total foreign
New York. Without
doubt, the importance of
the country, its
health effects and the
consequence, and while from
any given quarantine
which protection would
be as effects of the im-
port. Many improve-
ments in the past twelve or
thirty years. During
the last has come to be

very voluminous, but
not, entitled, "An act
giving powers of the health
laws of 1865, amended,
consisting of three
pages, and dis-
tinct of a State Board
of health, and the
control or authority
of, except indirectly
of a standing com-

M. Smith, Health
Commissioner and of the
Lower Bay, a triangular
island being about eleven
acres, on the left
about four miles in-
land, of a deputy

member, all vessels
from Africa, and the west

coast of Africa, as also those from infected ports of the United States, are brought to an anchor near this vessel and boarded by an inspector from an ordinary row boat. The officer ascertains—1st. The present condition of the passengers and crew. 2d. The history of the vessel during the passage in reference to sickness, etc., and the sanitary history of the vessel while in the port of departure. The bill of health is then examined, and the sworn statement of the captain and medical officer of the vessel is next required, each being duly sworn, that the port or ports from which they sailed were, to the best of their knowledge and belief, perfectly healthy, being free from all malignant contagious and infectious disease; that no such disease existed among the shipping in said port or ports at the time of their departure, and that no case of sickness or death from small-pox, cholera, yellow fever, ship fever, or any contagious or infectious disease has occurred on board their vessel while in any port or on the passage.

A careful examination is made in every instance of the steerage, and if objectionable from filth, it is ordered to be immediately cleansed and then fumigated. If the vessel has been absent from the port of departure for a time, equal to or exceeding the usual period of incubation of the disease prevailing at such port, the passengers are inspected by the quarantine officer and the vessel is discharged under a permit.

If there is any sickness of a suspicious character resembling yellow fever, cholera or typhus, the sick are removed to the quarantine hospital on Dix Island. If the ship is less than five days from a port infected with yellow-fever, passengers and vessel are held until that period has fully elapsed. In the meantime the hatches are opened, the cargo and steerage are fumigated twice, at various intervals of several hours, with chlorine or sulphurous-acid gas.

All baggage, mails, and whatever articles liable to have become infected are put in a close apartment and submitted to disinfection by the agents mentioned. This done, the master of the vessel is given a "permit" and directed to the discharging anchorage in the upper bay, distant three miles from the city. Here (in the language of Dr. Smith's report,) under the constant supervision of the quarantine police, and the frequent visitation of the health officer, the most perfect system of cleanliness is enforced. In the meantime the cargo is discharged upon open lighters. The exposure of the cargo to air in its transit to the dock, serves still further to remove the danger of infection. There is no instance of the propagation of disease from that source in the history of quarantine at the port of New York. The cargo being removed, the hold is thoroughly washed, and in the case of sailing vessels the limber-strecks along the keelson are taken up, accumulations of filth removed, and the air-spaces washed down, until the water returns clear of any evidence of impurity. A solution of sulphate of iron, or of bichloride of mercury is then used, with which to scrub and rinse the entire hold, inclusive of the air-spaces and limber streaks. Finally, from fifty to one hundred pounds of sulphur, according to the size of the vessel, are burned under the hatches, which are closely covered. The ship's crew is then mustered, and examined as they pass before the health officer. If all are well the vessel is allowed to proceed to her dock without further delay. In vessels suspected of yellow-fever infection, the crew are not allowed to discharge cargo, or if they do, are submitted to a quarantine of observation for five or six days.

All foreign vessels not subject to visitation in the lower bay are boarded by the health officer or his deputy at the boarding station on Staten Island, a short distance above the Narrows, and opposite the health officer's residence. From May until November following, all vessels from ports "south of Cape Henlopen," are visited at this point, unless some of the ports south of this, become infected with yellow-fever, in which case vessels from such ports are examined at the quarantine station in the lower bay.

The quarantine hospital for yellow fever and other contagious diseases, except small-pox, is upon Dix Island, an artificial construction about two miles above the quarantine anchorage towards the Staten Island shore, out of the track of commerce. The hospital is built on the pavilion plan, has five wards connected by covered passage-ways, and has comfortable accommodations for 300 patients. There are also on the island suitable quarters for officers and attendants, a disinfecting room and all the modern sanitary appliances. Small-pox cases are not treated here, but are taken to one of the city institutions on Blackwell's Island in the East River.