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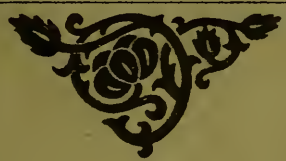
Tourist Guide

to the

West Indies, Venezuela,

Isthmus of Panama and

Bermuda



Fearing 5-26-20

HAMBURG-AMERICAN LINE

Tourist Guide

... to the ...

West Indies, Venezuela, Isthmus of Panama and Bermuda

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Published by the
Hamburg-American Line
New York

Estate of Mrs. Mary P. Faring
May 26 1920

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PREFACE

In this little book it has been the intention to produce a practical guide for tourists visiting the West Indies. It also contains descriptions of trips to places of interest for those having limited time. In as few words as possible, concise and accurate accounts are given of locations, distances, time occupied, average cost of reaching places worthy of a visit, railroad and carriage fare, statistics, brief historical sketches and other information useful to tourists.

In the performance of this task every available source has been drawn upon and the best authorities have been consulted and quoted.

Getting to the West Indies comfortably is no longer the difficult problem of a few years ago, and it is quite possible to have smiling skies and most considerate seas from Sandy Hook to the Caribbean. Those who prefer large ships have every opportunity of making the journey down in vessels as large as the transatlantic liners and which are fitted up with a view of insuring comfort and affording recreation during the cruise in tropical waters.

For lovers of nature and seascapes, the West Indies have a beauty of their own not to be found in the tropical continents. The islands of the Windward and Leeward groups, each with its little harbor or roadstead and adjacent hills covered with luxuriant tropical vegetation of varied tints, are dotted in a chain for about 800 miles.



ROUTE OF CRUISES I. AND II. TO THE WEST INDIES AND SPANISH MAIN BY S. S. "MOLTKE" OF THE HAMBURG-AMERICAN LINE

TWO CRUISES

To the Principal Islands in the West Indies, the Spanish Main, to the Panama Canal, and Bermuda

By the Twin-Screw S. S. "MOLTKE"

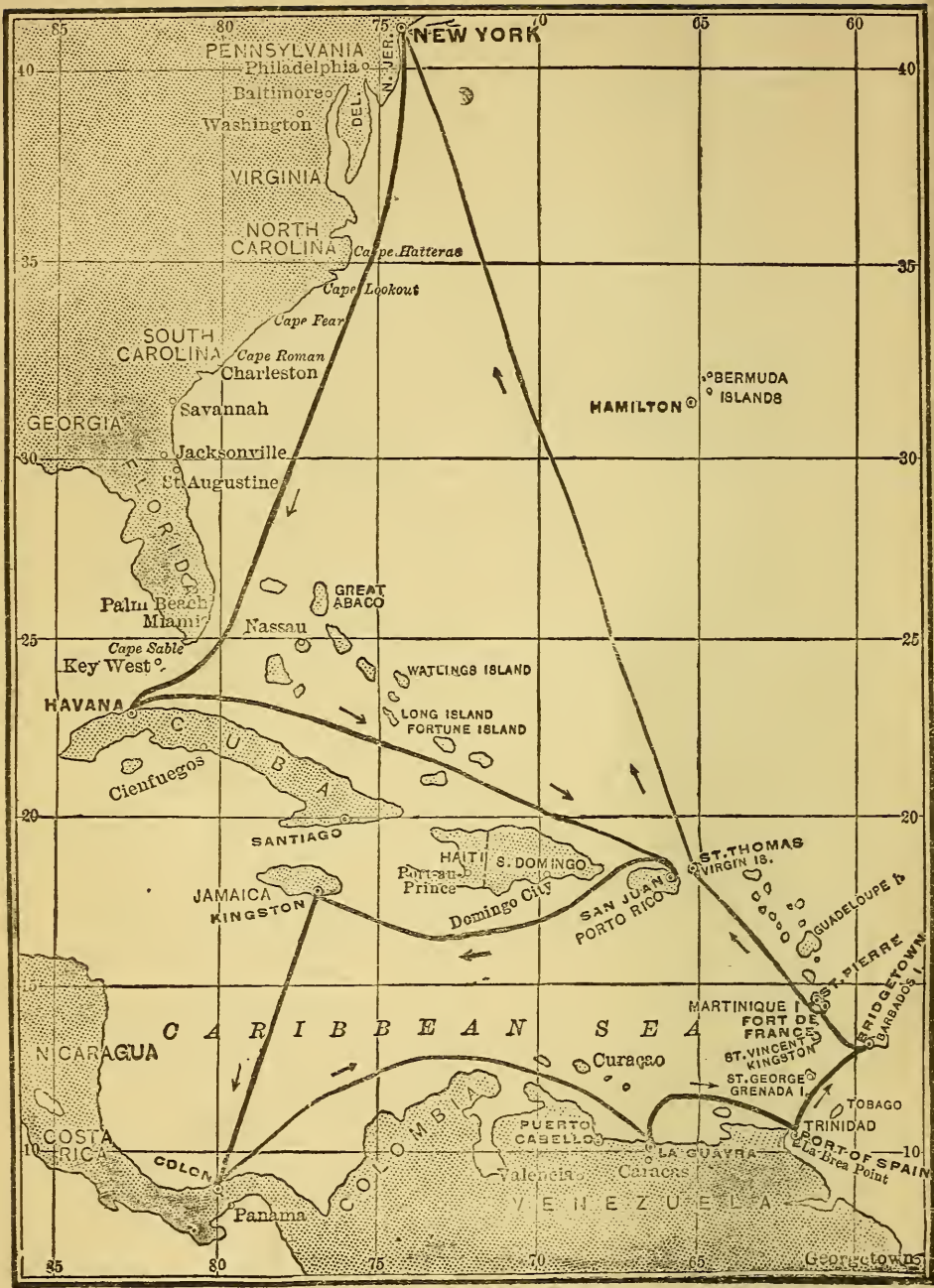
From NEW YORK, JANUARY 23, 1912, at 9 A. M.,

And FEBRUARY 24, 1912, at 9 A. M.

The schedules, dates and hours of arrival and departure will be observed as closely as possible, although the Company reserves the right to make changes in the Itinerary and in the Shore Excursions if conditions render it necessary.

ITINERARY	1ST CRUISE, ARRIVAL ABOUT	2D CRUISE, ARRIVAL ABOUT	STAY, ABOUT, HOURS	Miles
New York.....	January 23	Feb. 24		
Havana, Cuba.....	" 26	" 27	47	1165
San Juan, Porto Rico.....	" 31	March 3	10	965
Kingston, Jamaica	February 2	" 5	32	620
Colon (Panama Canal).....	" 5	" 8	12	550
La Guayra, Venezuela.....	" 8	" 11	28	850
Puerto Cabello....	" 9	" 12	6	70
Port of Spain, Trinidad.....	" 11	" 14	} 35	400
La Brea Point.....				45
Bridgetown, Barbados.....	" 13	" 16	11	193
Fort de France, Martinique.....	" 14	" 17	} 10	130
St. Pierre, Martinique.....				11
St. Thomas.....	" 15	" 18	7	312
Bermuda.....	" 18	" 21	8	853
New York.....	" 20	" 23		666

Duration of trips, 28 Days each. Total distance 6830 Miles



ROUTE OF CRUISES I. AND II. TO THE WEST INDIES BY S. S. "VICTORIA LUISE"
OF THE HAMBURG-AMERICAN LINE

TWO CRUISES
TO
**The West Indies, Panama Canal, and
Spanish Main**

BY THE
Twin-Screw Cruising S. S. "Victoria Luise"

16,500 TONS

From New York, February 7th and March 7th, 1912, at 11 a. m.

The schedule, dates and hours of arrival and departure will be observed as closely as possible, although the Company reserves the right to make changes in the Itinerary and in the Shore Excursions if conditions render it necessary.

ITINERARY	Miles	1st Cruise Arrive	2d Cruise Arrive	STAY, ABOUT, HOURS
From New York . . .		February 7	March 7	
Havana (Cuba) . . .	1165	" 10	" 10	53
San Juan (Porto Rico)	965	" 15	" 15	10
Kingston (Jamaica)	620	" 17	" 17	33
Colon (Panama Canal)	550	" 20	" 20	11
La Guayra (Venezuela)	850	" 23	" 23	31
Port of Spain (Trinidad)	329	" 25	" 25	31
La Brea (Trinidad)	45			
Bridgetown (Barbados)	193	" 27	" 27	10
Fort de France (Martinique)	130	" 28	" 28	10
St. Pierre (Martinique)	11			
St. Thomas	312	" 29	" 29	10
Arrive New York . .	1429	March 4	April 2	

Duration, 26 Days.

Total distance 6599 Miles



ROUTE OF SHORT SPRING CRUISE TO THE WEST INDIES BY S. S. "MOLTKE" OF THE HAMBURG-AMERICAN LINE

SPRING CRUISE

TO

HAVANA, SAN JUAN, ST. THOMAS
and BERMUDA

BY THE TWIN-SCREW

S. S. "MOLTKE"

12,500 TONS

From NEW YORK,

Tuesday, MARCH 26, 1912, at 9 A. M.

The schedule, length of stay, will be observed as closely as possible, although the Company reserves the right to make changes in the Itinerary and in the Shore Excursions if conditions render it necessary.

ITINERARY	MILES	STAY, ABOUT
From New York.....March 26..		
Arrive Havana..... " 29..	1165	49 hours
Leave Havana..... " 31..		
Arrive San Juan.....April 3..	965	24 "
Leave San Juan..... " 4..		
Arrive St. Thomas..... " 4..	70	11 "
Leave St. Thomas..... " 4..		
Arrive Bermuda..... " 7..	853	32 "
Leave Bermuda..... " 8..		
Arrive New York..... " 10..	666	

Duration, 16 days.

Total distance 3719 Miles

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CONDITIONS GOVERNING EXCURSIONS AND COUPONS.

In connection with the cruises to the West Indies of the Hamburg-American Line, the special arrangements for the following shore excursions will be undertaken by their Tourist Office. All details of shore trips, etc., are regulated by the representative of the Tourist Office on board, and the announcement of arrivals, departures, etc., etc., will be posted in conspicuous places on the steamer a day or two before the arrival at each port.

The Company assumes no responsibility for any accidents, losses, delays or other irregularities occasioned beyond its steamers and also reserves the right to alter the arrangements or withdraw any of the excursions on account of quarantine or any other unfavorable circumstances.

Passengers' wishes with regard to hotel accommodations will be considered as much as possible, but we would point out that hotels in some of the places are somewhat primitive and that there are very few single rooms to be had. Therefore passengers must be prepared to conform to local conditions.

As it is necessary to secure hotel accommodations, carriages, special trains, etc., by cable previous to the steamer's arrival, passengers are advised that the amount paid by them for any excursion will be forfeited should they withdraw after such arrangements have been made. Nevertheless, should illness or any similar occurrence prevent a passenger from taking part, the tourist office will refund **one-half of the amount** if informed three days before the excursion takes place.

The shore excursions in connection with these cruises are entirely optional; passengers may remain on board during the steamer's stay at any port and meals will be served as usual, if notice is given to the Chief Steward.

Passengers are kindly requested to fill out the booking form for shore excursions and to hand the same to the Tourist Office on board on the day of departure from New York. The coupons will be delivered to the passengers upon payment of the amount of fares on the following day.

The series of coupons is issued by the Tourist Department of the Hamburg-American Line as agents of the respective Railway, Navigation, Carriage, etc., Companies or proprietors over which same are available and the Tourist Department of the Hamburg-American Line assumes no responsibility for the acts or default of said Railway, Steamship or Carriage Companies or proprietors.

The coupons are subject to the rules and regulations applying to ordinary tickets available for the same Lines, Companies, etc.

They must not be detached from the cover until demanded by collector, driver, etc.

The coupons or any portion of them are not transferable, and if offered by any other than the original purchaser they will be forfeited and taken up, nor are they or any portion of them redeemable.

Coupons are to be delivered in the order they are placed in the book. Each person should carry his own coupons, not allowing one member of a party to take charge of all. To avoid delays and errors, passengers are requested to show their Carriage Coupons before entering same and to deliver the right one to the driver after the drive. Coupons for room in Hotel should be given up when room is taken possession of. Coupons for meals should be delivered before same is served. Railroad Coupons should be surrendered to conductors or collectors only.

The Tourist Office will be opened daily from 10 A. M. to 12 noon and from 3 P. M. to 5 P. M., except when the steamer is in port. Bookings for the shore excursions and the sale of the coupons for the same can only be effected during these hours.

SHIP REGULATIONS FOR PASSENGERS.

MEALS.—There are two large dining rooms on the "Moltke" while on the "Victoria Luise" there is one large dining room amidships, accommodating all passengers at one sitting. Saloons are in an excellent location, well lighted and ventilated. There is no second table.

Meals are served at the following hours:—

Breakfast	from	7 A. M.	to	10 A. M.
Lunch	"	1 P. M.	"	2 P. M.
Dinner	"	7 P. M.		

A bugle call is sounded before each meal and before dinner a call is given 15 minutes before the hour and a

second call at the beginning of the meal. Meals will be served in the state rooms or on deck only in case of illness.

Table seats are assigned by the Chief Steward immediately after the steamer has left the pier. He will as far as possible consider the wishes of the passengers.

Passengers booked in rooms Nos. 1 to 321 on the S. S. "Moltke" will be seated in the forward dining saloon. Passengers booked in rooms Nos. 401 to 556 will be seated in the aft dining saloon.

On the S. S. "Victoria Luise" all passengers will be accommodated in one large dining saloon at one sitting.

CUSTOMS REGULATIONS. Entries prepared and signed by passengers are required. The forms provided for that purpose entitled "Baggage Declaration and Entry" for residents, will be distributed to passengers during the latter part of the voyage by an officer of the ship designated for that purpose. When passengers have prepared and signed their declaration and entry, they should detach and retain the coupon at the bottom of the form and return the latter to the officer of the ship. After the steamer has docked and the baggage and effects of the passengers are landed, they should present the coupon which they have retained to the customs officer on the dock, who will detail an inspector to make the examination.

Articles free of duty are such as actually accompany and are in the use of or are necessary and appropriate for the wear and use of such persons for the immediate purpose of the journey and personal comfort and convenience, and does not apply to merchandise, etc., etc. However, \$100.00 in value of articles purchased abroad by residents of the United States, shall be admitted free of duty upon their return. Each passenger is entitled to bring free of duty 50 cigars or 300 cigarettes.

LETTERS AND TELEGRAMS.—There is a post office on board where postage stamps may be obtained as well as post-cards with steamer views. All mail matter may be delivered at this office.

Telegrams are received and forwarded exclusively by the Purser who also carries a limited supply of foreign currency and will as far as possible, exchange money for passengers. The Purser's office will be opened daily except when the steamer is in port.

There will be a charge of \$1.00 for steamer chairs on these trips.

OUTFIT.

Clothing such as worn in the United States in the height of summer is most suitable. Duck suits are the best and can be obtained at Kingston, Trinidad, Barbados and St. Thomas for about \$3.00. For the first few and last days of the voyage, warm clothes should be taken. On arrival in the West Indies the lightest clothing is needed, but during some of the cooler evenings, especially in Caracas, a light wrap will be found necessary. A good supply of light woolen undergarments will be found desirable and somewhat of a necessity in preventing chills after the perspiration incidental to the tropics. A light rain coat is also quite likely to be needed. Ladies will find cloth capes very convenient.

It is not feasible to carry a trunk on any of the shore excursions and consequently suit cases and light valises are necessary.

A laundry is installed on both the S. S. "Victoria Luise" and S. S. "Moltke" where passengers may have some laundry work done at a reasonable charge.

BAGGAGE.—Articles for daily use during the voyage should be put in hand bags and a steamer trunk, and stored in the state rooms. All larger pieces of baggage will be placed in the baggage room to which passengers will have access daily at 10 A. M. under the supervision of the Baggage master.

HOW TO CARRY FUNDS.—The best way to carry funds for these cruises is by means of the Hamburg American Line's travellers' checks, which will be accepted in payment of shore excursions and all expenses incurred on board. They can be cashed by the correspondents at the different ports of call as shown in the letter of identification, and on board only our company's checks will be cashed, and for reasonable amounts only. They are issued in denominations of \$10.00—\$20.00 and higher amounts at a cost of one-half of one per cent.

SOUVENIR COLLECTING.—One of the chief delights of the tourist will be found in the variety of curiosities to be had throughout the West Indies at very low prices. The chief objects of interest are the vari-colored seed strings, the cheap jippi-jappa hats and the finer Panamas, Bacardi rum, coolie-made jewelry, Benares brass ornaments, hand-made laces and linen summer dress goods can be obtained at the British Colonies much below American prices.

CUBA.

Cuba is the largest and most popular of the West Indian Islands. Its extreme length from Cape Maisi to Cape San Antonio is 730 miles. Its breadth differs greatly, ranging from 100 miles in the east to 25 miles in the west. The area including Isla de Pinos is about 44,000 square miles. Cuba has 250 rivers, most of them small, the largest ones are El Canto and Sagua La Grande. The highest mountain peaks are in the Sierra Maestra range with Pico Turquino 8,300 feet high. The flora of Cuba contains more than 3,000 species. There are about 200 species of birds most of them of brilliant plumage.

Cuba was discovered by Columbus on October 28th, 1492. The occupation of the island by the Spaniards was continuous from the date of its colonization to 1898, with the exception of the English invasion of 1762 when Havana was taken and held for a few months. It cost the American colonies of Great Britain \$16,000,000, and 30,000 lives to acquire Cuba at that time, but the next year it was exchanged for Florida. The Spaniards found an Indian population in the island of about a million, but the natives soon perished under the cruel treatment of the conquistadores and negro slaves were imported to take their place in the working of the mines and plantations.

In 1848 President Polk authorized the American minister in Madrid to offer Spain \$100,000,000 for the island but this offer was refused. The revolution in Spain in 1868 afforded an opportunity for an outbreak which developed into a civil war that was quelled in 1878. This was the "Ten Years' War"

which ravaged the whole island and was terminated by a treaty, "The Peace of Sanjon." Important reforms promised by Spain were never carried out so that another revolution was organized in 1895 and became very formidable. On the intervention of the United States in 1898 and the short campaign which ensued, the Spaniards were vanquished and the Cubans placed in possession of their own. By the terms of the treaty of peace signed in Paris, Cuba passed into the hands of the United States government and remained under American control until May 20th, 1902, to be recalled however, in 1907 on account of an outbreak between the rival political parties of the island.

Cuba is particularly attractive to Americans. It is the best known amongst the West Indian islands, and is a place of unrivalled historic interest, rich in relics of the past and appealing to all visitors from the United States owing to its close connection and its own history with that of the American colonies. The tourist in Cuba will see many strange sights, not merely those of scenery and tropical vegetation, but also those of unfamiliar habits and customs of the native residents of the island. But interesting as is the life of Cuba from a standpoint of the traveler, her industrial resources will appeal far more strongly to the practical American.

SANTIAGO DE CUBA.

The finest harbor in the island is that of Santiago de Cuba, considering its magnitude and natural defences, with an entrance less than 600 feet in width and an inner bay six miles long and three miles wide. On the right as you enter rises a promontory 200 feet high, crowned by historic Morro Castle.

Although Admiral Sampson silenced the fire of the forts, yet he did not dare run his ships within the entrance. Then again after Lieut. Hobson sank

the Merrimac, the hulk was as much in the way of Sampson's fleet as in that of Cervera, who was bottled within. During more than 40 days Cervera lay there before he was forced to leave his own countrymen, and the wreck of his gallant ships soon strewed the coast to the westward.

The Morro was taken by the buccaneers in 1537, 1553 and 1592. In 1662 it was taken by a British force under Lord Windsor and the city was sacked.

The city of Santiago lies against a hillside at the foot of which is a marine park. There is no other city in Cuba like it, so oriental Spanish is it in every detail. The cathedral considered the largest on the island is adorned with rare marbles and on the site was buried Diego Velasquez the conquistador. Near the Plaza stands the Felarmonia Theatre, where traditions say that Adelina Patti made her debut at the age of 14. Dr. Antomarchi, Napoleon's physician, after leaving St. Helena, settled down and died at Santiago.

The distance to San Juan Hill is about three miles and a little more to El Caney. On July 17th, 1898, General Shafter received under "Peace Tree," the submission of Santiago from General Toral. The siege lasted but little more than two weeks. The old fort at El Caney, which is a quaint old Indian village, was attacked by American soldiers in the fall of 1898 and when the attacking party entered the fort it was floored with dead soldiers. The gallant defence of the place by Vara del Rey who died fighting, is the one bright spot in the disgraceful campaign of the Spanish army in Cuba.

HAVANA.

As the ship enters the harbor, which is perhaps unsurpassed in the world for safety and capacity, the renowned forts of El Morro and Cabanas appear on the left. The city on the right, lying on a level

land, is gay with its houses painted in bright colors. The harbor entrance is hardly more than 1,000 feet wide, but once inside, expands to about three miles.

La Fuerza which is the oldest structure in Havana was built in 1538. This old fortress took part in several engagements with pirates and foreign invaders and was made the treasure house for gold and silver brought from Mexico and Peru on the way to Spain.

The Cathedral which once contained the remains of Christopher Columbus, was begun in 1656 and completed in 1724. There are several fine paintings in the Cathedral, including one by Murillo, depicting the Pope celebrating mass before the sailing of Columbus. Havana is well supplied with churches; The Holy Angels of fine gothic architecture; La Merced built in 1746, the wealthiest and most aristocratic church contains some fine paintings.

As for architecture Havana is thoroughly Spanish. The houses are built in the Moorish style around a patio adorned with plants, flowers and fountains. The best streets for shopping are Obispo and O'Reilly, leading from Central Park to Plaza de Armas. It is like passing through an Oriental bazaar, so varied and attractive are the goods and so thoroughly Spanish the architecture. The principal market is Tacon and here can be found gathered the fruits, vegetables and native products of the island.

SANTIAGO.

Agents of the Hamburg American Line.

Messrs. Schumann and Co., Cristina alta No. 9.

American Consulate.

Marina baja 3 upstairs.

Buildings of Interest.

Catholic Cathedral, Santa Basilica Metropolitana,

Government Palace, Parque Cespedes.

Museum, Enramadas baja 26. (Open from 8 A. M. to 11 A. M. and from 1 P. M. to 4 P. M.) War relics of the last insurrection are on exhibition here.

Market, Calle Padre Pico, Hospital, between Cathedral Heredia and Gallo and Marina.

Cable Offices.

English Cable, Marina baja No. 18.

French Cable, Marina baja No. 24.

Telegraph Office, Hartmann alta No. 6.

Rate to United States per word, 20c.

Carriage Hire.

Within city limits for two persons 30c. Per hour, \$1.00. Fare to San Juan and return \$3.12, about two hours' drive. Special carriages with good horses are desirable for excursion.

Automobiles can also be obtained.

Clubs.

San Carlos, Parque Cespedes. Plaza de Armas.

Club Union, Heredia corner Santo Tomas.

Filarmonica, Heredia Alta No. 3, corner San Felix.

Centro de la Colonia Espanola, Heredia alta No. 7.

Admission obtained through courtesy of members.

Currency.

U. S. currency is in force.

Excursions (Carriage).

San Juan Hill and Peace Tree, two hours; El Caney, 2½ hours; Morro Castle, 3 hours; Cuabitas, 2 hours.

Excursions (Trolley Services).

All over town and to Vista Alegre, a town on the eastern side of the city, where some pretty chalets have been lately built. Fare 5c.

Hotels and Restaurants.

Hotel Casa Grande, Parque Cespedes. Plaza de Armas.

Hotel Venus, Parque Cespedes. Plaza de Armas.

Landing Place.

Boat House of the Nautical Club, Alameda Michaelsen, by courtesy of the Directors.

Livery Stables. (Ponies for Hire.)

Pasenál Quiroga, Santo Tomas alta No. 70.

Luis Pursell & Co., Enramadas alta No. 21.

Photographic Supply Stores.

La Pluma de Oro, Santo Tomas, corner Sagarra.

La Cubana, Enramadas bajas 36.

El Palo Gordo, Santo Tomas, corner San Jeronimo.

Population.

Santiago has a population of about 55,000, while the Province of Oriente is estimated at 450,000.

Postal Card and Curio Stores.

El Siglo XX, Santo Tomas baja No. 2.

Los Latinos, Enramadas alta No. 1.

La Azucena, Enramadas alta No. 5.

Juan E. Ravelo, Marina baja No. 4.

El Palo Gordo, Santo Tomas corner San Jeronimo.

Post Office.

Heredia baja No. 12.

Products.

The Province of Santiago or Oriente produces sugar, rum, tobacco, coffee, cocoa, wax, honey, palm leaves, mahogany, cedar, hardwoods, etc., and is rich in minerals, nearly 5,000,000 tons of iron ore have been shipped to the States. There are also rich copper mines on the west shore.

Railroad Time-table.

Ferrocarril de Cuba leaves Santiago daily for Havana at 7:15 A. M. arriving at Havana 6:40 A. M. the following day. Fare \$24.05. Pullman \$5.00.

Rainfall.

From January to July, 1908, average rainfall was about 21.29 inches.

Shopping District.

Santo Tomas Street, between Marina and Sagarra, and between Habana and San Mateo.

Enramadas alta between San Juan Nepomuceno and Carniceria de Dolores.

Specialities.

El Palo Gordo, Santo Tomas, corner San Jeronimo.

Los Latinos, Enramandas baja No. 1.

Bacardi Rum Factory. Marina baja 32.

Temperature.

Average temperature during December, January, February and March about 72 degrees.

Travellers' Checks of the Hamburg-American Line will be honored at the following places:

Schumann & Co., agents of the H. A. Line.

National Bank of Cuba.

HAVANA.

During the stay in this most interesting city the following excursion will be arranged.

On the morning of the arrival, passengers will take a tender from the steamer to Morro Castle and Cabanas. After visiting Morro Castle and Cabanas, the tender will take them to Caballeria Wharf, foot of O'Reilly street, where carriages will be in waiting to convey them for a tour through the city, sight-

seeing, visiting the Market, Botanical Gardens, the former homes of Generals Weyler and Gomez, Columbus Cemetery, Vedado Seashore, the old Cathedral, Columbus' Tomb, Historical Chapel, Las Mercedes Church, Spanish Centro Dependientes Club, and visit one of the largest cigar factories (Larranaga, or Tomas Diaz, "La Miel") in the city, where the whole process of cigar-making can be witnessed, and then back to the hotel where lunch will be served. **Cost.** Including landing and embarking from steamer for Morro Castle and Cabanas, and from Morro Castle and Cabanas to Caballeria Wharf, also carriage drive, lunch, fees, etc., with guides throughout, \$6.50.

Agents of the Hamburg American Line.

Messrs. Heilbut and Rasch, 54 San Ignacio Street.

Amusements.

The Tacon Theatre, French and Italian Opera, the Albisu and Payret Theatres (light Spanish Opera) all near Central Park.

Buildings and Places of Interest.

Morro Castle and La Cabanas Fortress, La Fuerza, Atares Castle, the Cathedral, the Temple and Mercedes Church, Marianao Resort, Botanical Gardens, Colon Cemetery, Prado-Malecon drive (4 to 6 P. M.), Cuban Ostrich Farm and Tacon Market.

Cable and Telegraph Offices.

Commercial Cable Co., Cuban, Pi and Margall Streets.

Telegraph (Land) Co., Post Office Building.

Rate to United States, 15c. per word.

Carriage Hire.

Within town limits for one or two persons, 20c.; for three persons, 25c.; for four persons, 30c. One or two persons per hour, \$1.25; for three persons, \$1.50; for four persons, \$1.75. To Colon Cemetery

and return, \$2.50. To Vedado and return, \$1.50
From 11 P. M. to 6 A. M. fares are doubled.

Climate and Temperature.

Although Cuba lies within the tropics, the climate is much modified by its insular conditions. The heat is tempered by the trade winds which blow from the northeast with but little variation throughout the year. The days are cool in winter and both during summer and winter the nights are cool. The winter climate is mild and agreeable; the weather being usually clear.

Clubs.

Centro Dependientes, on the Prado.

Centro Asturiano, on Central Park.

American Club, on the Prado.

Spanish Casino, on the Prado.

German Club, on Central Park.

The two first mentioned are open to the public and are worthy of a visit.

Currency.

Cuba has none of its own coinage. The official money of the Republic is United States currency. In commercial circles Spanish gold is largely used.

The rate of exchange varies from day to day, the difference being very slight:

American, \$1.00;	Spanish Silver, Un	Peso.
“ .50;	“ “	Medio Pêso.
“ .40;	“ “	Dos pesetas.
“ .20;	“ “	Una Peseta.
“ .10;	“ “	Un real.
“ .05;	“ “	Medio real.

Daily Papers.

There are two English papers published daily: The Daily Telegraph, morning; Havana Post, morning.

The highest average temperature recorded is not higher than 84 F., the lowest about 71 F.

Excursions (Trips of Interest).

A thirty mile automobile drive to the Vento Springs the source of Havana's water supply.

A ten mile trip to Cojimar on the seashore, surpassing drive, Hotel Campoamor, charming view, two miles from Morro Castle; all modern conveniences, reached by electric cars and stage.

A trolley trip to the beach of Marianao the fashionable bathing place.

Excursions (Trolley Cars).

Havana has an up-to-date trolley system. For one fare one can ride to any point in the city, seldom having occasion to transfer.

Hotels and Restaurants.

Hotel Seville, on Zulueta Street.

Hotel Inglaterra, facing Central Park.

Plaza Hotel, facing Central Park.

Hotel Pasaje, Prado 95.

Hotel Telegrafo, facing Central Park.

El Louvre, Consulado and San Rafael Street.

Hotel Campoamor, Cojimar.

The prices of the above hotels are \$2.00 up, European plan, and \$4.00 up, American plan.

Landing Place.

Machina Wharf at the foot of Sol Street.

Livery Stables.

Aniceto Alvarez.

Antonio Martinez, Colon No. 1.

Minimum Temperature. Maximum Temperature.

71.	December	72.
71.	January	71.
72.	February	73.
72.	March	73.
74.	April	75.

Population.

Cuba has a population of about 2,000,000, and Havana about 300,000. As to race there is 68 per cent. white and 32 per cent. colored. The foreign born is 10 per cent. (chiefly Spaniards).

Post Office.

Teniente Rey Co., Mercaderes.

Cuban postal rates are equivalent to those of the United States.

Products.

Sugar cane is the most important crop, occupying nearly one-half of the cultivated area. Tobacco, rum, coffee, fruits.

Railroad Time-table.

Western Railroad of Havana, station Cristina Street, daily at 7 A. M. from Havana to Pinar de Rio, arriving at 11:30 A. M.

United Railway of Havana and Cuba Railway, Villanueva Station, Prado and Colon Park, leave Havana daily for Santiago (540 miles) at 9 P. M., arriving 10 P. M. (following day). Same trains to Matanzas, 63 miles out of Havana.

Photographic Supply Stores.

Lynchenheim & Co. (agents Eastman Kodak Co.), 106 O'Reilly Street.

Harris Bros. Co., 104-108 O'Reilly Street.

Specialities.

Fans, laces, tortoise shell articles and Cuban curiosities, Obispo Street 119.

Panama hats, A Sanjenis, 1½ S. Rafael Street, also La Traviata, Tacon Market and Geliano Street.

Embroidered Clothing, Clotilde Amador, 43 Teniente Rey Street.

La Francia, the Lace Store, Obispo Street 97.

Travellers' Checks of the Hamburg-American Line
will be honored at the following places:

Heilbut and Rasch, agents of the H. A. Line.

National Bank of Cuba.

H. Upman and Co.

PORTO RICO.

Porto Rico may well deserve the surname of "Paradise" on account of the special lovely aspect which its valleys encircled by hills present. It is remarkable for its tropical luxuriance and rugged scenery. The soil is very rich and all tropical fruits, flowers and trees grow spontaneously. The insular mass is striking in outline, with rounded hills rising to a central mountain 3,600 feet high, known as El Yunque, or the anvil. The lower elevations all along the coast and the green valleys, are carefully cultivated, only the very high hills and the mountains being clothed in forest.

Numerous harbors indent the coast all around and forty-nine rivers besides countless rivulets flow to the sea. The climate is tropical but owing to the trade winds and the number of streams, the atmosphere is rendered salubrious. The island which contains about 1,100,000 inhabitants, is one of the most densely populated of the West Indies. The native Indian population has completely disappeared.

SAN JUAN.

It is a romantic and even tragic entry, the entry into the lagoon-like harbor of San Juan. There are many San Juans in these seas, but this is San Juan Bautista, the capital of the island of Porto Rico. This San Juan, this very harbor mouth, comes into the scene of one of the most pathetic of the sea stories of England, the story of the last voyage of Admiral Hawkins and Francis Drake. These great Elizabethan sailors got together a fleet and sailed

from Plymouth in 1595. The voyage was disastrous from the beginning to the end. After suffering reverses at the Canaries and Marie Galante, the fleet arrived off San Juan. The aged Admiral died when land was sighted and Drake then took command of the ships. On Wednesday, at break of day the English fleet appeared off the forts. After several attacks in which the invincible Drake had been repulsed, the English fleet bore away beaten.

The capital of Porto Rico will forever associate with the life and times of that most romantic adventurer, Juan Ponce de Leon. This picturesque Castilian was a soldier of fortune who had already served in many campaigns before he embarked with Columbus on his second voyage in 1493. In 1509 Ponce de Leon was appointed Governor of Porto Rico, when two years later he founded the city of San Juan Bautista. Here he lived in the Casa Blanca, the White House, which he built for himself by the margin of the harbor and which can be seen today.

The city was built on a small island two miles long by half a mile wide, and is connected to the mainland by four bridges and a causeway defended by small forts. The northwest end of the islet is crowned by the far famed Morro Castle. On the Atlantic shore a massive wall connects Morro Castle with Castle Cristobal which faces the ocean. These fortifications were planned in the seventeenth century. In addition to the great stone walls enclosing the city, some of which are 108 feet high, are the outlying forts of San Antonio and San Geronimo. After the bombardment of San Juan in 1898 which did small damage, a ship was sunk in the channel and the harbor mined. The city which is regularly laid out, contains two large plazas and several smaller ones. In the Plaza Colon, stands an imposing marble and granite monument of the discoverer,

and in the Plaza San Jose is a bronze statue of Ponce de Leon the Colonizer of the Island. The statue of Ponce de Leon was cast from cannons taken from the English in 1797.

The houses are of Moorish style, with grilled windows and open on a patio in the centre. San Juan with its gayly colored houses, miradores and battlements, has a vague resemblance of Algiers. The former palace of the Captain General, now the Executive Mansion, is a most imposing edifice. Near it stands the Casa Blanca, built by Ponce de Leon and which is the oldest and most attractive structure here. The Cathedral is an imposing structure and contains an altar of exquisite marbles. The largest building aside of the forts, is the Cuartel de la Balloza, covering a space of 77,700 square meters. It was somewhat damaged by the shells during the bombardment, as was also the church of San Domingo. From the city to Ponce is a highway 84 miles long constructed by the Spaniards, which is a wonder of engineering skill. A line of motor cars has been established over this Camino Real, as the Spaniards called it. The view over this road affords the entire range of tropical vegetation.

Admiral Sampson in the belief that Cervera's fleet had taken refuge at San Juan, bombarded the Morro and forts, May 12th, 1898, with little or no damage. After American success in Cuba had been secured by the destruction of Cervera's fleet off Santiago, General Nelson Miles sailed for Porto Rico with 4,000 troops and took the city of Ponce within three days of his arrival, without firing a shot. There was no fighting in Porto Rico during the Spanish-American War, as news arrived to suspend operations, shortly after the landing of American troops. The island was ceded to the United States by diplomatic negotiations and the evacuation by the Spaniards was peacefully effected on October 18th, 1898.

SAN JUAN.

An excursion will be arranged by special train to a sugar plantation and refinery, about one mile distant from La Carolina, a small, typical Porto Rican village located in the interior of the island, some fifteen miles from San Juan. Thus an opportunity is afforded to the passengers to see the interior of the island and the development of one of its foremost industries. The road is bordered on both sides by magnificent specimens of tropical vegetation (cocoanut and palm trees, sugar cane, pineapples and grape fruits). Cost \$1.50.

This excursion will only be made providing the mill be in operation.

Agents of the Hamburg American Line.

Messrs. Körber & Co., Corner Tetuan & Cruz Streets, facing Hotel Inglaterra.

Bathing Resort.

El Parque, reached by trolley, 20 minutes from San Juan via "Condado" Car.

Buildings of Interest.

Old Spanish Cathedral, near Plaza Principal.

Casa Blanca, or White House, the first fortification constructed by Spaniards on the Island.

La Fortaleza, the Governor's handsome palace; west end of Allen Street.

Morro Castle, fortress at the entrance of the harbor. A permit is necessary for admittance.

Christobal Colon Statue, Colon Plaza, opposite Theatre.

Cable and Telegraph Office.

West India & Panama Telegraph Company, Tetuan Street, near Hotel Inglaterra.

Rate per word to U. S., 75c.

Carriage Hire.

Carriages are to be had at the landing-place and on the Plaza Principal. Fare \$1.50 first hour, and \$1.00 for every following hour. Fare to Santurce round trip, \$3.00.

Cigars, Tobaccos.

Gillies & Woodward.

Clubs.

Casino Espanol, Plaza Principal.

Union Club, Santurce (Stop 10), 15 minutes by trolley from San Juan.

City Club, Plaza Principal.

Ateneo Puertoriqueno, Plaza Principal.

Admission obtained through courtesy of members.

Currency.

United States currency is in force.

Excursions (Trips of Interest).

La Carolina, about three hours round trip, reached by rail and automobile.

Caguas and Rio Piedras, can be reached by trolley, carriage or automobile.

Bayamon and Catano, across the harbor of San Juan, reached by ferry.

Exports and Imports.

Imports amounted to about \$27,000,000 in 1908.

Exports were about \$28,000,000.

Hotels and Restaurants.

Hotel Inglaterra, Corner Cruz and Tetuan Streets.

Hotel Colonial, Plaza Principal.

Hotel Roma, No. 45 Allen St.

Restaurant, Santos Filippi, No. 19 Allen St.

Hotel Eureka, Miramar, 15 minutes by trolley from San Juan.

Hotel Nava, Santurce, 20 minutes by trolley from San Juan.

Landing Place.

Opposite Custom House.

Photographic Supplies and Curio Stores.

Waldrop Photographic Co., Plaza Principal 29.

Spear Brothers, Plaza Principal 31.

Atilio Moscioni, No. 14 Tetuan Street.

Population.

Porto Rico's population is about 1,100,000 inhabitants. Its area is 4,000 square miles, and is therefore one of the most densely populated countries in the world.

Post Office.

On the Plaza Principal. United States postal rates are in force.

Products.

Sugar, tobacco, coffee, pineapples, oranges, lemons, bananas, cocoanuts, grapefruit, etc.

Railroad Time-table.

To Ponce (about 170 miles) leaves daily at 7 A. M and 9 P. M.

From Ponce (about 170 miles) leaves daily at 6.50 A. M and 9 P. M.

Time about 10 hours.

To Caguas by trolley and train. Leave San Juan by trolley for Rio Piedras.

Leave Rio Piedras daily at 9:00 A. M. and 6:20 P. M. for Caguas, time 1 hour.

Restaurants for Light Refreshments.

La Mallorquina, 23 San Justo Street.

La Margarita, 13 Cruz Street, facing Plaza Principal.

Shopping Districts.

San Francisco Street.

Allen Street.

Specialities.

Embroideries (Bordados) Porto Rico Drawn Work and Embroidery Co., No. 19 Allen Street.

A. B. Zimmerman, Allen Street.

Temperature.

The average temperature from December to April about 70 degrees. Highest temperature 89 degrees. Lowest temperature 64 degrees.

Travellers' Checks of the Hamburg-American Line will be honored at the following places:

Körber & Co., agents of the H. A. Line.

Bank of Porto Rico.

Trolley Service.

Trolleys every 7½ minutes to Santurce, Cordado and El Parque and every 15 minutes to Rio Piedras.

Santurce 15 minutes from San Juan.

El Parque 20 minutes from San Juan (via "Cordado" car).

JAMAICA.

Jamaica, as the world well knows, is a gracious and beautiful island of whose delights many appreciative accounts are to be found in the literature of the West Indies. Possessed of an infinitely picturesque coast line, of glorious valleys and romantic glades, Jamaica may claim to be, as John Sparke would express it "a country marvellously sweet."

Jamaica, after Cuba and Haiti, is the largest and most important of the islands of the West Indies and was discovered by Columbus, May 3rd, 1494. It has an area of 4,190 square miles with a length of 144 miles and width of 49 miles.

The whole island swarms with attraction for the tourist to which access can be had by railways, automobiles or carriages.

Jamaica's 2,000 miles of macadamized roads have proved a great attraction to the automobilist, cyclist and driver, running as they do for miles along its beautiful seacoast or through waving forests and unexcelled tropical scenery.

Port Antonio, Bowden, Montego Bay, St. Ann's Bay, Mandeville and Spanish Town have good hotels and comfortable boarding houses.

Jamaica offers to the student of botany a splendid field of research. Of the flowering plants there are 2,000 distinct species and about 450 species of ferns. The island is celebrated for the number of species of land shells it contains and offers to students of conchology and entomology many objects of investigation.

There are several public gardens and plantations in Jamaica, the principal being the Botanic Gardens of Castleton, containing a large collection of foreign plants; King's House Gardens near Kingston in

which there are many rare tropical plants and palms and the Hope nurseries five miles from Kingston, the latter can be reached by trolley and are open to the public. The country is very mountainous. The highest peak is in the Blue Mountains, rising to an elevation of 7,423 feet.

The rivers including springs and rivulets have been estimated at upwards of 2,000 in number—hence its name “Xamayca,” an Indian word supposed to imply abundance of water.

There are many mineral springs. The most widely known are the hot springs at Bath and the sulphurous springs at Milk River.

The island of Jamaica has been in the possession of England since 1655, having been captured from the Spanish by Admiral Penn sent out by Cromwell, “to obtain establishment in that part of the West Indies possessed by the Spaniards.” Colonel Penn and Admiral Venables left England on Christmas day and made for the island of Española, now known as Santo Domingo, with a force of 7,000 men, where they were completely repulsed, so they left Española and moved on to Jamaica, where little resistance was offered by the Spaniards.

At the very entrance of the harbor is the town of Port Royal, the most important place of the Island for many years. Port Royal must have been a stirring spot for a number of years as it had the credit of being the wickedest spot on earth within the knowledge of civilized man. It could claim to be familiar not only with battle and murder but also with plague and famine. The town had experienced the ills of earthquake and tempest and had suffered not a little from sedition, privy conspiracy and rebellion. Such was Port Royal when it was shaken into ruins by the fearful earthquake of 1692, when the indignant sea rose and swept the whole fabric of iniquity into the eddying and relent-

less deep. Of the town of Port Royal—the pirates' Babylon—there is practically little trace remaining.

The most interesting relic remaining is Fort Charles. On one wall bounding the court-yard is a marble tablet with this inscription,

In This Place Dwelt
HORATIO NELSON.

You Who Tread His Footprints
Remember His Glory.

In a little corner of the same fortress a stair opens out upon a paved platform. This walk is known as "Nelson's Quarter-deck," for here he paced to-and-fro, watching for the French fleet which was expected to attack Port Royal in 1799.

SPANISH TOWN.

Spanish Town was the capital of Jamaica, being founded in 1523 and remained the capital until the year 1871. The relics of the past grandeur of Spanish Town are to be found collected together around a central square. On one side is the House of Assembly and directly opposite is the King's House, until recent years the official residence of the Governor.

On another side of the square is Rodney's Memorial, which takes the form of a classic temple, surmounted by a dome and flanked by a colonnade of Ionic pillars. In front are the two great cannons he took from the "Ville de Paris," the flagship of the Comte de Grasse, in the battle off Dominica, April 12th, 1782. The statue of Rodney is by Bacon.

On the remaining side of the square is the Court House and near-by is the English Cathedral. This venerable church is the Westminster Abbey of Jamaica. The memorials which crowd its walls tell in stone the history of the Island, for here all the great folk of the colony were buried for many a century.

PORT ANTONIO.

The palm fringed haven of Port Antonio is as delightful a spot as will be found anywhere else in these seas. The town itself is an American settlement and though small, is the centre of the banana trade between the Island and the great Continent. Drake and his hungry pioneers describe the banana as a fruit that "when it waxeth ripe the meat which filleth the rind of the cod becometh yellow and is exceedingly sweet and pleasant." American capital has made Port Antonio what it is today. The United Fruit Company, a corporation owning and leasing 60,000 acres of land and employing 6,500 laborers, ships annually 5,000,000 bunches of bananas, 10,000,000 cocoanuts, thousands of bags of coffee, pimento and thousands of tons of dye wood and mahogany.

A great feature of the place is the sea bathing and it would be difficult to find more ideal conditions than here exist. Bathing houses and suits are provided by the Hotel Titchfield.

The Spanish American War attracted attention to Port Antonio. It was the new base of the Santiago campaign, most of the important newspaper despatches being sent from there.

Short attractive trips from Port Antonio.

To Mooretown, 10 miles, 2½ hours, fare about 10 shillings.

To Swift River, nice drive along the shore in the direction of Annotto Bay, 12 miles, 2½ hours, fare about 10 shillings.

To Blue Hole, one of the finest inland drives to the Ocean, distance 6 miles, 1½ hours, fare about 5 shillings.

To Rio Grande, a delightful drive into the interior to a point about 5 miles from the mouth of the river and return on bamboo rafts, down the river to the sea, thence by carriage along the shore road back to Port Antonio, 10 miles, 4 hours, fare about 12 shillings including raft and carriage.

KINGSTON, JAMAICA.

The Tourist Office of the Hamburg American Line has made special arrangements for the following shore excursions.

FIRST DAY.—Port Antonio Excursion.—The passengers will board the train at the wharf. The ride to Port Antonio takes about four hours and leads over magnificent country, passing through a number of large banana plantations. Port Antonio is the American shipping point for the great banana industry—an American enterprise—which makes this a thoroughly “Yankee” town. Upon a commanding site that overlooks the harbor, the town, the Blue Mountains and the bluer Caribbean, stands the winter-resort Hotel Titchfield, built by American capital, in the most modern manner and run by experienced hotel men from the United States. This American resort hotel on a British tropical island has every convenience. The cuisine is varied and excellent. After a stay overnight at the Titchfield Hotel the passengers will leave Port Antonio by train the following morning, reaching Kingston about two o’clock, thus having ample time to visit the town. Price, including railroad tickets, transfers to and from stations and hotel, hotel accommodation, etc., \$15.50. Excursionists taking this trip will not be able to take the Castleton Gardens or Spanish Town trips.

FIRST DAY.—Excursion II—To Castleton Gardens.

This is considered one of the finest drives in Jamaica.

On the morning of arrival, passengers will find Electric cars close to the wharf for a trip to Constant Spring and from there by carriage to Castleton Gardens, some 19 miles from Kingston, the celebrated Botanical Reservation of the Government, containing a wonderful collection from all parts of the globe. Leaving Kingston we pass through the suburbs with its charming villas and houses, each surrounded with a tropical garden and belonging to the Kingston merchants, professional men and officials. The village of Half-Way Tree is reached three miles out. From this point the road gradually ascends to Constant Spring, about 600 feet above the sea level, from which splendid panoramic views can be obtained. Here "buggies" will be in readiness for a drive to the gardens. The distance from here to Castleton is about 13 miles, but the drive more than compensates for the distance, and those who have taken it declare that for beauty and scenery it surpasses any other drive of equal distance in the world. The scenery is some of the most characteristic and beautiful on the island. The marvelous variety of tropical vegetation is simply bewildering. Groves of the bread-fruit tree, clumps of the feathery bamboo, rows of bananas and in the valley of the Wag Water River, through which we pass, acres of tobacco plants are seen while on the hillsides on each hand are patches of yams, sugar canes, cocoa, coffee, cocoanut palms, etc. The banks are draped with ferns of every conceivable size. The graceful tree fern, the maiden-hair of every variety, the gold and silver fern, the elephant fern, all grow in great profusion.

The scene is always changing; the fertile hills above, the river below, and the endless variety so occupy the attention that Castleton is reached too quickly. The gardens will be visited, and after a picnic lunch at the Castleton Cottages, the carriages

will be taken back to Constant Spring where cars will be in readiness.

Cost, including carriages, lunch, fees, etc., \$7.50. Note—Buggies, drawn by two horses, accommodate five persons; buggies, drawn by one horse, accommodate three persons. An additional charge will be made for less than that number in one buggy.

SECOND DAY.—Excursion III—Spanish Town Excursion.—At about 9 A. M., passengers will board the train at the wharf for Bog Walk, thence a drive through the Gorge of the Rio Cobre to Spanish Town (St. Jago de la Vega.)

For this trip special railroad cars are placed at our disposal for the short run to Bog Walk. The line runs through plantations of bananas and fields of sugar cane and pineapples. On arriving at Bog Walk, carriages will be ready for the drive through the lovely gorge of the Rio Cobre River. The Spanish name for this was Boca de Agua (Mouth of the Waters), but the natives not being able to pronounce it correctly, have changed it to Bog Walk. The first mile or two of the drive is over a level road, past farms with the homes for their coolie help. Then we pass through some of the loveliest and the wildest luxuriance of tropical foliage. Banks covered with different species of maiden-hair and other ferns, sensitive plants, wild orchids, and flowers of every description. Shading the road on each side are all kinds of tropical trees, the star-apple, breadfruit, cocoanut palm, bamboo, and other trees. The drive to Spanish Town will be made in time for lunch at the pretty Rio Cobre Hotel, situated among orange and lemon trees bearing fruit and blossoms, and fronted by a garden, one blaze of color with its flowers, with its variety of tropical fruits for dessert—oranges, pineapples, mangoes, grandillas, grape fruit and tamarinds. After lunch, visit the Cathe-

dral, built on the site of the old Spanish Church of the Red Cross, which was destroyed in 1655, Rodney's Statue, the King's House and Draden, where the nutmeg and other spices can be seen flourishing. Return to Kingston by rail early in the afternoon.

Cost, including railroad trip in each direction, carriages, lunch, fees, etc., \$7.50. Note.—Buggies drawn by two horses, accommodate five persons; buggies, drawn by one horse, accommodate three persons. An additional charge will be made for less than that number in one carriage.

Agents of the Hamburg American Line.

Hamburg-American Line. Capt. W. Peplow Forwood, Supt. and Gen'l Agent (at landing).

Finke and Co., 59 Port Royal Street.

American Consulate.

No. 8 Marine Gardens, entrance at the foot of Hanover Street.

Buildings of Interest.

Jamaica Institute (Public Library), 133 Orange Street, containing the shark papers, tertiary fossils, human iron cage, etc.

Cable Office.

Direct West India Cable Co., 8 Port Royal Street.

West India and Panama Cable Co., 6 Port Royal Street.

Rates to U. S., 2 shillings per word.

Carriage Hire.

Within city limits from one place to another for two persons, fare one shilling. For three persons, four shillings per hour, for five persons six shillings. Special arrangements should be made for distances outside of the city limits. Carriages with good horses are desirable for excursions outside of town.

Climate and Rainfall.

On the north side of the Island it is generally cooler, though there are apt to be frequent showers of short duration. At Kingston and on the south coast of the island, winds from the sea and the mountains serve to mitigate the heat.

Probably there is no other place in the world of the same size as Jamaica that possesses such a wonderful variety of climate, or offers so many advantages for a pleasant and salubrious residence, as this Island.

Rainfall for the whole island during 1906 was 86.71. Climate is healthy and pleasant throughout the year but particularly attractive from November to March.

Clubs.

Jamaica Club, 61 Hanover Street.

Liguanea Club, St. Andrew.

St. Andrews Club, Piccadilly Road.

Royal Jamaica Yacht Club, Rae Town.

Admission obtained through courtesy of members.

Currency.

English Currency:

£1 sterling—\$4.85 gold.

1 shilling—.24 silver.

1 penny—.02 copper.

American currency is accepted at the above rate.

Excursions (Carriage).

King's House Gardens, Hope Botanical Gardens, Spanish Town, Castleton Gardens, Newcastle, etc.

Excursions (Trolley Cars).

From Kingston to Constant Spring and Hope Gardens. The cars start at the foot of King Street every fifteen minutes. Seven tickets are sold for one shilling. To Constant Spring (6 miles), board cars marked with red signs and lights. Fare from Kingston to Constant Spring and return, each way two tickets. To the Hope Botanical Gardens (5 miles from Kingston), board car with blue signs and lights. Fare, each way two tickets.

Race-Course and Up-Park Camp, Rockfort Gardens, one ticket each way.

Exports and Imports.

From April 1st, 1907, to March 31st, 1908, the exports amounted to £1,997,068, and the imports £2,372,091.

Hotels.

Myrtle Bank Hotel, Harbour Street; first class hotel. Beside this hotel, there are several smaller hostelries in the city. The Manor House, Constant Spring, of the English Inn type, beautifully situated 700 feet above the sea level, six miles from Kingston and reached by trolley or carriage.

Industries.

Cigars, matches, aerated waters, preserves, jippijappa hats, etc.

Landing Place.

Hamburg-American Line Pier (Atlas Service).

Livery Stables.

H. Bolton, corner of Duke and Barry Streets.

A. Clough, 67 West Street.

W. G. Clark, Constant Spring.

Photographic Supply Stores.

H. E. Attewell, 36 King Street.

J. W. C. Brennan, 17 East Street.
A. W. Gardner & Co., 127 Harbour Street.

Population.

Jamaica, 800,000.
Kingston, 60,000.
Area, 2,692,587 acres.
Cultivated, 700,000 acres.

Postal Card and Curio Stores.

A. Duperly & Son, 85 King Street.
Hylton's Times Store, 128 Harbour Street.
Old Curiosity Shop, 109 Barry Street.
Women's Self Help Society, 1-a Duke Street.

Post Office.

Public Buildings, King Street.

Postal Rates—Letters to countries in the Postal Union, 5c. for the first ounce and 3c. for each additional ounce. Letters to British possessions, 2c. per ounce. Post cards, 2c. each (foreign).

Products.

Sugar, rum, coffee, pimento, cocoa, dyewoods, bananas.

Railroad Time-table.

Montego Bay Line, leaves Kingston daily for Spanish Town at 7.40 A. M., 10.45 A. M., and 4.15 P. M.

Leaves Spanish Town 8.20 A. M., 11.24 A. M. and 4.51 P. M.

Port Antonio Line, leaves Kingston daily for Port Antonio daily at 2.15 P. M., arriving at 6.35 P. M.; leaves Port Antonio daily at 7 A. M. arriving at Kingston at 11.20 A. M. Fare \$6.00 round trip.

Restaurants.

Gardener's "The Oleanders," 127 Harbour Street.

Shopping Districts.

King Street and Harbour Street.

Stores.

The Bee Hive, Corner King and Harbour Streets.

Nathan & Co., Ltd., N. W. corner King and Barry Streets.

Sherlock & Smith, 81 King Street.

Specialities.

Specimens of animals and plants, preserves, jippi-jappa hats, etc.

Telegraph Office.

Rates, 12 words, sixpence. Public Buildings, King Street.

Temperature.

Maximum.		Minimum.
86.7	December	68.4
86.1	January	67.0
85.6	February	67.0
85.6	March	67.8
86.3	April	70.0

Travellers' Checks of the Hamburg American Line will be honored at the following places:

Capt. W. Pelpoe Forwood, Gen'l Agent, Hamburg-American Line.

Finke and Co., Agents of the Hamburg American Line.

Bank of Nova Scotia.

Colonial Bank.

Royal Bank of Canada and all principal stores.

REPUBLIC OF PANAMA.

Columbus first landed on the Isthmus on November 2d, 1502, in his final attempt to discover a short sea route to the East. The earliest settlement was attempted at Nombre de Dios by Diego de Nicuesa, who perished miserably with the rest of his followers. A more successful attempt was made by Balboa in his quest for the Temple of Gold, as that part of the Isthmus was then called, during the year of 1513, when he discovered the Pacific Ocean and founded Old Panama.

After the conquest of Peru and the development of the Darien gold mines, Panama sprang rapidly into prominence and was the most opulent city of the West until the sack and burning of the city by Henry Morgan and his buccaneers in 1670. Today, nearly 250 years after, crumbling ruins mark the spot where this occurrence took place. The New Panama was founded by Cordoba in 1672.

The Isthmus of Panama, although forming the connecting link between North and South America, is only 70 miles in its greatest width and about 430 miles in length, with an area of 32,000 square miles. The country generally is rough, wild and mountainous. It is a tangle of impenetrable land and all who scan it as they pass its forests and trap-like ravines will understand the great difficulties of the canal enterprise. The most conspicuous peaks of the Sierra de Chirigui are Pico Blanco, 11,740 feet, and the Chirigui, 11,265 feet. Panama is intersected by about 150 rivers, the largest of which is the Tuira and the next the Chagres, which has been a source of great trouble to the contractors of the canal. The Isthmus is located about 9 degrees above

the equator. The Pacific shore tide rises over 14 feet, while the Atlantic is but 14 inches.

Panama city is small, Spanish-looking and quaint. The streets are dingy and the houses have wide balconies and verandas. They possess the barred windows and the drowsy courtyards which mark the dwellings of the Spaniards.

Some of the churches gorgeously built in a forgotten style are singularly picturesque. A great portion of the city wall, built in 1673, still exists along the sea front of the town.

Colon, the Atlantic seaport of the new republic of Panama and the terminus of the world's most important connecting way, was intended originally as a mere port of transit connected with railway operations, but soon developed, however, as a center of supply for neighboring towns. It is of special interest to Americans as the terminus of the Panama Canal. Passengers will have an opportunity to witness the gigantic scale of operations carried on by the Government of the United States in digging the big connecting waterway. The town of Colon is composed of four streets running from north to south and fourteen streets from east to west. Outside of its situation as the terminus of the world's most important connecting way, the place has no special interest.

THE PANAMA CANAL.

During the seven or eight years succeeding the first find of gold in Sutters Creek, California, it is estimated that fifty millions in gold and twelve millions in silver were annually transported across the Isthmus on pack mules.

In 1849 a company was formed by W. H. Aspinwall to construct a railroad across the Isthmus, and on January 28th, 1855, the first train reached Panama.

Twenty-five years after the construction of the railroad, a company was inaugurated by Ferdinand De Lesseps, the great engineer of the Suez Canal, to cut through the Isthmus, the estimated cost being \$169,000,000 for a sea level canal. In 1888 the company went into liquidation, the report of the receiver showing that the total expenditures amounted to \$230,000,000. The following year a new company was formed with a capital of \$13,000,000 and owing to lack of funds this corporation was unable to carry the work to a successful end.

Below is given a table of the work accomplished by the French companies:

Highest elevation at Culebra before work began	312 feet
Highest elevation at Bas Obispo before work began	233 feet
Greatest depth of excavation by French at Culebra	161 feet
Greatest depth of excavation by French at Bas Obispo	148 feet
Total excavation by French at all points...	81,848,000 cubic meters.

THE CANAL UNDER AMERICAN CONTROL.

In 1901 the United States Government acquired the property, rights, etc., of the French company for the sum of \$40,000,000 and two years later the Canal Treaty between the United States and the Republic of Panama was signed, the United States paying to Panama \$10,000,000 for grants of lands 5 miles wide on each side of the canal, and \$250,000 yearly, beginning nine years after ratification of treaty. The coast lines of the Atlantic and Pacific Oceans are also ceded by Panama for the defence of the canal.

The canal will be about 50 miles long, running

nearly east to west. The highest point of the divide, Mt. Culebra, was originally 312 feet. Beginning on the Atlantic side, the canal has a width of 500 feet for a distance of three miles as far as Gatun, at which point a duplicate flight of three locks of 1,000 feet each in length, 100 feet in width and a lift of $28\frac{1}{2}$ feet will carry vessels up to a lake 85 feet above the sea level. This lake is to be formed by holding back the waters of the Chagres River and tributaries by means of the dam at Gatun, and will be 110 square miles. From the Gatun locks the vessel channel will be through this lake for about 23 miles, of which 15 miles of the channel will be about 1,000 feet wide, then narrowing to 200 feet at Paraiso, this carrying the channel through Culebra Cut. From Paraiso to Pedro Miguel the width is 300 feet and here a lock with a lift of 30 feet forms the connection with Sosa Lake, 55 feet above the sea level, where the channel will again run through a lake for 5 miles to Sosa Hill. At the latter place two duplicate locks will form the connection with the sea level of Panama Bay.

THE GREAT GATUN LOCKS.

Estimated cost	\$18,000,000
“ weight of structure, tons.....	337,500
“ cement required, barrels	4,500,000
“ transport of same, vessels.....	900
“ time to construct, years.....	5
Total length of locks, feet.....	4,000
“ height of locks, feet.....	85

Of this great engineering feat itself, it is unnecessary to speak, for the details are familiar to most. It is so marvellous an undertaking that it quite overshadows another work on the Isthmus which attracts little or no attention, and that is, the clearing of the country of disease. This enterprise, under-

taken by the American Government, has made this unpromising strip of land a model of applied hygiene and has shown, on a scale never before paralleled, what preventive medicine under an enlightened and liberal direction is capable of doing.

COLON, PANAMA.

An excursion has been arranged by special train of the Panama Railroad Company to Panama which will give the passengers an opportunity to witness the most stupendous piece of constructive work the world has ever seen, carried on by the Government of the United States. Through the courtesy of the Panama Railroad management a special train will be allowed to cross the bed of Culebra Cut, where a stay of half an hour will be made. Short stops will also be made at Gatun, Bohio, Gorgona (near this town is Balboa Hill, from which both oceans may be seen), Bas Obispo, Paraiso and Panama, where lunch will be served at the Tivoli, a hotel managed by the United States Government. It is an immense structure, three stories in height and over 300 feet long, and every one of its rooms opening on a wide and shaded balcony. A stay of about 4 hours will be made to introduce passengers to a strange and interesting race of people, whose environments are well worth studying, and to visit the old city and crooked streets, the beautiful hospital at Ancon built by the French at a cost of \$5,000,000, the ruins of Old Panama, which was destroyed by Morgan, the buccaneer, and the Chinese bazaars.

Cost, including railroad tickets, refreshments and lunch at Panama, etc., \$10.00.

Agents of the Hamburg American Line.

Hamburg American Line, Beach or Washington Street, adjoining Panama R. R. Co.'s lighthouse.

American Consulate.

Garfield House, Bolivar Street next to Christ Church.

Buildings of Interest.

Government Building, corner 6th and Bolivar Streets.

Christ Church, corner of Beach and Bolivar Streets.

New hotel now under construction by U. S. Government to cost \$500,000. It will be partly built on reefs reclaimed from the sea.

Cable and Telegraph Office.

Central & South American Telegraph Co., adjoining Panama R. R. Station.

West India & Panama Telegraph Co., Front Street, opposite Panama R. R. Co.'s dock, No. 4.

Telegraph (to Panama and Canal Zone), Government building, corner of Sixth and Bolivar Streets.

Carriage Hire.

Within city limits, 20c. Panama silver, equal to 10c. U. S. C. By the hour, \$1.00 U. S. C.

Clubs.

Strangers' Club, 7th Street, on the sea beach opposite northern end of Panama R. R. Station.

Admission obtained through courtesy of members.

Excursions (Carriage).

Around the island, through New Road. Around the Cristobal Point, where there is a statue of Columbus presented by the Empress Eugenie to Colombia and drive to Mount Hope. This trip takes about one hour.

Hotels and Restaurants.

Imperial Hotel, on 4th, from Front to Bolivar Streets.

Continental Hotel, 4th Street from Front to Bolivar Streets, opposite Imperial Hotel.

Washington House, Bolivar Street and First Street.

Landing Place.

Panama R. R. Pier.

Livery Stables.

Horses may be had at the stables outside the town.

Photographic Supplies, Postal Card and Curio Stores.

Irving & Thomas, Front Street, between 6th and 7th Streets. Also Front Street, corner of 11th Street.

Vibert & Dixon, Front Street, between 7th and 8th Streets.

A. Linds & Co., at all Panama R. R. Stations.

Population (Colon).

Estimated at about 18,000, of which 3,000 are Chinese, 500 Panamanians. The remainder are almost all natives of the West India Islands.

Post Office.

Government Building, corner 6th and Bolivar Streets.

Postal Rate to the United States of America is same as U. S. Internal Postage.

Railroad Time-table.

Leave Colon, Sundays, 6.45 A. M., 10 A. M., 1 P. M., 4 P. M., 7 P. M.

Leave Panama, Sundays, 6.45 A. M., 10 A. M., 1 P. M., 7 P. M., 11.50 P. M.

Leave Colon, week days, 5.20 A. M., 10.30 A. M., 4.35 P. M.

Leave Panama, week days, 6.30 A. M., 10.40 A. M., 1.30 P. M., 5.25 P. M.

Time about 2 hours. Fare \$5.00.

Shopping District.

Extends the length of Front Street and also Bolivar Street in the vicinity of the market.

Specialities.

Chinese and Japanese articles.

CITY OF PANAMA.

Agents of the Hamburg American Line.

M. Fidanque and Sons, No. 56 Sixth Street.

American Consulate.

On Central Avenue, corner H. Street.

American Legation on Central Avenue.

Bathing Places.

Pena Prieta opposite Panama City. Distance about 2 miles. Can be reached either by boat or carriage. Toboga Island can only be reached by steam launches which leave irregularly from Panama. Distance about 12 miles.

Buildings of Interest.

The Cathedral Church. New Government Building. Theatre. National Institute. Municipal Building.

Cable Offices.

The Central and South Cable Co., Central Avenue.

The West India & Pacific Cable Co., at British Consulate, Sixth Street, South.

Telegraph Office.

Post Office Building, North Avenue and Fourth Street.

Rates to U. S., 50c.

Carriage Hire.

See Colon.

Clubs.

University Club. International Club. Union Club.

Admission obtained through courtesy of members.

Currency.

The currency of the country is equivalent to one-half of U. S. money, viz.: \$1.00 is equivalent to 50c. U. S. United States currency is mostly used.

Exports and Imports.

Imports: All classes of goods from Europe and the U. S. Exports: India rubber, ivory-nuts, cocobolo wood, mahogany and railroad ties.

Hotels.

Tivoli Hotel, the only hotel operated by Uncle Sam, a strictly first class hotel, with all modern improvements, a short distance from R. R. Station.

Central Hotel, Cathedral Square.

Photographic Supply Stores.

Panama Hardware Co., near Cathedral Square.

Panama News Agency (Vibert & Dixon). On Central Avenue.

E. Endara. On Central Avenue.

Population.

The Republic of Panama has a population of about 400,000 and the city about 40,000. The Atlantic coast line of Panama is about 480 miles long and the Pacific coast line about 770 miles.

Postal Card and Curio Stores.

Panama News Agency.

I. L. Maduro, Jr., Cathedral Square.

Post Office.

Corner North Avenue and 4th Street.

Postal Rate to the U. S. of America is same as U. S. Internal postage.

Products.

India rubber, mahogany, cocobolo and other species of hard wood, and ivory-nuts.

Restaurants.

Tivoli Hotel. Central Hotel. Imperial Hotel
Cafe. Metropole Cafe. Panazone Cafe.

Shopping District.

The principal Chinese Bazaars are

Kum Sing Chong & Co., 13th Street, East.

Chong Fat & Co., near Santa Ana Park.

Dry goods stores on Central Avenue.

Specialities.

Chinese ware at above stores.

Temperature.

Averages during the dry season (January, February and March), about 77 degrees, during the rainy season (April to December), 80 degrees. Rainfall varies from 40 to 155 inches in different parts.

Travellers' Checks of the Hamburg-American Line will be honored at the following places:

M. Fidanque & Sons, Agents of the Hamburg American Line.

Tivoli Hotel.

VENEZUELA.

LA GUAYRA.

La Guayra, the chief seaport of Venezuela, lies on a strip of land at the foot of the Silla Mountain. The view of the town on entering the harbor is a sight to be remembered. Small white houses with red roofs are dotted here and there among the patches of sugar cane, coffee, bananas and cocoanut palms. On an eminence back of the town is situated a small fort, to the right of this is the bull ring and on either side small villages are discernible nestling amidst the groves of cocoanut palms.

CARACAS.

The capital of the Republic, seat of the national government, was founded in 1567 by Don Diego de Lozada, a Spanish captain, who gave the city the name of Santiago de León, which is still to be found in modern public documents. Seven years before the arrival of Lozada, Don Francisco Fajardo had made an unsuccessful attempt to found the capital; his failure was due to the warlike character of the indigenous tribes.

The geographical position of Caracas is $67^{\circ} 4' 45''$ west of Greenwich meridian, $69^{\circ} 25'$ east of the Paris meridian. Its altitude above the sea level has been calculated to be 3,018 English feet at the base of the cathedral tower. The city, including the six outlying parishes, forms the Federal District, and is situated in the beautiful valley of Caracas, 12 miles in length, and somewhat over 3 miles at its widest part. The climate and atmospheric conditions are admirable, owing to the pale blue skies,

almost always unclouded, and the varied and smiling surroundings, from the lofty and unbroken heights of Mount Alvila to its slopes covered with high and lofty trees, its thick forests and its peaceful plains from Chacao to La Vega, bathed by the Guaire River, and its smaller tributaries, the Caroata, Catuche, Narauli, and Gamboa.

Among the mountains, the Silla and the Naiguatá of the Avila range are the most elevated, towering up above all others, to heights of 2,665 and 2,782 meters respectively.

The temperature seldom rises above 80° F., nor has it descended lower than 60° F., save occasionally, and then only for few hours, toward the end of December, when the temperature is lowest. The highest temperature is felt from June to September.

According to the census of 1891, Caracas had a population of 72,429 inhabitants and 10,379 houses, without including the six suburban parishes making up the Federal District. With the inclusion of these, the total population becomes 90,000, rather more than less. In 1810 Caracas had 50,000 souls. The increase today is rather small, owing to the devastations of the War of Independence, which was maintained until 1824, the earthquake of 1812, and after that date the cholera epidemic, which caused great ravages.

The streets of Caracas cross each other at right angles and run from east to west and from north to south. The system employed for the nomenclature of the streets and the numbering of the houses is very simple and easy to remember. Taking as a center the intersection of the streets where the tower of the cathedral stands, the street running north from that point to the National Pantheon is called North Avenue (Avenida Norte); from the same intersection south to the river Guaire, runs South Avenue (Avenida Sur), and from the same

starting point, east to the Central Railway Station, and west to the old high road to La Guayra, run the East and West Avenues (Avenida Este y Avenida Oeste), respectively. The streets parallel to these are numbered even to the west, and with odd numbers to the east, and are called "Calles" (for instance, Calle Norte 1, Calle Sur 10, Calle Este 4, Calle Oeste 3, etc.).

PRINCIPAL BUILDINGS.

Among the most notable buildings of Caracas is the Capitol, which occupies an entire square or an area of more than two acres. Within this building are the two halls where both chambers of the National Congress hold their sessions, and rooms for the secretaries, officers and committees facing on the south of the spacious Central University, the National Museum, and the old Temple of San Francisco, while on the north it is annexed to the Federal Palace, having an elliptical hall devoted to public receptions on ceremonial occasions. Here are hung the portraits of the Presidents of the Republic, the heroes of the War of Independence and statesmen. The great battle of Carabobo fought on June 25, 1822, which secured the victory of the arms of the Republic and its separation from the Spanish power, is beautifully represented in the rotunda of the hall. It is the master-work of the inspired Venezuelan artist, Martin Tovar y Tovar, who is also the author of an admirable painting depicting the memorable session when the representatives of Venezuela signed and proclaimed to the world the Declaration of Independence.

In the spacious galleries on the east and west sides of the Capitol, which connect this building with the Federal Palace, are the High Federal Court and the departments of Public Instruction and the Interior. The interior courtyard of the Capitol contains in the center a beautiful fountain with several

jets of water, and at the side a variety of ornamental flowers and plants. The arches at the east and west entrances are very beautiful in construction, as are also the facades of the elliptical hall on the north and the halls of Congress on the south of the building. The Palace of Miraflores, official residence of the President of the Republic, is situated on a hill opposite the Calvario.

On the north side of the Bolivar Square is the building devoted to the main post office; the cathedral lies to the east, and to the south are situated the Archbishop's Palace, the Palace of Justice, where the office of the Governor of the Federal District is located and the Municipal Palace. This hall is decorated with several pictures; the principal is the famous painting representing, life size, the act of the signing of the Declaration of Independence.

Opposite the southern facade of the Capitol is the building devoted to the University, and the old temple of San Francisco. The University is a beautiful Gothic building, with interior courtyards or gardens. The western wing of this building, called the Exposition Palace, contains a museum devoted to the exhibition of Bolivar's relics, and the headquarters of the Academy of History and the corresponding branch of the Spanish Royal Academy of the Language, the National Library and the building of the University.

The National Pantheon is a building dedicated to guarding the mortal remains of the great men of Venezuela. The present edifice is raised on the site of the old Trinidad temple. It has three naves, and at the head of the central nave is placed the magnificent marble monument by the celebrated sculptor Tenerani, erected to the memory of the Liberator, Simon Bolivar, and which contains his ashes. In the center is his statue, on one side the statues of Justice and Innocence, and on the other a lion

guarding the treasure, with this inscription: "Cineris hic condit honorat grata et memor patria. 1851."

The Masonic Temple of the city of Caracas is considered the best of its kind in all South America. In the front of the building there are four Solomonic columns at the sides of the principal entrance. Other public buildings worth mentioning are the Principal Market Place, the slaughter house outside the town, situated on the German Railway Line, the National Benevolent Institute, the Institute of Arts and Trades, the public jail, several hospitals, the National Theatre, the Municipal Theatre, a handsome building principally devoted to grand operas by companies usually receiving a subsidy from the Government. This is one of the handsomest theatres in South America, with seating capacity for over 2,000 persons. There are others called Caracas and National Theatres, devoted to light comedy, etc., and also a bull ring.

PUBLIC SQUARES AND PROMENADES.

The principal squares of Caracas are the Plaza Bolivar, in front of the cathedral, with a beautiful garden of ornamental plants and flowers, having in the center an equestrian statue of the Liberator, Simon Bolivar; the Plaza Washington, alongside of the Basilica of Santa Teresa, has in its center the statue of George Washington; the Plaza Pantheon is also set out with ornamental trees—in its center rises the statue of the great General Miranda, martyr of the independence; the Plaza de 5 de Julio. The other squares are Plaza de April, Plaza Falcon, Plaza de Carabobo, the Plaza del Venezolano, and the Plaza de Ricaurte y Girardot.

The Calvario promenade is located on the hill fronting on the Stations of the La Guayra and the Valencia railroads, and further on the arch of the

federation and the statue of Bolivar. This hill is traversed by two underground passages, one connecting the La Guayra Railroad station with the street which ends at the stairway, and the other, 285 meters in length, connecting the Valencia Railroad Station with that of the La Guayra road.

The two other principal promenades are the Iron Bridge (Puente de Hierro) over the Guaire River. On either side of the bridge groups of palm trees rear their lofty heads, making the sight most attractive; and the new Avenida del Paraiso, extending as far as the Iron Bridge, follows the banks of the river. On this avenue there are several villas, the race course, as well as the residence of the ex-President of the Republic, General Cipriano Castro, a beautiful country house, the "Villa Zoila," called so by Mrs. Castro's first name. The Promenade Avenida del Paraiso has lately been extended and here a monument has been erected commemorative to the decisive battle of Carabobo by which the Spanish dominion in Venezuela was brought to an end.

TEMPLES.

With the exception of the church of La Pastora, Templo de Santa Teresa, and the Santa Capilla (Holy Chapel), the churches in Caracas belong to the old Spanish style of building. The principal churches in the city are the Metropolitan Cathedral, erected about 1614, which is a large building with several naves and chapels handsomely decorated; the Basilica de Santa Ana, the largest of the churches in the city; the Santa Capilla and the parochial churches of Altagracia, Las Mercedes, San Francisco, Santa Rosalia, Candelaria, San José and La Pastora.

HOTELS.

The principal hotels of the city are the Hotel Klindt (and its annex) opposite the Plaza Bolivar and the Gran Hotel, South 4, No. 50.

LA GUAYRA & CARACAS RAILROAD.

The La Guayra and Caracas Railroad, a single track road $23\frac{1}{2}$ miles long. The gauge is 3 feet.

Starting from La Guayra at 6 feet above sea level, the line rises to a height of 3,105 feet at Catia, from which point it gradually descends to a height of 3,018 feet at Caracas.

The average grade is 3.75 per cent., although there are places where the grade is as much as 4.05 per cent.

The minimum curves have a radius of 140 feet, or roughly speaking 40 meters. The engines weigh 36,000 kilos and were specially designed by Messrs. Livesey & Sons, the consulting engineers of the company, for the exceptional conditions of this line.

The line is now practically free from landslips, but at the commencement they occurred with terrible frequency, necessitating very heavy expenditure on the part of the company. The carriages are on the American principle and are neat and workmanlike in appearance. The engines do their duty well, but the expenses of keeping them up and maintaining the line in the splendid condition for which it is so justly famed even in Europe, are exceptionally heavy.

In spite of the apparent dangers all along the line, the company has never had an accident, and with the precautions taken, it is very unlikely that it ever will. There are eight tunnels on the line, varying from 24 to 120 yards in length. Many of the curves that existed at the opening of the line have been taken out and the original constructors would scarcely recognize their work, so many improvements have been effected.

To anyone who has had to travel over the highway, the journey by rail is simply bliss, the train running from La Guayra to Caracas and vice versa with a steadiness that calls forth astonishment in

every tourist who comes to Venezuela. The scenery is superb and as the train steams steadily up from La Guayra there is unrolled a succession of panoramas unique in their sublimity. The line for the most part runs by the side of a precipice varying in depth from a few feet to about 2,000 feet at Boqueron. There are seven stations on the line where trains can cross, which materially facilitates the traffic: La Guayra; Maiquetía, 1.30 miles; Rincón, 2.46 miles; Curucutí, 6.97 miles; Zig Zag, 9.80 miles (stop of five minutes); Boqueron, 11.80 miles; Peña de Mora, 14.00 miles; Cantina, 18.00 miles; Caracas, 23.00 miles. The journey is made in a little over two hours and, considering the tremendous difficulties to be overcome in the ascent, this must be considered good time.

HEIGHTS ABOVE SEA LEVEL, LA GUAYRA AND CARACAS RAILROAD.

La Guayra Station	6 feet
Maiquetía	50 "
Rincón	330 "
Tunnel No. 1	669 "
Curucutí Station	1,079 "
Zig Zag	1,533 "
Boqueron	1,921 "
Peña de Mora	2,995 "
Ojo de Agua	2,667 "
Cantinas Station	2,903 "
Blandin	2,892 "
Catia Bridge (Summit)	3,105 "
Caracas Station	2,982 "

THE GREAT VENEZUELA RAILWAY. GENERAL DESCRIPTION.

The Great Venezuela Railway, controlled by a German company, was completed on the 1st of February, 1894, after six years of assiduous work, con-

nects the city of Caracas with Valencia, that is to say, the capital of the Republic with that of the State of Carabobo.

The entire length of the line is 179 kilometers.

From Caracas, which is situated 911 meters above the level of the sea, the line runs to Las Adjuntas, crossing, in a very gradual decline, the plains on the banks of the Guaire River.

On leaving Las Adjuntas, it enters a very rough mountainous region, ascending almost continually at a maximum rate of 2 per cent. until Los Teques, where it reaches its greatest height in the large tunnel of Corozal situated 1,227 meters above the level of the sea.

From this point it descends in large curves to Las Mostazas and Begonia, this part of the line having been the most expensive to construct, on account of the great number of tunnels and viaducts necessary.

On arriving at Las Tejerias, the line begins to leave the mountainous region and soon afterwards enters the upper part of the Tuy River valley.

At a short distance before arriving at El Consejo, it passes the river Tuy at 83 kilometers and continuing through the valleys of Aragua it crosses these in their entire extension from east to west, passes the Lake of Tacarigua on its northern shore, and terminates at Valencia, which is situated 473 meters above the level of the sea. This last track from Las Tejerias consists almost entirely of straight lines of great length with gentle declivities, and runs almost entirely through coffee estates and sugar plantations and through extensive pasture grounds.

In order to carry out this undertaking it has been necessary to construct 212 viaducts and bridges of iron having a total weight of 5,500 tons, and 86 tunnels with a total length of 5,200 m.

The longest and highest viaduct is that of Agua Amarilla, measuring 106 meters in length and 47 in height.

The most important tunnels are those of Calvario at 1 kilometer; of the Corozal at 30 kilometers, and of Cañaote at 65 kilometers, which have a length of 285, 268 and 263 meters respectively.

The passenger stations of Caracas and Valencia are connected with those of the La Guayra and the Puerto Cabello Railways respectively.

The principal intermediate stations are the following: Palo Grande, 2 miles, at the extreme southwest of Caracas; Antimano, at 10 kilometers; and Los Teques at 20 miles; the two latter being favorite country resorts of the inhabitants of Caracas. Of greater importance are La Victoria at 94 kilometers; Cagua at 109 kilometers and at a distance of only 3 hours from Villa de Cura, the key to the vast plains called the Llanos. Maracay at 127 kilometers and the two last named towns are the chief market for the produce of the Llanos and the valleys of Aragua.

Stations of less importance are: Las Adjuntas at 15 kilometers; El Encanto at 35 kilometers; Las Mostazas at 47 kilometers; and La Begonia at 59 kilometers. The last three of these stations are situated in the mountainous region.

Besides there are: Las Tejerias at 74 kilometers; Santo Domingo at 77 kilometers; Trapiche del Medio at 80 kilometers; El Consejo at 85 kilometers; San Mateo at 105 kilometers; Turmero at 113 kilometers; Gonzalito at 117 kilometers; Cabrera at 136 kilometers; Mariara at 143 kilometers; San Joaquin at 152 kilometers; Guacara at 162 kilometers; and Los Guayos 170 kilometers. The first seven of these stations are situated in the valleys of Aragua and the remaining five in the plains of Carabobo.

The gauge of the Great Venezuela Railway being the same as the Pto. Cabello and Valencia Railway, the cars of the two lines pass from one track over to the other and special arrangements have been made so that our tourists will not have to change cars.

The bulk of earth and rock which has been moved throughout the entire extension of the line amounted to 3,510,000 cubic meters and the masonry to 300,000 cubic meters.

The Great Venezuela Railway is the only railroad which connects the capital with the rich interior of the country. This line runs along the valley of the Guaire River as far as Las Adjuntas and from there to Los Teques, always following the tortuous valleys of San Pedro. The valley of Guaire, and the surrounding country of La Vega and Antimano, are well cultivated and produce sugar cane, maize and kitchen vegetables, the growth being greatly favored by extensive irrigation. There is no doubt, however, that the productivity of these lands might be increased by more scientific methods of cultivation.

After leaving Las Adjuntas, where the river Guaire is formed by the confluence of the San Pedro and the Macarao, the line climbs up to Los Teques, constantly following the narrow valley of San Pedro and traversing several beautiful coffee estates. The greater part of the mountain slopes near the road, however, are not cultivated.

The next station, following those of Caracas and Palo Grande, after passing the new slaughter house of Caracas very neatly built by a German company, is Antimano, situated on the banks of the Guaire. Antimano is a small and pleasant country place and the favorite summer resort.

THE PUERTO CABELLO AND VALENCIA RAILWAY.

This railway was opened to public traffic on the 1st of April, 1888. Length of line 34 miles; gauge 3.6; minimum curves 300 ft. radius; 22 bridges and viaducts; one tunnel 250 ft. in length and 7 stations viz.: Valencia, Camoruco, Naguanagua, La Entrada, Las Trincheras, El Cambur, El Palito and Puerto Cabello.

Valencia station is 1,566 ft. above sea level where the line is level and which is the highest point on the line. From this point, for $2\frac{1}{4}$ miles to Las Trincheras, there is a heavy grade of about 8 per cent. where the Abt System has been adopted. The train is taken on cog-wheel rails for a considerable distance down a regular ravine, flanked on each side with tropical vegetation.

From Las Trincheras to El Cambur, a distance of 7 miles, the average grade is $3\frac{1}{2}$ per cent.; from that station to El Palito the grades are easy, distance $7\frac{1}{4}$ miles; thence to Puerto Cabello, 9 miles, the line is almost level.

The Rack Section of $2\frac{1}{4}$ miles is laid with 70 lb. rails and heavy steel sleepers; the remaining portion— $31\frac{3}{4}$ miles—with 55 lb. per yard steel rails and hardwood sleepers, which were cut at different points along the line.

The line is picturesque; it is worth while for tourists arriving at Caracas to make the trip from there over the German Railway to Valencia and thence over this road to Puerto Cabello. Time does not generally allow to visit the city of Valencia. At Las Trincheras station there are hot mineral springs and baths and sufficient time is given to visit these.

The sea view entering El Palito station is very pretty and Puerto Cabello, one of the oldest towns

in South America, founded in 1555, is well worth a visit, being quite different from La Guayra.

Puerto Cabello or "Port of Hair" is so called, because it is a saying that the harbor is so safe that ships need only be moored by a single hair. There the steamer calls for the passengers who have taken the overland trip from Caracas to Valencia.

CARACAS.

The following through excursions have been arranged by the Tourist Office:

LONG EXCURSION—First Day.—A special train will leave La Guayra and convey the passengers to Caracas, the capital of Venezuela, and the seat of the Government, nestling among the mountains 3,000 feet above sea level. The view from the railroad as the train climbs higher and higher is sublime. After it passes through La Guayra the railroad runs on a trestle for a considerable distance, and looking down, one can see the cottages, sugar and coffee plantations and cocoanut palm groves. Rising a little higher a splendid panorama appears, including villages, plantations, forests and a broad expanse of ocean. Well up the mountain we can see crevices hundreds of feet deep, with the eagles and vultures hovering, until the railroad reaches its highest point we can look down a distance of 4,000 feet. After this the railroad gradually descends, and runs into Caracas two hours after leaving La Guayra.

Carriages will be ready to transfer the passengers to the hotels, and, after lunch, at 2:30 p. m., a carriage drive will be taken around the city and environs, visiting the Cathedral, Pantheon (the

burial place of the noted men of the Republic), Miraflores (the former President's Palace), Calvary, a beautiful park situated on a hill overlooking the city, with its orange and lemon trees loaded with fruit, the University, Capitol, Federal Palace, and other noted buildings. This drive will end at 5 p. m. In the evening the President's Band usually gives a concert in the Plaza Bolivar, and special performance at principal theatre, and possibly a bull-fight at the Hippodrome at 8 p. m.

Second Day.—Leave 7.30 A. M. precisely, by rail for Puerto Cabello. The ride rivals in beauty the journey from La Guayra to Caracas, the line winds in and out among the mountains, every turn opening some new and wonderful view. La Victoria (the battle-field where Gen. Castro defeated the Matos revolution; loss, over 6,000 men) is reached about noon, and a picnic lunch will be served there in two sittings. The train now runs along a level country; the road is bounded on each side by forests, the trees are covered with orchids, and many beautiful specimens can be seen in full bloom. Oranges are plentiful, and can be obtained in quantities at the small roadside stations for a small sum. Valencia is shortly reached; after that the train is taken on a cog-wheel railroad for a considerable distance down a regular ravine, flanked on each side with tropical vegetation, some of the trees being one mass of flowers. Puerto Cabello is reached about 6 p. m., and the launches will be in readiness to embark passengers. Cost, including landing charges, railroad tickets, transfers to and from stations and hotels, hotel accommodations, meals, carriage drives in Caracas, fees, for sightseeing, etc., \$26.50. While this is a most interesting trip it is a trying one, and invalids and those not in good health are advised to omit same.

(Owing to the limited number of carriages four passengers will be comfortably accommodated in each carriage.) An additional fare will be made for less than that number in one carriage.

Short Excursion—First Day.—The hotel accommodations in Caracas being very limited only about 150 passengers can be taken on the long excursion. For those not making this tour, the following excursion will be arranged.

A special train will be dispatched to Caracas in the morning and the return to La Guayra will be effected at about 5 p. m. the same day, thus enabling the passengers to spend a few hours in the capital of Venezuela. For description of trip to Caracas, see Long Excursion. **Cost**, including landing charges, railroad tickets, transfers to and from stations and hotel, lunch at hotel \$8.50.

CARACAS.

Agent of the Hamburg American Line.

Cesar Müller, South 1, No. 42 (Caracas).

Cesar Müller, street behind the Customs House (La Guayra).

American Legation.

North 2, No. 27.

American Consulate.

Calle del Leon (La Guayra).

Buildings of Interest.

El Palacio Federal.

El Panteon.

El Palacio de Justicia.

Academia de Bellas Artes.

La Biblioteca Nacional.

La Academia Militar.
Palacio de Hacienda.
Teatro Municipal.
Teatro National.

Cafes.

La India; near Plaza Bolivar.
La Francia; opposite Plaza Bolivar.

Carriage Hire.

Good carriages with two horses and not numbered, \$2.00 per hour. Numbered carriages with two horses, \$1.20 per hour or part of an hour and 40c. for a single trip within town limits.

Currency.

5 Bolivars	=	\$1.00
2.50 "	=	.50
2.00 "	=	.40
1.00 "	=	.20
1 Real	=	.10
1/2 "	=	.05
1/4 "	=	.02 1/2
1 centavo	=	.01

Clubs.

German Club; West 4, No. 17.

Concordia Club; North 2, No. 28.

Venezuela Club; Avenida Norte, No. 37.

Admission obtained through courtesy of members.

Excursions (Trips of Interest).

Cotiza, about 1 mile from town, reached by carriage; El Rincon, by trolley, 2 miles; El Paraiso, 1 1/2 miles; El Calvario and Military Academy, 1 1/2 miles by carriage.

German Legation.

South 6, No. 30.

Hotels.

Gran Hotel Klindt; facing Plaza Bolivar.
Gran Hotel, South 4, No. 50.
Hotel Continental, East 4, No. 19.

Landing Place (La Guayra).

Inside of Breakwater near railroad station.

Livery Stables.

Ortega & Co., Oeste 8, No. 68.
Pulido & Co., South 5, No. 108.
Esquivar & Co., North 3, No. 6.

Photographic Supply Stores.

S. Alvarez Michand & Co., South 1, No. 95.
Guinand Freres, South 4, No. 39.
Guinand & Co., Avenida South, No. 12.
O. G. Klein, South 1, No. 39.

Post Cards and Curio Stores.

Hermanos Gathmann, South 4, No. 36.
El Soplete de Oro, South 4, No. 23.
La Esmeralda, Avenida South, No. 17.

Post Office.

West Avenue, facing Plaza Bolivar.
Postal Rates:—Foreign postage, etc.
Foreign postage, 10c. per half ounce.
Foreign post cards 3c.

Products.

Coffee, cocoa, sugar, fibre, woods, cotton, tobacco, minerals, etc. The coffee crop varies from 800,000 to 1,000,000 bags and the cocoa crop from 200,000 to 250,000 bags, both collected between December and April. The exportation of hides amounts to about 50,000 to 60,000 and is principally shipped to the States.

Railroad Time-table.

La Guayra and Caracas Railroad (English).

Daily from Caracas and La Guayra at 8:30 A. M. and 3 P. M.

Time about 2 hours. Fare, 1st Class, \$2.50.

Great Venezuela Railroad (German).

Daily from Caracas at 8 A. M.

Daily from Valencia at 10:30 A. M.

Time about 7 hours. Fare, 1st Class, \$9.00.

Puerto Cabello and Valencia.

Daily from Pto. Cabello at 8 A. M.

Daily from Valencia at 3 P. M.

Time about 3 hours. Fare, 1st Class, \$3.00.

Restaurants.

Restaurant "La Marcial," West 4, No. 3.

Restaurant "Aurora," Avenida Este, No. 1.

Restaurant "Barcelonesa," Avenida East, No. 9.

And the hotels mentioned on page 58.

Shopping Districts.

South and East Avenue, No. 2.

Specialities.

Caracas chocolate, Ponche Crema (an exquisite drink), alpagatas (South American sandals), native straw hats.

Cable and Telegraph Offices.

National Telegraph Company, East 1, No. 2.

Cable Office: Avenida North, No. 29.

Rate to U. S. \$1.00 per word.

Travellers' Checks of the Hamburg American Line will be honored at the following places:

Bank of Caracas, Avenida South, No. 47.

H. L. Boulton & Co., East 4, No. 24.

Bank of Venezuela, East 4, No. 7.

Trolley Service.

The service is controlled by an English Company; one line connecting the respective stations of La Guayra and German Railroads on the Western extremity of the city, with the stations of the Central railroad on the eastern side. The other line starts from the Iron Bridge (Puente de Hierro) and passes through several of the principal streets to the East Boulevard, opposite the Capitol; another line starts from Palo Grande and runs to the Plaza de Candelaria, and the other car line runs from Bolivar Square, opposite the Cathedral to the Plaza de La Pastora. There are also cars to the village of El Valle.

Plaza Bolivar is the principal station for all lines.

PUERTO-CABELLO.

Agent of the Hamburg American Line.

C. H. Gramcko, El Prado near the church.

American Consulate.

Calle de Comercio, No. 15.

Bathing Place.

Hotel de los Banos near the wharf.

Carriage Hire.

5 Bolivars per hour until 9 P. M.

6 Bolivars per hour for drive outside of town limits.

Clubs.

Union Club (German).

Recreo Club (Venezuelan).

Admission obtained through courtesy of members.

Curio Store.

M. B. Gonzales & Co., Callejon de la Aduana.

Museo de Guillermo Roo, near the wharf.

Excursion (Carriage).

San Esteban about 5 miles from town, fare \$5.00.

Hotels.

Hotel Los Banos; near the landing place.

Hotel Santander; calle de Plaza, No. 49.

Landing Place.

Wharf of Custom House.

Photographic Supply Store.

G. Valentiner & Co., calle de Comercio, No. 29.

Population.

10,000 inhabitants.

Postal Card Stores.

G. Valentiner & Co., calle de Comercio, No. 29.

P. Gonzales Arnao, calle de Comercio, No. 49.

L. Gonzales & Co., calle de Comercio, No. 51.

Post Office.

1. Calle de Comercio near Plaza Salom.

Railroad Time-table.

Leave Puerto Cabello for Valencia daily at 8 A. M.

Arrive Valencia at 10:30 A. M.

Leave Valencia daily 3:30 P. M. arrive Puerto Cabello 6 P. M.

Fare, 1st Class, \$3.00

Restaurants.

Rendez Vous de los Banos; near the wharf.

Botiquin del Teatro.

Beer-Hall. Calle de Comercio in front of Plaza Bolivar.

Shopping District.

Calle de Comercio.

Telegraph Office.

Calle Colombia, No. 26.

Cable messages are received by the telegraph office and transferred to the cable office in Caracas.

Tariff: United States—	Per word.
To cities east of the Mississippi.....	\$1.00
“ “ west “ “ “	1.05
Europe	1.25
Trinidad, Barbados ***.....	1.80

Temperature.

From May to November about 84 degrees.

From December to April about 77 degrees.

TRINIDAD.

Trinidad is the most southerly of the West Indies, the island nearest of all to the equator, lying close to the Spanish Main, being but a detached fragment of Venezuela. The island of the humming bird, "Iere," as it was called by the Caribs, was discovered by Columbus on July 14th, 1498. On entering the Gulf of Paria some low, insignificant land was seen on the southwest; Columbus was then gazing for the first time upon the coast of the great continent! (America was first sighted by John Cabot in 1497.) On the opposite side noticing the Three Sisters (mountain peaks) he named the place La Trinidad after the Holy Trinity.

Trinidad is not only a very charming island but it is typical of the tropics and of the West Indies generally. The country around is eminently beautiful, a wonder of valleys and peaks, full of splashes of brilliant colors. The large number of enormous shade trees, the hills around and the absence of Volcanoes make Trinidad free from the frantic convulsions of the elements.

It was on this island that the imaginative Sir Walter Raleigh was lured to the fateful expedition of the mythical El Dorado in 1595, and it was also here that Lord Nelson anchored in his pursuit of Admiral Villeneuve, which culminated in the great battle of Trafalgar.

It was not until the year 1532 that the Spaniards undertook its colonization. In 1797 England wrested the island from Spain, and although British ever since, it has by no means lost the evidences of its earlier occupation. At the time of the conquest, St. Joseph, an inland town about 6 miles from Port of Spain, was the capital.

The island's approach is from the Caribbean Sea through the triple Dragons mouths (Bocas), narrow waterways leading into the Gulf of Paria, through towering islands which almost block the passage between Trinidad and the mainland of South America. Through these straits we enter the great Gulf of Paria, thick and turbid with the muddy waters of the Orinoco, and passing innumerable wooded islands of great beauty, we arrive at the most prosperous city of the West Indies.

According to a local historian, Trinidad is indeed a "land of wonders." Not only is it an island carved from a continent, but it has a continental fauna and flora. Everything is on a grand scale, though insular in its environment. "We have," says the historian, "lakes of pitch, streams of tar, oysters growing on trees, crabs that climb and feed in fruit trees, an animal resembling a fish that produces its young alive, a fish that entertains us with a trumpet and lastly another kind that is clad in a complete suit of armor."

Columbus and Raleigh both wrote of the oysters that grew on the mangroves and were left high and dry by the receding tides; the soldier crab climbs trees with ease; the trumpet fish gives forth a musical sound, and the armor clad fish is the cascadura, the delicate flavor of which makes it an object sought by the epicure.

Port of Spain, Trinidad's capital, occupies a semi-circular plain with a background of beautiful hills. While composed in great part of unattractive buildings, it can boast of excellent structures well worth visiting. The residential parts of Port of Spain and the suburbs are most delightful. On the outskirts of the town is a wide stretch of green, the Savannah, the pride of Trinidad. In a circle around this "level mead" are beautiful villas standing in brilliant gardens made gorgeous by the bright hues which are

characteristic of tropical blossoms. The East Indians of Port of Spain congregate in a suburb called Coolie-town. There the women bright with bracelets and rings on their toes, squat on the ground before baskets of yams, bananas, oranges and pine apples.

PITCH LAKE.

The great curiosity of Trinidad is the Pitch Lake at La Brea, a wonderful deposit of asphaltum covering an area of 110 acres. This famous lake which has realized so much wealth for Americans is not a new discovery, as Sir Walter Raleigh wrote about it 300 years ago.

This spot has been described as one of the wonders of the world. The lake is less than a mile from the landing place, on slightly raised ground, is surrounded by a scanty jungle and a number of Moriches palms. The surface is black, dry and minutely wrinkled like the skin of an elephant, it is soft and yields to one's tread as if treading upon the flank of some immense beast. On each side of the trackway there will be seen a trench dug by the laborers with picks, which rapidly fills again, level and solid, and is again dug out only to close once more. Day by day, year by year the lake presents the same picture, although more than 150,000 tons are removed annually.

The formation of the lake is ascribed to volcanic action, but this cannot be as there is no trace of volcanic energy in the island of Trinidad. The origin of the asphalt is identical with that of mineral oil, which becomes pitch owing to some peculiar geological disposition and the movements are explained by convection currents and not by subterranean influences.

PORT OF SPAIN.

On the same day of the arrival at Port of Spain the following excursion will be arranged: A special tender will land passengers who are booked for this excursion and carriages will be at the landing to convey them to the Coolie (East Indian) Village of St. James, around the Long Circular Road, to the Maraval Reservoir. The road leads through the fine residential section of the town and further through tropical scenery and plantations of all kinds of tropical fruits. From thence it leads to the Botanical Gardens spoken of as the most beautiful in the West Indies, and ends at the Queen's Park Hotel where the passengers will find a special dinner ready. **Cost**, including landing charges, carriage drive and dinner at hotel, \$5.00. (Owing to the limited number of carriages in Port of Spain, three passengers will be placed in each carriage.)

On the following day, the steamer proceeds to La Brea, Trinidad, where passengers can visit the wonderful asphalt lakes.

Agents of the Hamburg American Line.

Paul H. Scheerer & Co., No. 41 Marine Square.

American Consulate.

Corner of Knox and Pembroke Street.

Bathing Places.

Five Islands, 5 miles from town by steamer.

Macqueripe Bay, 14 miles from town.

Buildings of Interest.

Victoria Institute, Museum, etc., Frederick Street.

Red House, Government Offices, Abercromby Street.

Cable and Telegraph Offices.

South Quay No. 26, first floor.

Rates to the United States, 98 cents per word.

Carriage Hire.

For 2 persons within town limit, 4 shillings per hour.

For 2 persons every mile, 1 shilling.

For every 15 minutes' stop, 6 pence.

Clubs.

Union Club, Marine Square.

Savannah Club, Queen's Park West.

Admission is obtained through courtesy of members.

Currency.

See Jamaica.

Excursions (Carriage).

The Queen's Park Savannah, Governor's Residence and Botanic Gardens.

Maraval Reservoir, a delightfully cool drive about four miles each way.

Drive over the Saddle, one of the finest drives in the West Indies, via San Juan, Santa Cruz and Maraval, is about 18 miles for the round trip.

Drive to Blue Basin, charming bathing place, about $7\frac{1}{2}$ miles from town each way, passing through the Coolie Village of St. James and the Village of Diego Martin.

Drive to Macqueripe Bay. This is the longest drive, about 14 miles from town each way, passing through the Coolie Village of St. James, Carenage, along the water's edge with a beautiful view of the Five Islands, and then through Tucker Valley crossing very large and well kept cocoa fields.

Excursions (Trolley Services).

There is a good modern system of tram cars, a single fare for 3d. or 6 tickets for 1 shilling. The St. Clair and St. Anns Lines run from the railway station to the Queen's Park Savannah and Botanic Gardens. The Four Roads Line runs from the railway station through the Coolie Village of St. James along the water's edge and across country to the Four Roads Terminus, making a very interesting car ride. Another line runs to Belmont, but nothing of interest can be seen on this ride.

Exports.

Asphalt, manjak, sugar, rum, cocoa, coffee, coconuts, rubber, timber and Angostura bitters.

The value of coconut exports alone is over one million pounds sterling and sugar about one-half of that amount.

Hotels and Restaurants.

Queen's Park Hotel.

Hotel de Paris.

Ice House Hotel.

Imports.

Hardware, drygoods and general provision.

Landing Place.

Custom House jetty.

Livery Stables.

F. Gordon, Woodford Street, New Town.

Wm. Collie, Maraval Road, New Town.

Hunts Stables, Abercombe Street.

Photographic Supply Stores.

Muir, Marshall & Co., Marine Square.

Arnott, Lambie & Co., Marine Square.

S. E. Jacobson, Frederick Street. (Kodak Agent.)

Davidson & Todd, Frederick Street.

Population.

The town of Port of Spain has about 60,000 inhabitants, the whole island of Trinidad about 330,000.

There are about 100,000 East Indians on the Island, these Oriental people retain the wearing of their Eastern costumes and quaint religious rites.

Postal Card and Curio Stores.

Wilsons (Glasgow and Trinidad) Ltd., Frederick Street.

Stephens Ltd., Frederick Street.

Muir, Marshall & Co., Marine Square.

Smith Bros. & Co., "Bonanza," Frederick Street.

The Home Industries & Ladies' Self-Help Association, 31 Frederick Street.

Post Office.

St. Vincent Street, corner Queen Street.

Postal Rates: Letters to U. S., 5c. for one oz., 3c. for every additional oz. or fraction thereof.

Postals, 2c.

Products.

Cocoa, sugar, cocoanuts, also rubber and cotton, but only in small quantities. The well-known Dr. Siegert's Angostura Bitters are manufactured on the Island.

Temperature.

The average temperature of the Island ranges from between 70 degrees in the morning and 88 degrees in the middle of the day and from 66 degrees in the cool December nights to 93 degrees in the hottest months, while the mean temperature is 76 degrees and the rainfall about 70 inches. The climate is very healthy during the dry season from December to April.

Shopping Districts.

Frederick Street, with Wilsons, Ltd., Stephens Ltd., and Smith Bros. & Co., the largest department stores in the West Indies.

The dry goods houses of Port of Spain are creditable establishments for even a Northern city and the cheapness of goods is quite surprising.

The Home Industries, 31 Frederick Street.

Specialities.

Home Industries Association, and the various stores above mentioned.

For coolie jewelry and Benares (East Indies) brass articles, Wilsons, Ltd., Stephens, Ltd., and Smith Bros. & Co. "Bonanza" on Frederick Street.

Travellers' Checks of the Hamburg American Line will be honored at the following places:

Paul H. Scheerer & Co., Agents of the Hamburg-American Line.

Colonial Bank.

BARBADOS.

Barbados, the most windward of the Lesser Antilles, was discovered by the Spaniards in the early part of the sixteenth century, who gave it the name of "Los Barbados," or the "Bearded," from the bearded like clumps of vines or tendrils hanging from the wild fig trees. It is one of the oldest of England's West India possessions and is about 21 miles long and 14 miles broad with an area of 166 square miles and a population of 172,000 (census 1911), being the most densely populated place in the world.

In 1605 Sir Oliver Leigh incited by tales of rich lands in the West, equipped the English ship "Olive Blossome" and sent her to Barbados, where she arrived in due time. The crew finding no Spanish settlements on the island, formally annexed it to the British Crown. It was only twenty years after the "Olive Blossome" that the first settlers arrived from England at Barbados.

During the year 1751 George Washington, then a major in the British colonial army, visited the island, and in 1805 the Little Englanders, as they call themselves, were also honored by a visit from Lord Nelson.

Barbados was never invaded by a foreign foe, but often took part in the wars that raged in the West Indies, sending soldiers to the aid of the English fighting the French in St. Kitts, Martinique and St. Lucia. In 1816 the greatest insurrection the island ever experienced took place. Cane fields and estate houses were burnt and many lives lost, but by the aid of the troops the outbreak was finally quelled.

The climate of Barbados is healthy and agreeable, the trade winds blowing steadily over the whole island, from November to May. There are no sud-

den lapses of temperature and the air is comparatively dry. Both malaria and yellow fever are practically unknown.

BRIDGETOWN.

In July 1628, a body of settlers landed on the south of the island, under the protection of the Earl of Carlisle and established a settlement which they called Bridgetown, on account of a bridge built by the Indians which they found there. The bay in which they beached their boats is called Carlisle Bay to the present time.

Though the island is mainly level the views on entering are very beautiful, comprising a broad area of landscapes tropical in appearance with golden green cane fields in the valleys, and groves of palms bending over snow white beaches.

The city of Bridgetown though full of bustle, is not very attractive. The suburbs, on the other hand are beautiful. There are villas lost in ample gardens, avenues of palms, white roads made glorious by mahogany and banyan trees, by the corelia with its orange colored blossoms, by the scarlet hibiscus, by walls buried under blue convolvulus flowers, by overstretching boughs from which hang magenta festoons of *Buginvillaea*.

On the outskirts of the town may be seen the dwellings of the negroes, tiny huts of greywood, raised from the ground on a few rough stones and covered by a roof of dark shingles.

A very attractive suburb of Bridgetown is Belleville, where reside many of the wealthiest citizens in fine dwellings set among beautiful gardens and streets lined with palms. The nearest watering place is at Hastings, where there is fine sea bathing. It is only two miles from the city and with quick connections by carriage or car.

In Bridgetown is the headquarters of the Imperial Department of Agriculture, which has done so much in the interests of English planters in the West Indies. It also possesses a fine library, several monuments and in Trafalgar Square stands a statue of Lord Nelson.

Agents of the Hamburg American Line.

Hänschell & Co., Prince William Henry Street, near Wharf.

American Consulate.

Belmont Road, half mile from town.

Buildings of Interest.

Public Buildings, Trafalgar Square.

Carnegie Library, Coleridge Street.

Carriage Hire.

By special arrangement our agents will secure carriages for our tourists for out-of-town drives. The fares will be as follows: Not exceeding one hour, 4 shillings for two adults. For every carriage drawn by two horses, double of the above rate is charged.

Climate.

The climate is most salubrious and during the months of December to March the temperature rarely falls below 64 degrees nor exceeds 85 degrees. It is very invigorating and comparatively dry during this period. The Trade Winds blow continuously from the eastward and render this Island exceedingly healthy and much cooler than any of the others.

Clubs.

Bridgetown Club, Beckwith Place.

Union Club, above Ice House Hotel in Broad Street.

Junior Club, Broad and High Streets, opposite landing place.

Admission obtained through courtesy of members.

Currency.

The currency is based same as Jamaica.

Excursions (Carriage).

Bathsheba.— $2\frac{1}{2}$ hours, 14 miles, fare \$8.00 as the road is hilly two horses are necessary. This most interesting drive is on the eastern coast of the Island and runs close to the sea for many miles, and affords really magnificent views of rugged and wild scenery. Detached masses of rock, over which the sea dashes, sending up clouds of spray fifteen to twenty feet high, raise themselves in the sea assuming different shapes and appear like huge marine monsters.

Gun Hill, 1 hour, 6 miles, fare \$4.00. Remarkable for its statue of a huge lion carved out of the solid rock, which seems to keep watch over the spot. A fine view of the Island can be obtained from here.

Turner's Hall and Boiling Spring, is a 3 hours' drive, being a distance of 14 miles, fare \$8.00, two horse carriage. A very pleasant drive and the most interesting feature is the "Boiling Spring" a little pool of water hot enough for cooking purposes, and on the application of a lighted match the gas ignites and burns.

Hotels.

Marine Hotel, beautifully situated, about two miles out, reached by trolley or carriage, splendid sea bathing is obtained close by.

St. Lawrence, about three miles out.

Bath Hotel, about three miles out.

Landing Place.

Chamberlain (Inner) Bridge.

Photographic Supply Stores.

Knight & Co., Broad Street.

Postal Card and Curio Stores.

Belgrave's Curiosity Shop and all shops in town.

Post Office.

In the Public Buildings, Trafalgar Square.

Postal Rates.—Letters to countries in the Postal Union, 5c. for the first ounce and 3c. for each additional ounce.

Post cards, 2c. each (foreign).

Products.

Sugar, molasses, cotton, rum and manjak.

Restaurant and Cafe.

Ice House, on Broad Street.

Shopping Districts.

Broad Street. Swan Street.

Specialities.

Marine specimens at Belgrave's Shop.

Women's Self Help Society.

Telegraph and Cable Offices.

In front of Ice House Restaurant. Rates to U. S., 91c. per word.

For expediency and economy insert in Cable "Via Bermuda."

Temperature.

Max.		Min.		Rain.
85	December.....	69	3.55
84	January.....	69	2.82
84	February.....	69	2.15
83	March.....	68	1.65

Trolley Service.

Services; Hastings Line, Eagle Hall Line, Roe-buck Line, Constitution Line, Fontabelle Line: All from Trafalgar Square.

Travellers' Checks of the Hamburg-American Line will be honored at the following places:

Messrs. Hänschell & Co., Agents of the Hamburg-American Line.

Colonial Bank.

MARTINIQUE.

The island was discovered by Columbus on his fourth trip in 1502 and was then called Madiana, (the island of flowers) by a fierce warlike race of Carib Indians who inhabited the place.

On July 25th, 1635 d'Enambuc took possession of the place and founded a French Colony.

Martinique is a mountainous country and of volcanic origin, the flora is of the richest and the vegetation is entirely tropical. Although less than 50 miles in length and 20 miles in breadth, there are upwards of 400 mountain peaks in this little island.

Fort de France lies at the head of a deep bay surrounded by low hills. To the West of the town is an immense grey fort whose surly walls stand half in the water and half on land, moldy and rusty from neglect. This is Fort St. Louis which played no small part in the annals of the British Navy. Fort de France is a surprise to the visitor who is acquainted with the West Indies. The place in spite of its tropical vegetation is not unlike a French country town. The crowd is composed mostly of women whose costumes mimic the daring color of the tropical birds and are attired in quaint and long dresses gathered up under the shoulders with waist-band drawn tightly under the arms. Just outside the city is the Place de la Savane. In the center of the place guarded by a clump of palms is a white marble statue of the Empress Josephine, looking back to the place of her birth, the village of Trois Ilets. The finding of this superb lady of courts and palaces, the chatelaine of Malmaison on a poor patch of land of a West Indies town, is beyond words surprising and unutterably touching.

St. Pierre, the debonair, the most delectable abode

of men in the West Indies, was swept off the earth by the fearful eruption of Mount Pelée in the month of May, 1902. The city was prosperous and well esteemed, bustling with life and rippling with gaiety. It may be that it was a little prone to pleasure and that it did not strive tediously after a high reputation for morality. If this be true the same has been said of Pompeii.

Many of the buildings left erect after the visitation of May 8th were demolished by a more violent eruption which took place on May 20th. It happily involved no loss of life but completed the wreck of the city, leaving St. Pierre as it is found to-day.

For many days before the eruption the great mountain had been showing signs of angry uneasiness, strange clouds rose out of the crater and terrible cannonadings were to be heard, while a hot and suffocating wind with fine ashes drifted upon the city. The final cataclysm that struck the city with utter desolation took place at 7:50 A. M. of May 8th. Suddenly, without a warning of any kind, the summit of the mountain seemed to open and from the lurid rent, there burst a thick and luminous cloud of flames which struck the city with terrific force and then spread out over the sea and hills. In a moment the whole of St. Pierre was ablaze from a thousand points. In another moment everything was blotted out by an impenetrable black cloud of smoke and ashes, which veiled the sun and hid the awful deed under the darkness of night. Thus in a few seconds a town was swept off the face of the earth and 30,000 people left dead and charred.

The force of the destructive blast must have been prodigious. Whole streets of houses were mown down by the flaming scythe. Walls three to four feet in thickness were blown away by the furnace blast like things of lath, while massive machinery

was crumpled up as if it had been gripped and crushed by a titanic hand. The town was raked by a veritable tornado of fire, by a hurricane of incandescent dust and of superheated vapor.

Out of the eighteen ships in the harbor one alone escaped, the "Roddam." She had only arrived the early morning and had fortunately been ordered to the quarantine station some distance off. The only human being spared the universal holocaust, was a prisoner in the dungeon of the city jail, a negro named Auguste Ciparis. The dungeon—still to be seen—is on that side of the prison which is away from Pelée.

FORT DE FRANCE.

Agents of the Hamburg American Line.

Les Fils de Caminade, Successeurs, No. 58 Bord de mer Street.

American Consulate.

No. 43 Lamartine Street.

Buildings of Interest.

Statue of Empress Josephine, in the Park opposite landing place.

Library Schoelcher.

Municipal Building.

Palace of Justice.

Gueydon Fountain.

Cathedral.

Market Place.

Cable and Telegraph Office.

French Telegraph and Cable Company, No. 17 La Liberte Street.

Rate per word to U. S., \$1.05.

Carriage Hire.

Within town limits about Francs 5. per hour.

Currency.

Francs 5 are equivalent to \$1.00.

“ 1=20c

Centimes 5=01c

Excursions (Carriage).

Didier Fountain, 7 kilometers from Fort de France.

Moutte Fountain, 5 kilometers from Fort de France.

La Redoute, Chapelle de l'Evechë, 4 kilometers.

La Dilon Sugar Mill, 3 kilometers.

Experimental Gardens of Tivoli, 6 kilometers.

Publique Savane.

Hotels and Restaurants.

Grand Hotel de l'Europe—No. 1 Victor Hugo Street.

Grand Hotel, No. 72 Amiral de Gueydon Street.

Landing Place.

Jetty facing Plaza.

Photographic Supplies, Postal Card and Curio Stores.

Leboullanger—Corner Perrinon and Schoelcher Street.

Mdlle. Barbe, No. 6 Victor Hugo Street.

Librairie Populaire, No. 3 Victor Hugo Street.

Papeterie Coloniale, No. 31 Republique Street.

Population.

The Island of Martinique has a population of about 82,000, while the town of Fort de France numbers about 18,000.

Post Office.

No. 1 St. Louis Street.

Postal Rates: Letters to U. S., 5c. per ounce.
Post cards, 2c.

Products.

Coffee, cocoa, sugar and vanilla.

Shopping District.

St. Louis Street.

Specialities.

Martinique pottery, vanilla beans, vert-et-vert, etc. can be had at the following places:

Maria Matiska, 84 Bord de mer Street.

A. Bradin, 29 Blénas Street.

Mme. Lodéon, 30 Admiral de Gueydon Street.

Temperature.

The temperature averages from 70 to 77 degrees, during January, February, March and April, and often lower owing to the frequent north winds.

Travellers' Checks of the Hamburg-American Line will be honored at the following places:

Les Fils de Caminade, Successeurs, Agents of the Hamburg-American Line.

Bank of Martinique.

ST. THOMAS.

This island is one of the Virgin group, so called by Columbus in 1493 as he swept past on his journey to Santo Domingo. This group which comprises about 100 islands, rocks and cays, lies between 18 and 19 degrees north latitude and 64 and 65 west longitude and is tropical in character. St. Thomas is 13 miles in length and 3 miles in width at its broadest. Charlotte Amelia, the capital of the island, is built at the base of a circle of green hills and overlooks one of the finest harbors in the world, being deep and land locked. The houses which cluster in the form of an amphitheatre, around three conical hills, are painted white, and with their bright red roofs, tropical gardens, and palms and creepers with bright blossoms, offer a most picturesque view from the harbor. The town which contains 13,000 inhabitants, possesses a large floating dock and is an important coaling station. The advantageous situation of the island and the perfection of the harbor of Charlotte Amelia was recognized by the blockade runners during the Civil War in the United States, much to the annoyance of the Federal government.

On the summits of two of the hills on which the town is built, may be seen the ruins of two castles, the larger, according to tradition, Blue Beard's, and the smaller, Black Beard's castle. Of the former nothing is known. Black Beard, however was a "pirate of pirates" and in the early part of the eighteenth century was the terror of the Caribbean Sea. Black Beard whose real name was Edward Teach, took to pirating in 1716, together with some mariners picked up in the taverns of Port Royal. Teach attained the highest distinction in his profession,

for in two years he became the world's greatest pirate. He is represented as a huge man, with a luxurious coal black beard growing to his very eyes and so long was this beard that he twisted it into small tails tied with ribbons and turned the ends over his ears. Teach had so harried the American Main that in 1718 the Lieutenant-Governor of Virginia offered a prize of £100. for the capture of the renowned pirate, alive or dead. Captain Maynard hit upon the resting place of the pirate at Ociacoke inlet, boarded the pirate's vessel and in a terrible hand to hand encounter, killed Edward Teach, who received in this singular duel twenty-five wounds, five of which were from bullets.

The best structures in Charlotte Amelia are on Government Hill, while the shops are on the main street which runs between the hills and the harbor. Among the islands in sight from the hills of St. Thomas, is St. John. It has fragrant forests in which pimento, bay and coffee trees run wild. Santa Cruz, another of the Virgins, belonging to Denmark, is 19 miles long by 5 miles broad and contains 25,000 inhabitants who cultivate sugar cane. The island of St. Martin with an area of 38 square miles is divided between the French and the Dutch, the latter occupying the southern part and the former the northern half. St. Bart is only 8 square miles with a population of 3,000 and belongs to France. This island during the seventeenth and eighteenth century rolled in wealth, and its port swarmed with vessels of the buccaneers. One of these, Montbars, called the Exterminator, made his headquarters here and is said to have buried vast treasures in caves along the shore. The island of St. Eustatia was for some time neutral ground during the war of American Independence and as such was used as a depot for their produce alike by the planters and the French and English Islands.

Another Dutch island, Saba, is also passed; there a handful of thrifty Hollanders inhabit an extinct crater many hundreds of feet above the sea, reaching their houses only by means of ladders hanging from the cliffs. Curiously enough even large schooners are built in this eagle's nest.

Agents of the Hamburg American Line.

Hamburg-American Line, Main Street, western end.

American Consulate.

Main Street, eastern end.

Cable & Telegraph Offices.

Main Street near the "Divan" (cigar store). Rate per word to U. S., 96c.

Carriages & Ponies.

Conveyances are to be had at the landing place.

Clubs.

"Athenaeum Club," opposite Grand Hotel.

Admission obtained through courtesy of members.

Currency.

All shops in town will accept American Currency without discount.

Excursions (Carriage).

Krum Bay and return 1½ hours.

Blue Beard's Castle, about ½ hour from town.

Manecke's Villa, 15 minutes from town.

Mosquito Bay, one hour for round trip.

Estate Tutu and return, 1½ hours.

Excursions (Horse Back).

To Louisenhøj and Ma Folie, round trip, 1 hour.

To Estate Tutu and return, 1 hour.

To the Lighthouse and return, 1½ hours.

To Krum Bay or John Bruce Bay and return, 1 hour.

Excursions (Trips of Interest).

Ma Folie with the "Venus" Pillar erected by the Brazilian astronomers in commemoration of their stay here, when Venus crossed the sun, Dec. 6th, 1882.

Hotels and Restaurants.

Grand Hotel, near the Landing Place.

Italian Hotel, Main Street.

Landing Place.

King's Wharf.

Population.

Charlotte Amelia is the only town and has a population of about 10,000.

Postal Card, Curio & Photographic Supplies.

Jno. Lightbourn, Main Street.

Taylor's Book Store, Main Street.

E. Fraas, Main Street.

Post Office.

King's Wharf (the landing place).

Shopping District.

Main Street.

Ch. Delinois & Co. (Panama Hats).

Specialities.

Bay Rum, St. Croix Rum, Panama Hats, Danish terracotta (Thovaldsens'), jellies and marmalades.

Travellers' Checks of the Hamburg-American Line will be honored by

Colonial Bank, Main Street.

BERMUDA.

Bermuda, discovered in 1515, by Juan Bermudez, commander of a Spanish vessel, hence the name. The first landing expedition was in 1543, by Ferdinand Cannelo, who carved his name and a cross on a rock known as Spanish Rock on the south shore, which is frequently visited by tourists.

There are five large islands, the Mainland, St. George, St. David's, Somerset and Ireland. The area of the island is about twenty square miles, and its population, 25,000. Altogether, there are 365 islands, one for each day of the year.

The temperature rarely goes below 60 degrees in winter, and is tempered by the Gulf Stream breezes and great flow of torrid waters, which form an effectual barrier to the northern blizzard; so that life out of doors is delightful.

A complete transformation from winter to early summer in two days—to lands where flowers bloom in profusion, where ocean bathing is a daily pastime and where the day can be spent in the open air and sunshine of a most delightful and invigorating climate: this ideal spot is Bermuda—a group of coral islands, lying in the Atlantic in a southeast direction from New York and distant about 700 miles.

The scenery is magnificent and presents a strange combination of tropic and northern aspects, dense woods of cedar covering all the islands. The islands are intersected by miles of perfect roads, centering in Hamilton, the leading town of Bermuda. Groves of palm, mango and other trees border the roads in every direction, while the sparkling white cottages sprinkled among the trees lend a picturesque addition to the landscape.

Bermuda has for many years been the chosen

winter resort of the elite of American society, and the season is always one of marked gayety and brilliancy. The presence of naval and military representatives of Great Britain—to whom these islands belong—contributes greatly to the social attractions of the place.

There are many places of interest on these beautiful islands that can be thoroughly enjoyed. There are the great fields of Easter lilies, 30 and 40 acres in extent, presenting a most striking spectacle when in bloom; in fact a great variety of beautiful flowers and vines flourish here.

Carriage drives can be taken to visit such places as the South Shore, where a long line of continuous and imposing cliffs broken in many places by the most fantastic forms through the ceaseless turmoil of sea. A magnificent surf can be seen breaking upon the barriers and long stretches of sloping beaches where the sand is beautifully white. Sea bathing in exquisite ocean blue water can be enjoyed here at all seasons.

Harrington Sound is a beautiful salt lake of considerable size, having a very narrow outlet into the sea. Upon the northern shore of the Sound are the famous Walshingham, Crystal and Joyce's caves, ornate with stalactites, the residence of Thomas Moore, the famous poet, and also Moore's storied calabash tree, Neptune's Grotto or the Devil's Hole, a small lake about 30 feet deep, which has a subterranean connection with the sea, and the ebbing and flowing of the tide give forth a most uncanny sound in which superstition recognized the labored breathing of his satanic majesty, hence its name.

In the lake are gathered about 200 fish of all varieties to be found in Bermuda waters. The fish are accustomed to visitors, and thrust their heads out of water for bread.

Gibbs' Hill, upon which is Gibbs' Lighthouse, a shaped tower of 130 feet in height. The height of the gallery is 105 feet, and this is reached by a circular staircase inside the tower, from which a magnificent view of the island is obtained. The drive to the light is one of the finest in the island.

Sea Gardens.—On a still day the bottom depths can be seen and studied from 15 to 30 feet deep in glass bottom boats and the myriad wonders, fishes and beauties of its depths are plainly revealed. Objects, which appear to reach nearly to the surface, are found to be so deep that vessels pass safely over them. Beautiful corals and sea fans yield readily to the grappling irons with which every boat is provided.

Hamilton is provided with very good hotels, such as the Hamilton, Princess, Frascati, Kenwood, Imperial, etc. Very good carriages at reasonable rates, about 4s. per hour, are to be had for drives and excursions.

Briefly, a more ideal place to spend a delightful stay can hardly be desired.

Agents of the Hamburg-American Line.

W. T. James & Co., 43 Front Street.

American Consulate.

Hamilton, Maxwell Greene, Front Street.

Cable and Telegraph Offices.

Hamilton, Front Street.

St. Georges, Market Square.

Rate per word to U. S., 42 cents.

Carriages.

K. King, Princess Hotel.

J. Darrell, Hamilton Hotel.

Rate, about \$1.00 an hour.

Albert Spurling.

Clubs.

The Royal Bermuda Yacht Club.

The Hamilton Dinghy Club.

Admission obtained through courtesy of members.

Currency.

English Currency. See Jamaica.

Excursions. (Carriage.)

Eastern drive from Hamilton.

The Caves, visiting on the way Devil's Hole, on to St. Georges and return, about 24 miles.

Western Drive from Hamilton.

Lighthouse, 10 miles.

Places of interest:—Caves "Admiral's," "Crystal," Tom Moore's House and Walsingham Caves, by way of Devil's Hole.

Hotels.

Hamilton.—The Hamilton, Princess, Kenwood, Frascati, American, New Windsor, Imperial, and boarding houses.

St. Georges.—The St. George Hotel.

Industry.

Manufacture of arrowroot.

Landing Place.

Hamilton, Front Street. Tenders convey passengers from and to steamer at Grassy Bay. (20 minutes.)

Livery.

See "Carriages."

Photographic Supply Stores.

N. E. Lusher & Son., Queen Street.

Wm. Weiss & Co., Reid Street.

Places of Interest.

Hamilton.—Parliament House, Bermuda Library, Cathedral, Regimental Parade Grounds.

Population.

Hamilton, about 5,000.

Bermuda, about 25,000.

Area, 25 square miles.

Postal Card and Curio Stores.

Front and Reid Streets.

Post Office.

Postal Rates:—Letters, 5c., Post cards, 2c.

Products.

Easter lilies, onions, potatoes.

Shopping Districts.

Front and Reid Streets.

Specialties.

Pearman & Co., opposite Hotel Hamilton.

Mme. Louise, Queen Street, Hamilton.

Temperature.

December to April:

Minimum 58 degrees to 61 degrees.

Maximum 72 degrees to 74 degrees.

Bathing Places.

Spithead Café.

By boat from Hamilton, 20 minutes.

By carriage from Hamilton, 30 minutes on the Lighthouse route.

By ferry, from Front Street to Isle of Wight, 3 to 5 minutes.

Elba Beach, Surf Bathing.

By carriage 15 minutes from Hamilton.

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