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Vigilancia, bound for New York via Progreso and Habana, with 81 in the crew, 58 first-class and 17 second-class passengers; vessel sails in general cargo.

May 25. Fumigated and passed the American schooner *Kate Feore*, bound for Pascagoula, with 8 in the crew; vessel sails in ballast.

May 26. Inspected and passed the Spanish steamship *Buenos Ayres*, bound for New York via Habana, with 136 in the crew, 90 cabin and 80 steerage passengers.

No quarantinable diseases reported during the week.

NICARAGUA.

Report from Bluefields, fruit port.

Acting Assistant Surgeon Layton reports as follows: Week ended May 27, 1906. Present officially estimated population, 3,500; general sanitary condition of this port and the surrounding country during the week, good.

Bills of health were issued to the following-named vessels:

Date.	Vessel.	Destination.	Number of crew.	Number of passengers from this port.
May 24	Dictator.....	Mobile.....	20	1
24	Despatch.....	Bocas del Toro.....	5	19
27	Corinto.....	New Orleans.....	25	14

Bill of health of schooner *Despatch* for Panaman port was visé.

PANAMA.

Report from Colon—Inspection of vessels—History of fatal yellow fever case.

Acting Assistant Surgeon Mohr reports, May 26, as follows:

Week ended May 25, 1906. Vessels cleared for ports in the United States and granted bills of health as follows:

American steamship *Advance* for New York, May 17, with 64 crew and 61 passengers.

British schooner *Blomidon* for Pascagoula, May 18, with 9 crew and no passengers; holds and living quarters fumigated.

German steamship *Prinz Eitel Friedrich* for New York, via Kingston, Jamaica, May 19, with 100 crew and 130 passengers.

Norwegian steamship *Rauma* for a port in the United States, via Daiquiri, Cuba, May 22, with 25 crew and no passengers; holds and living quarters fumigated.

American steamship *Panama* for New York, May 22, with 100 crew and 79 passengers.

American yacht *Oriente*, for Key West via Grand Cayman, May 22, with 13 crew and no passengers; holds and living quarters fumigated.

British steamship *Tagus*, for New York via Kingston, Jamaica, May 22, with 178 crew and 219 passengers.

British steamship *Whitehall*, for Gulfport, May 22, with 24 crew and no passengers; holds and living quarters fumigated.

British steamship *Santona*, for a port in the United States via Car-

denas, Cuba, May 24, with 26 crew and no passengers; holds and living quarters fumigated.

British steamship *Mexican*, for New Orleans via Kingston, Jamaica, May 24, with 43 crew and 47 passengers; holds and living quarters fumigated.

American schooner *Ada F. Brown*, for Brunswick, May 24, with 12 crew and no passengers; holds and living quarters fumigated.

American schooner *M. E. Morse*, for Gulfport, May 25, with 9 crew and no passengers; holds and living quarters fumigated.

History of fatal yellow-fever case previously reported.

This case, reported May 22, occurred in an Italian who had been a resident in Colon for two months, having come here originally from La Guayra. He occupied a small house situated in the extreme back portion of the town. He was discovered by the sanitary inspector of the district, and according to the meager history obtained had been sick three days with fever and vomiting. The health officer ordered him removed to the hospital as a suspicious case. Death occurred twelve hours after admission and not until several hours after death, as the autopsy was being made, was the board of diagnosis called upon to report on the case. The board was not unanimous in its report as there were some features, both clinical and pathological, that might have admitted a doubt as to the case being one of yellow fever. The clinical record and the temperature chart of the hospital showed nothing typical of the disease and covered too short a period to be of value as a diagnostic aid. The post-mortem findings were to my mind, however, enough to warrant a diagnosis of yellow fever.

The source of infection in this case can not be traced. It is now over six months since the last case was reported and it was assumed that the infection did not exist on the Isthmus. That a previous undiscovered case had come in from abroad is hardly probable in view of the strict maritime quarantine in force against outside ports.

Prompt and energetic sanitary measures in the neighborhood where the case was found were immediately instituted and a search for *Stegomyia* and their breeding places proved negative. Under the present organization of the sanitary department, and considering the remoteness of the locality presumably infected, no apprehension of a further spread is felt.

Reports from Bocas del Toro, fruit port.

Acting Assistant Surgeon Osterhout reports as follows: Week ended May 18, 1906. Present officially estimated population not obtainable; general sanitary condition of this port and the surrounding country during the week, infected.

Bills of health were issued to the following-named vessels:

Date.	Vessel.	Destination.	Number of crew.	Number of passengers from this port.	Number of passengers in transit.	Pieces of baggage.
May 13	Venus	New Orleans	30	0	0	0
16	Belvernon	Mobile	21	0	0	0
17	Fort Gainesdo	23	0	0	0

Week ended May 25, 1906. General sanitary condition of this port and the surrounding country during the week, good.