

other passenger vessel belongs shall be liable to a penalty not exceeding two hundred and fifty dollars in every case.

Respectfully submitted.

A. N. BELL, M. D., *Chairman.*

SAMUEL P. DUFFIELD, M. D.

A. R. RICE, M. D.

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## REPORT OF THE SPECIAL COMMITTEE ON THE TRANSPORTATION OF DEAD BODIES.

The special committee to whom was referred a communication from the National Association of General Baggage Agents relative to the adoption of rules for the transportation of the dead, which shall be uniform throughout the United States and Canada, respectfully recommend the adoption of the following resolution in relation thereto :

*Resolved*, That this Association heartily approves the effort of the National Association of General Baggage Agents, as set forth in the communication above referred to, and that it recommends all boards of health and health authorities to cooperate with said National Association of Baggage Agents in perfecting rules for the transportation of the dead which shall be uniform in their requirements ; but the first and controlling object of which shall be to secure the public from danger in such transportation. To secure this, the essential requirement of such rules should be the thorough preparation of the dead body, and the disinfection of all accompanying articles which have been exposed to infection in accordance with the principles recommended by the committee of this Association of Disinfection and Disinfectants, and that no dead body shall be received for transportation in any public conveyance without a permit from the board of health in the locality in which the death occurred, which shall show that the above requirements have been fully complied with, and that, in the judgment of such board the body may be transported with safety to the place to which it is desired to remove it.

PETER H. BRYCE.

J. T. REEVE.

LEWIS BALDY.

[The foregoing resolution is better understood by reference to the following communication.—SECRETARY.]

NATIONAL ASSOCIATION OF GENERAL BAGGAGE AGENTS,  
SECRETARY'S OFFICE,

DETROIT, MICH., August 1, 1888.

I. A. WATSON, M. D., *Secretary A. P. H. Association, Concord, N. H. :*

DEAR SIR: At a meeting of the National Association of General Baggage Agents, held in the city of New York, July 17, 1888, the question of Transportation of Dead Bodies was referred to a committee of seven for recommendations, with the view of establishing some simple, effective rules which could be the guide for all railroads and other transportation companies in the United States and Canada, in the matter of transporting dead bodies.

At a subsequent meeting, the following rules were submitted, with the recommendation that they be referred to a sub-committee to lay before the several state boards of health, National Conference of State Boards of Health, and National Association of Undertakers, for any recommendations they would make in the matter ; and after such correspondence, said committee to send copies of corrected rules to all members of the Association

prior to the next regular meeting, which will be held at San Francisco, January 16, 1889. The rules are as follows, viz.,—

1. The transportation of the bodies of persons dead of small-pox, Asiatic cholera, typhus fever, or yellow-fever is absolutely forbidden.

2. The bodies of those who have died of diphtheria, scarlet-fever, typhoid fever, erysipelas, measles, and other contagious, infectious, or communicable diseases, must be wrapped in a sheet thoroughly saturated with a strong solution of chloride of zinc, in the proportion of one half pound of chloride of zinc to a gallon of water; or a strong solution of not less than two per cent. of the bi-chloride of mercury, and encased in an air-tight zinc, copper, or lead-lined coffin, or in an air-tight iron casket, and all enclosed in a strong, tight wooden box. The coffin or casket must also be surrounded in space between coffin and outside box by sawdust saturated with a solution of chloride of zinc, or bi-chloride of mercury of same strength as above.

3. In cases of contagious, infectious, or communicable diseases, the body must not be accompanied by persons who, or articles which, have been exposed to the infection of the disease. And in addition to permit from board of health, agents will require an affidavit from the shipping undertaker, stating how body has been prepared, and kind of coffin or casket used, which must be in conformity with Rule 2, and that the health officer of the locality to which the body is consigned has consented to the proposed shipment, and has had such timely notice of the hour of its arrival within his jurisdiction as will enable him to supervise its reception.

4. The bodies of persons dead of diseases that are not contagious, infectious, or communicable, may be received for transportation to local points in same state, when encased in a sound coffin or metallic case, and enclosed in a strong wooden box securely fastened, so it may be safely handled. But when it is proposed to transport them out of the same state, or to another state, they must be encased in an air-tight zinc, copper, or lead-lined coffin, or in an air-tight iron casket. If any other kind of coffin is used, the body must be properly embalmed.

5. Every dead body must be accompanied by a person in charge, who must be provided with a ticket, and also present a full first-class ticket marked "Corpse," and a permit from board of health giving permission for the removal, and showing name of deceased, cause of death, and whether of a contagious or infectious nature.

6. The permit from board of health must be issued in duplicate, the original to accompany body to destination; the duplicate copy will be retained by agent at initial point, and sent to the general baggage agent.

7. It is intended that no dead body shall be moved which may be the means of spreading disease; therefore all disinterred bodies, dead from any disease or cause, will be treated as infectious and dangerous to public health, and will not be accepted for transportation unless said removal has been approved by the state board of health, and the consent of the health officer of the locality to which the corpse is consigned has first been obtained.

In submitting these rules for your consideration, it is not assumed that they are now perfect, and we are simply asking your approval of them. On the contrary, we solicit any suggestions or recommendations which, in your opinion, will be in the interests of the public health, and at the same time not unnecessarily burdensome and expensive to the public.

It is a noticeable fact that infectious or communicable diseases follow more quickly the lines of communication, being spread by the movements of the people; and as the railroads are the principal medium of communication among the people, the trunk lines spanning the continent, bringing to our doors inhabitants from all parts of the country, it is patent to all that local rules, be they ever so rigid, can afford but partial protection, and as the bodies of the dead are transported in the same cars and among the baggage containing the wearing apparel of the passengers, the necessity for some effective rules, which will apply the same in Pennsylvania as in Colorado, is the more apparent. Cannot this be accomplished, and may we have your coöperation to that end?

In looking over the above rules the following inquiries are suggested: Is it policy to have a list of specified dangerous diseases that will not be carried, as in Rule 1, and should this list stand, or be extended?

There being a difference of opinion among health officers as to danger in transporting bodies dead of certain diseases, should we not take the safe side in case of doubt as in first part of Rule 2?

Will the rule for preparing bodies for shipment be effective, or should there also be an injection of fluids in the cavities? What should be the extra expense of thus preparing dead bodies?

What should be the additional expense of ordinary air-tight zinc, copper, lead-lined, or iron coffins or caskets, as compared with other ordinary coffins or caskets that are not claimed to be air-tight? The question of expense in this matter is a very serious one, and of course must not be overlooked: will this scheme be prohibitory in the case of people of ordinary or limited means?

Is there any standard by which undertakers are graded, to ascertain whether competent or not? Are they examined before being allowed to practise the art of embalming, as are physicians before practising their profession? If not, what assurance have the public of any safety, even though a certain undertaker made oath that he had prepared a body for shipment in accordance with the rules? Should not each state require an undertaker to take out a license and pass examination before a competent board of examiners before he is allowed to prepare a dead body for shipment out of that state?

Is there any penalty in your state for making false affidavit or issuing false certificate either as to cause of death or as to preparation of the body for transportation? And if not, should there not be some legislation that will give the necessary protection? Who, in your opinion, should look after this matter?

Is it not desirable that all permits for the removal of dead bodies be issued by the boards of health, and can this not be done in all cases even in small towns or country districts?

Is it not desirable that a nearly uniform style of removal permits be used, to insure definite and necessary information, to enable persons to transport dead bodies through several states without danger of being stopped at some intermediate point? Please send samples of permits used in your territory.

To enable the committee to prepare their report, we would request that all communications on the subject be sent to the secretary at Detroit, Mich., on or before December 1.

H. P. DEARING,  
J. C. LENIX,  
F. A. ZIMMERMAN,  
*Sub-Committee.*

J. E. QUICK, *Secretary.*

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## REPORT OF COMMITTEE ON THE LOMB PRIZES.

Your committee, to whom were referred the essays upon "Practical Sanitary and Economic Cooking Adapted for Persons of Moderate and Small Means," respectfully report that they have perused with thoughtful and considerate attention the three score and ten essays which were submitted to them.

A few of them were presented in beautiful specimens of type-writing, but the great majority of them were in manuscript, and some of them not in the most legible characters, a circumstance which, it will be appreciated, became an important matter, when considered in connection with the large number of competitors, and the fact that many of their papers were each of several hundred pages in length.

The result of the labors of the committee is, that by unanimous approval, the first prize of \$500 is awarded to the author of the essay