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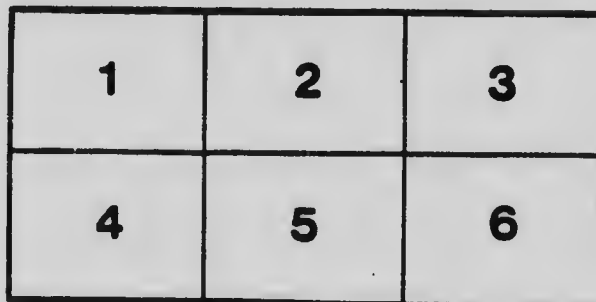
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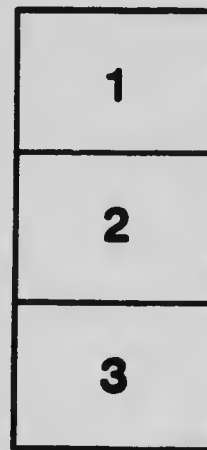
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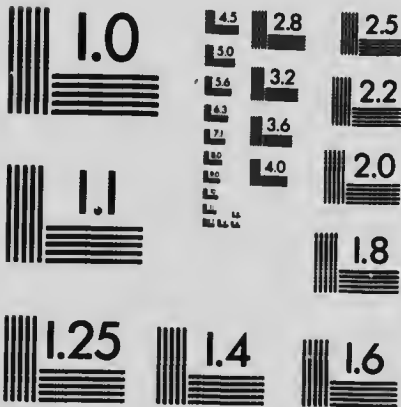
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*Entrance
to
Harbour,
St. Lucia.*

FOREWORD

The brief notes printed in the following pages cover but a small section of the subject. One of the striking points in connection with the British West Indian Colonies is their variety of appeal. Not only do those in search of a pleasurable holiday find unsurpassable opportunities in Caribbean waters, but these Western Islands contain items of absorbing interest to "all sorts and conditions of men." Botanists, and indeed students of natural history of all descriptions, will meet many unfamiliar species. An expert has counted over a hundred different varieties of ferns in one of the Jamaican valleys. The patriot and the student of history are interested at every step. Philosophers and psychologists have ample material here, whilst the artist cannot but revel in the beauty of colour spread hourly before him.

But above all, the soft air and bright sunshine which prevail in the West Indies through the

FOREWORD

winter months — so dreary in the northern climates—form an irresistible attraction to convalescents and to all whom health, or desire for sunshine, may impel to winter abroad.

The matter contained in this booklet has been arranged in three sections :—

Section A points out a few of the general characteristics.

Section B furnishes information (including plans of each island) useful to the traveller as he pursues his journey.

Section C contains particulars of where to book, the conditions of passage, a short bibliography, etc., etc.

Suggestions as to what tours can be made, their cost and duration, will be found in the loose inset.

Acknowledgment must be made to Mr. Algernon E. Aspinall, Secretary of the West India Committee, for permission to use certain photographs reproduced here and for general assistance.

A Native Market.



SECTION A.

**GENERAL ATTRACTIONS
OF THE WEST INDIES.**

A "BIRD'S-EYE" VIEW.

Let us imagine a traveller untied by the trammels of steamship connections voyaging at pleasure in the Caribbean Sea. A few days after leaving Bermuda he finds himself passing St. Thomas, the most important of the three Danish colonies (the others being St. Croix and St. John). From St. Thomas, proceeding southward, he reaches the British colonies of St. Kitts, Nevis, Antigua and Montserrat.

Danish

British

The French island of Guadeloupe comes next, and then British Dominica. Suddenly the bunting changes again to the French tricolour, with Martinique the birthplace of the Empress Joséphine, and our traveller is awed by the traces of the tragedy of Mont Pelée. The British colonies of St. Lucia, St. Vincent, Barbados and Grenada follow in swift succession.

French

Our imaginary "bird's eye" tourist continues his voyage past Trinidad, and skirting the Venezuelan Coast passes the Dutch islands of Buen Ayre, Curaçoa and Oruba, and the Colombian Coast, reaches Colon, from whence by travelling to Panama it is easy to obtain a view of that modern marvel of engineering, the Panama Canal. Continuing northwards, he finds himself in Cuba, a newly-established Republic, reft from Spain in 1898, and returning southwards he reaches Jamaica, where once more he touches British soil. From Jamaica proceeding eastward, he sights the large island of Haiti, divided into two Negro Republics, and next the island of Porto Rico under the ægis of the Stars and Stripes.

Dutch

U.S.A.

Negro
Republics

Thus faring he will have "rung the changes" upon no less than six nationalities. There is much history involved in these mutations, whilst the Spanish place-names which meet him in every direction speak most



*West Indian
Negresses
Marketing*

eloquently of a seventh nation from whom the sceptre of West Indian Empire has completely passed.

HISTORY.

Before the 15th Century, history is dumb as far as these islands are concerned. When Columbus brought them within the ken of Europe in 1492, two aboriginal races were in possession, the Arawaks and the Caribs. The former, of a mild and unwarlike nature, were speedily subdued; but the Caribs gave considerable trouble. So fierce was their resistance that by the peace of Aix la Chapelle in 1748, Dominica, St. Vincent, St. Lucia and Tobago were declared neutral as being completely in their hands. An early French Governor of St. Lucia married a Carib princess to propitiate them, and the cliff named "Morne des Sauteurs" in Grenada embodies the fact that *there* the last survivors leaped over the rocks to avoid capture by the French.

Aborigines

Mixed Marriages

The first stage in the present development was the establishment of Spanish dominion under the blessing of a Papal Bull. The next stage witnessed the struggle by the bolder spirits of other nations to wrest from them their supremacy. The British adventurers of the "spacious days of glorious Queen Bess" have made this era for ever famous. Drake, Frobisher, Hawkins and Raleigh are only the best known English mastiffs who, with "semi-official" sanction, worried the Spanish bloodhounds in the New World. The thorough-going outlaws of later date took up the tale. Buccaneers and Filibusters preyed on all alike. Blackbeard (the infamous John Teach) is a typical example. It is narrated of him that he wore his famous beard plaited in three strands, each a foot in length. "He was kind to his fourteen wives as long as he was sober, and never murdered

Spanish Dominion

British Adventurers

Buccaneers



Ruins of Montpelier House, Nevis, in which Nelson's wedding was celebrated; together with facsimile of entry of the marriage certificate from the registry of Fig Tree Church.
(See pages 47-8.)

187. *
V. arch. H. Horatio Nelson, Esquire, Captain of his Majesty's
Ship the *Bonaparte*, to Francis Herbert Nisbet, Widow.

HISTORY

above three of them." Port Royal (Jamaica), the precursor of the modern Kingston, was founded by the Buccaneers, and Morgan, one of their most famous leaders, became the British Lieutenant Governor of the island. Then came the firm establishment of the British, French, and (in a few cases) Danish and Dutch, the Spanish retaining possession of but a few of the islands.

Buccaneers

Morgan

**Newcomers
Established**

Next, Briton and Gaul struggled for predominance, and some of the most decisive naval battles between them were fought in West Indian waters. The rapidity with which the islands altered and realtered their nationality is quite bewildering. The little island of Tobago, for instance, originally Dutch, changed hands five times between 1662 and 1667. Then the French and British were alternately in possession through seven successive changes, until the peace of 1814 gave it finally to Great Britain. Barbados is the only island which has been solely under British control since its first colonisation.

**Franco-
British
struggle**

Scenic St. Lucia with its magnificent harbour is indissolubly linked with the glorious victory of Rodney over De Grasse of April 12th, 1782, won by the tactics, afterwards generally employed, of "breaking the line" and cutting the enemy's fleet in two.

**Rodney at
St. Lucia**

A century later, in 1805, the British West Indies witnessed one of the longest and most famous sea chases in history. Villeneuve, with a great French fleet, had given the British cruisers the slip and sailed for an unknown destination. Horatio Nelson guessed the secret and hurried after him westward. He chased the French from Trinidad to Grenada, from Grenada to St. Vincent, from St. Vincent to St. Lucia, and, had his cruisers been fleetier, would have caught them off the coast of Jamaica. But again Villeneuve slipped away, again he crossed the ocean with the British

**Nelson's
famous
chase**



*The Gorgeous
Scenery of
St. George's,
Grenada.
(See pp. 15 & 39.)*

GORGEOUS SCENERY

bulldog on his track, and was brought to bay finally and smothered at the decisive battle of Trafalgar.

Trafalgar

Such is the nature of the HISTORIC MEMORIES which cluster around these islands, and the hearts of British voyagers must be dead indeed if they do not warm as memorial after memorial of bygone heroism is pointed out to them. Between St. Lucia and Martinique stands a lonely sea-girt crag called "Diamond Rock." It was garrisoned by Commodore Hood at the beginning of 1804. Here a British R.N. lieutenant with 120 men and boys held out for 18 months, until forced to surrender. And it took a French squadron of two seventy-fours, a frigate, a corvette, a schooner, and eleven gunboats to do it!

Diamond
Rock

GORGEOUS SCENERY.

"Great palms, which seem taller than the tallest poplars, straight and cylindrical as those of a Doric temple." These are the glowing terms in which Charles Kingsley describes the Cabbage Palm, the tree which dominates most of the West Indian landscapes. Ferns and feathery tropical foliage of every description gladden the eyes throughout; but the characteristic which stands out above all else is the gorgeous colouring of land and sea and sky. This fact strikes home the moment the anchor drops at Barbados and our good ship is surrounded by the picturesque and clamorous boatmen of "Bimshire." It is intensified as we progress, and after our return remains as the abiding impression. Most of the islands are volcanic in origin, and what we see is a little more than summits of tall peaks arising from the earth crust, covered for the greater portion of their height by the ocean waters. Crag and rocks, hills and vales are consequently met with everywhere.

"Cabbage
Palms"

Islands of
volcanic
origin



*Barbados—
Hard at work
with Sugar Canes
(See page 13.)*

GORGEOUS SCENERY

Barbados (which is of purely coral formation) and part of Artigua, form the exception. Yet flat as it is, Barbados contains many features which seldom fail to appeal to the visitor, and remove the unfavourable impressions made by Bridgetown. The eye roams with peculiar appreciation over fields of feathery sugar cane swaying in the soft sea breeze, interspersed with picturesque windmills hard at work on the manufacture of muscovado sugar, so dear in our childhood's days. Numerous ravines clothed with a wealth of tropical vegetation dot the hilly "Scotland" district and form ideal picnic grounds.

Barbados

Steaming into Trinidad, between the "Dragons' Mouths" as Columbus named them, our good ship passes up a narrow channel through really impressive scenery. Within easy reach of Port of Spain lie the "Five Islands," a series of fairy gems. Inland sparkle pretty waterfalls, the finest being that of Maracas, where the spray dashing over a perpendicular rock clothes with liquid sun-irradiated gems, the ferns and tropical vegetation that line the cliff.

Trinidad

Variations on the same theme occur everywhere; the greatest diversity in one island occurring at Jamaica. Here the attractions range from the fertile and diversified plain upon which lies Kingston, its capital (a landscape most admirably described in "Tom Cringle's Log"), to the Swiss-like grandeur of the hills, which, towering one above another beyond the plain of Liguanea, culminate in the majestic "Blue Mountain Peak." Many see in the romantic valley of Ocho Rios, where ferns of every variety drape the banks *for over two miles*, one of the finest natural parks in any land. "In fact, wherever you turn in the wonderful island of Jamaica," writes a recent traveller, "you find some new form of beauty. In the 'Bog Walk' you

Jamaica



*"Royal Palms,"
St. Vincent
Botanical Gardens.
(See page 17.)*

traverse a Highland glen. Buff Bay is almost alpine in character. Mandeville suggests the Surrey Hills. But everywhere there is an indescribable tropical richness superadded to the northern forms, and the bays on the coast have no parallel out of the tropics." **Jamaica**

The mountain-top character of most of the islands is emphasised again and again in the landscape. The "Grand Etang" of Grenada, a fresh-water lake nearly three miles round, set amidst delightful scenery, is but the crater of an extinct volcano. The Soufrière springs in St. Lucia, with their hissing and bubbling cauldron of black water, the historic "English Harbour" of Antigua, "Mount Misery" the bold volcanic crater which dominates St. Kitts, the sulphur springs of Montserrat, and the far-famed "Boiling Lake" of Dominica are all of them eloquent of the sleeping seismic forces of nature. Each one of the islands affords distinctive features; but, amidst them all, stands out the superb loveliness of Dominica. Here towering hills, whose intervening valleys gleam with gorgeous vegetation, unite with sublime waterfalls and scarcely penetrable forests to create an impression of wild yet dainty charm, hardly equalled in any clime. **Grenada**
St. Lucia
Antigua
Dominica

EXOTIC GLORIES.

It is a curious fact that practically all the striking and useful plants of the West Indies have been imported from other lands. For this reason, nursery gardens on a grand scale play an important part in their economics. Some of the botanical gardens are wonderful, all are worth visiting. Their practical side lies in the selection and creation of improved varieties of the plants grown for commercial purposes. The plantations of Dominica, Grenada, St. Kitts, St. Lucia, and Tobago are invaluable in this **Colonial Gardens**
Magnificent Plant Life



*Ne-ro Homes
at West
Indian Scenery.*

respect; but some of those in other centres present perfect pictures of beauty, and display to the traveller curiosities which he is unlikely to see elsewhere. The fine gardens in Georgetown, Demerara, are specially rich in water plants. The Victoria Regia lilies and Nymphaeas of all colours present a gorgeous spectacle. The collection of animals from the equatorial hinterland is unique. Tiger-cats, labba, acowries; tapirs and water-hasses (web-footed guinea pigs) flourish here as in their native habitat. The gardens of Trinidad are of classic fame: Charles Kingsley chants their praises in "At Last." Picture if you can, clumps of bamboos over a hundred feet high, gigantic umbrella trees of still larger dimensions, and orchids of the rarest varieties rioting weed-like in all directions! The St. Vincent gardens are the oldest in the West Indies. It was to bring them plants that the "Bounty" sailed. The story of the mutiny on board and the peopling of Pitcairn Island are familiar "to every schoolboy."

Botanical Gardens

Botanical Gardens Trinidad

Mutiny of the "Bounty"

MEN AND MANNERS.

Peter Martyr relates that it was a frequent practice of the Spaniards to murder the Indians "for sport," or "to keep their hands in." However that may have been, the aboriginal races have practically disappeared.

Aborigines "Wiped Out"

The first negroes were introduced in 1503 to supply the demand for labour. Trading in negro slaves became a regular (and very horrible) traffic; British national heroes like Sir John Hawkins and Sir Francis Drake taking part in it. Thence has resulted the bulk of the present black population of the West Indies, descendants of slaves emancipated by the Act of 1833. The gay insouciance of their ancestors is still with them. The African love of colour shows itself in the

Negro Slaves

Black Population



*Coolies from
Hindustan
"at home" in
Trinidad.*

dress of male and female alike. There is no sight more impressive in its way than that of a "Gentleman of Colour" out to kill! unless it be that of the "Black Lady" for whose edification he has arrayed himself!

Black
Population

Besides the negroes, there are colonies of East Indian immigrants. These natives of Hindustan are occupied in agricultural pursuits, and are mostly found in Trinidad and British Guiana. Their quaint costumes and dark skins form a striking feature completely in harmony with the West Indian setting.

Coolies

The term "Creole" simply implies birth in the West Indies from European parentage. Sometimes it is even extended to animals, and we hear of "Creole" cows, dogs and horses.

Creoles

In the palmy days of cane sugar, the West Indian planters were many of them very wealthy men. Sumptuous houses of the *ancien régime* like "Lord's Castle" in Barbados; "King's House" in Spanish Town, Jamaica (on which £21,428 were expended); "Rose Hall" near Montego Bay, Jamaica (which cost £30,000); and many others of less palatial pretensions attest the fact. Absenteeism, combined with "bad times," wrought their downfall; but the tide has now turned and the latter-day Anglo-Saxons in the West Indies are fairly prosperous men of business, as cultured, as fond of fun and sport, and as hospitable in their instincts as their more luxurious forefathers.

Palmy Days

Grand Houses

SPORTS AND PASTIMES.

No reader of "Pickwick" will ever forget the cricket match played (in his fertile imagination) in the West Indies by the lively Jingle. It is a pleasant sight to see the black piccaninnies, clothed in innocence, hard at play, with sugar canes for wickets,

"Pickwick"



*A R.M.S.P. Steamer
at
St. George's, Grenada.*

SPORTS AND PASTIMES

palms for bats, and anything they can get hold of for balls. The national game actually enjoys the "height of popularity." Most of the Colonies, notably Trinidad, Demerara, Jamaica, Barbados, and Antigua have excellent facilities for cricket, lawn-tennis, golf, and croquet, *and welcome visitors*. Good race-courses, too, are not uncommon (*pari-mutuel* system in vogue, with a consequent immunity from blackguardism).

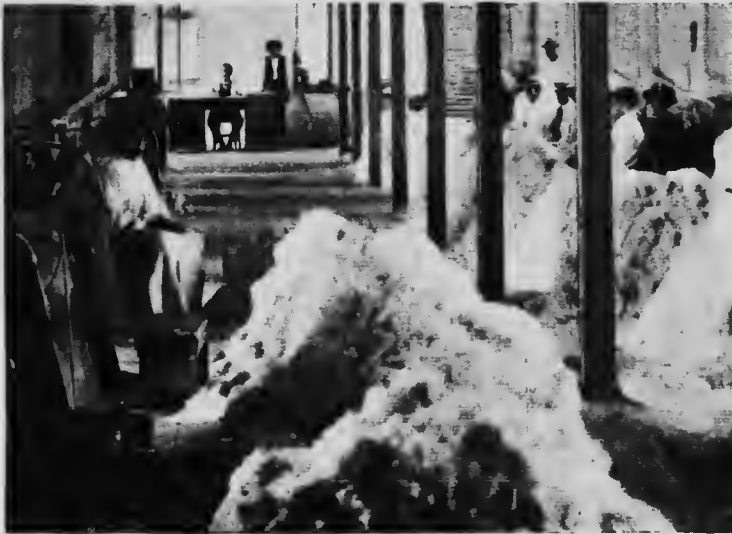
Cricket

Tennis,
Golf

Race-courses

The Savannah at Trinidad deserves more than a passing mention. An open space of 130 acres, it is the locale of all sports. Here that fine cricketer "Plum" Warner received his early training. Round the inner pleasure ground circle electric trams. The fine asphalted walk in the cool of the evening provides a delightful promenade, patronised by the *jeunesse dorée* of all ranks, whilst myriads of fire-flies add the adornment of living gems to the brilliance of the scene.

Famous
Trinidad
Recreation
Ground



*Cotton
Factory
in the
West
Indies.*



*Bridgetown, Barbados,
showing Public Buildings
and Mule Trams.*

SECTION B.

TOPOGRAPHICAL DETAILS.

The following notes will be found useful to passengers. The information has been carefully brought up to date; but the Company can undertake no responsibility for any possible alterations or errors.



ANTIGUA (St. John's).

R.M.S.P. Services.—Fortnightly from and to Halifax, N.S., by Canada-West Indies Steamers, and fortnightly from and to Trinidad by Intercolonial Steamers.

**ANTIQUA
ANTILLA**

Landing.—By Tender. Passengers 1s. 6d. single, 2s. 6d. return. Baggage, 6d. per ordinary package and 2d. per small parcel (hand baggage).

Currency.—English.

Conveyances.—Buggy for two people, 1s. per mile; for four, 1s. 6d. per mile.

Hotels.—The "Globe," corner of Thames Street and St. Mary's Street, 8s. 4d. a day; special terms for more than a week. Also "Esperanza House Hotel."

Cable Office.—Quarter of a mile from landing.

Post Office.—100 yards from wharf.

Excursions.—The dockyard at English Harbour, 12 miles from St. John's, 20s.; Fig Tree Hill, a day's drive, 20s.; Wallings Water Works, 10 miles from St. John's, 12s.; the Central Sugar Factory at Gunthorpe's, 3½ miles from St. John's.

N.B.—The Steamers do not remain long enough to enable *transit* passengers to make any of these excursions.

Places of Interest.—The Anglican Cathedral; the Court House; the Fort; the Cotton Factory, 15 minutes' drive.

Curios.—José Anjo, S. n's.

ANTILLA (Cuba).

R.M.S.P. Services.—Fortnightly to and from New York and Europe by Main Line Steamers.

Landing.—By shore boat. Fare \$1 return.

Currency.—U.S.A.



Hotel.—“Hotel Antilla,” from \$3.50 a day (American plan).

Railway.—To and from Havana and Santiago, and all parts of Cuba.

Excursions.—By local steamers across Nipé Bay to Preston (one of the largest sugar mills in Cuba); to Felton (ironworks); and Saëtia (sugar cane fields and grape fruit groves).

The cities of Havana and Santiago are easily accessible by railway; visitors to the former should visit Mr. Foster's office (corner Prado and Central Park) for all information regarding sightseeing, shopping, etc. At Santiago the principal hotels are “Casa Granda,” “Venus” and “Luz.”

Conveyances: 20 cents for one, 10 cents each additional passenger; by the hour \$1 within and \$1.50 outside city radius; but a bargain should be struck beforehand.

BARBADOS



BARBADOS (Bridgetown).

R.M.S.P. Services.—Fortnightly from and to Halifax, N.S., by Canada-West Indies Steamers, and fortnightly to and from Europe and New York by Main Line Steamers.

Landing.—By shore boat, 1s. per passenger.

Currency.—English; American gold is accepted at £1 os. 6d. per \$5.

Hotels.—"Marine" at Hastings, from 10s. 5d. to 16s. 8d. per day; "Balmoral" at Hastings, 8s. 4d. to 10s. 5d. per day; "St. Lawrence" at St. Lawrence (four miles from Bridgetown) (8s. 4d.); "Icehouse" at Bridgetown (8s. 4d.); "Crane" at Crane (13 miles from Bridgetown) (10s. 5d.); "Beachmount" (8s. 4d.) at Bathsheba.

Tea and Refreshment Rooms.—Women's Self Help, Broad Street; Da Costa & Co., Brcad Street.

Post Office.—Public Buildings, Trafalgar Square.

Cable Office.—Corner of Broad and McGregor Streets.

Photographic Materials.—Knight & Co., corner of Broad and Prince William Henry Streets; L. W. Sampson, corner of Swan and Prince William Henry Streets.

Curios.—S. W. Herbert and W. N. Julien in McGregor Street; G. G. Belgrave in Broad Street.

Market.—Near the centre of the town; open from 6 a.m. to 6 p.m. excepting on Saturdays, when it is open until 9 p.m. The most interesting time for the streets and markets in Bridgetown itself is Saturday night.

Excursions.—Many delightful Carriage Drives are available, varying from 6 to 16 miles, and costing (for carriage hire) from 14s. to 40s. Double carriages cost 8s. per hour; single, 4s. per hour; with driver, £2 10s. od. per week.

A daily Rail Service from Bridgetown to Bathsheba (1½ hours) provides an interesting expedition.

Motor Cars, seating three or four persons, can be hired from the Bridgetown Garage and J. G. Johnson & Co. for a round trip to places of interest; time taken, 5 hours; cost, £5. Other excursions by arrangement; cost, £1 0s. 10d. per hour (min. £3 2s. 6d.).

Car Services (Mule traction).—Every half hour from Trafalgar Square by the following routes:—

St. Lawrence (for Hastings), 4 miles; Belfield 2 miles; Be'veille, 1½ miles; Fontabelle, 1½ miles; Roebuck, 1 mile.

Buildings of Interest in Bridgetown.—St. Michael's Cathedral; Council Chamber; House of Assembly.

BARRANQUILLA
BERMUDA

BARRANQUILLA.

(See Puerto Colombia.)

BERMUDA (Hamilton).

R.M.S.P. Services.—Fortnightly from and to Halifax, N.S., by Canada-West Indies Steamers. Also weekly in summer, and twice weekly in winter, from and to New York.

Landing.—By tender from Grassy Bay.

Currency.—English, but U.S.A. money is also accepted.

Conveyances.—Carriages (to seat three persons)—Rates according to distance, or by day at \$3 to \$4. Roads excellent. Motor cars prohibited.

Hotels.—In Hamilton—"Hamilton," 16s. 8d. a day; "Princess," 16s. 8d. a day; "American," 12s. 6d. a day; "Kenwood," 10s. 5d. a day; "Imperial," "New Windsor," "Allenhurst," and "Point Pleasant." In St. George's—The "St. George."

Cable Office.—6, Front Street.

Clubs.—Royal Bermuda Yacht Club, Front Street. Hamilton Dinghy Club, Reid Street. Visitors may become honorary members by letter of introduction to a member.

Post Office.—Water Street.

Photographic Materials.—N. E. Lusher & Son, Queen Street; E. P. Roe.

Curios.—N. L. Peniston, Church Street.

Excursions.—St. George's (the ancient capital)—Visiting en route Devil's Hole (a natural aquarium) and the Crystal Cave; 25 miles there and back; single carriage, 20s.; double carriage, 40s. St. Peter's Church, in St. George's, is worth visiting.



*Central America—
Fisherman making net.*

CARACAS (Venezuela).

Reached by rail from La Guaira in connection with the R.M.S.P. fortnightly Intercolonial Steamers from Trinidad.

Currency.—Venezuelan (See La Guaira).

Conveyances.—Electric Cars from Plaza Bolivar to any part of the town, Bs. 0.25 per passenger. Motors, Bs. 12 per hour. Carriages, Bs. 8 per hour. Cabs, Bs. 4 per hour.

Hotels.—"Grand Hotel Klindt," Bs. 8 to 20 each person per day; "Gran Hotel," Bs. 10 to 25 each person per day; "Hotel America," Bs. 10 each person per day.

Photographic Materials.—May be obtained from Messrs. Rivas & Eraso, Guinand Freres, Salvador Alvarez Michaud, Constanzo Vanzina, Arvelo & Phelps.

Buildings of Interest.—National Congress, University, Panteon, Museo Boliviano, Fine Arts Academy, Military School, Federal Palace, Municipal Hall, Courts of Justice, Financial Department, National Library.

There are also some interesting avenues and parks.

There are three good theatres in Caracas.

Trains leave for La Guaira, 8.30 a.m. and 3 p.m. Return fare, Bs. 18. Time spent on the journey, 2 hours.

CARTAGENA (United States of Colombia).

R.M.S.P. Services.—Fortnightly to and from Europe and New York by Main Line Steamers.

CARTAGENA

Landing.—From steamer to wharf. Passengers are conveyed to the city by rail; fare 5 cents. Transit passengers land on the homeward voyage only.

Currency.—All prices are quoted in U.S.A. gold. The current rate of exchange for Colombian money is from 98 to 100 pesos to the dollar.

Conveyances.—\$0.80 per hour for one or two persons; \$1 per hour for three persons; \$1.20 per hour for four persons.

Hotels.—"Walter's," Calle de San Augustin, \$2.50 a day; "Mariani's," Calle del Cuartel, \$2.50 a day.

Cable Office.—Plaza Cristobal Colon.

Curios.—"Walter's" Hotel, Calle San Augustin.

Market.—Paseo de la Independencia, open from 4 a.m. to 5 p.m.

Excursions.—Tourists should proceed through the city by the following route, occupying 2/3 hours:—

(1) On foot:—Cristobal Colon Square; San Pedro Claver Church; Calle San Juan de Dios; Calle del Inquisition; The Cathedral; Archbishop's Palace; Calle de la Caserna; Seashore of Chiceria; Boquetillo Village; by the walls to Santa Clara; The Tombs; Suburb of Cabrero; by the walls to Santa Lucas; through the tunnel; Boquete Gate.

(2) Then drive to:—Fortress of S. Felipe; foot of La Popa Hill; across the bridge to Manga Island; through Calle Central and Calle Royal; across the Roman Bridge; through Calle Ajada and Calle Larga; the market; Independence Square.

Railway.—Daily to Calamar, a port on the Magdalena River, leaving Cartagena at 7 a.m.; also at 10.30 a.m. on Monday, Wednesday and Friday. First class fare \$2.50.

CARUPANO (Venezuela).

R.M.S.P. Services.—Fortnightly to and from Trinidad by Intercolonial Steamers.

Landing.—By boat, 50 cents per passenger, without luggage.

Currency.—Venezuelan (See La Guaira).

Conveyances.—\$1 per hour.

Hotel.—“Victoria,” \$2 per day.

COLON (Panama).

R.M.S.P. Services.—Fortnightly between Colon and Europe and New York by Main Line Steamers. Frequent sailings from Panama to South Pacific ports.

Landing.—From steamer to wharf.

Currency.—U.S.A. The Panama local dollar (silver currency) equals 50 cents U.S.A.

Conveyances.—20 cents (silver) per person within city limits; \$1.50 (silver) per hour; double fares after 10 p.m.

Hotels.—COLON: “Imperial” from \$1 a day. “Washington,” from \$3 a day (European plan).

PANAMA: “Tivoli” and “Central,” \$3 to \$5 a day (American plan).

Cable Offices.—COLON: Front Street; PANAMA: Avenida A.

Photographic Materials.—COLON: Irvin & Thomas, Front Street; Vibert & Dixon, Front Street; PANAMA: Panama News Agency; Irvin & Thomas.

Curios.—COLON: Irvin & Thomas; Vibert & Dixon; Aldao Bros. and P.R.R. News Agency, all in Front Street; PANAMA: I. L. Maduro, Jr., Cathedral Square.

Excursions.—From COLON: Visit De Lesseps' Palace (now the offices of the Isthmian Canal

COLON



Commission) in Cristobal and the statue of Columbus, presented by the Empress Eugénie. The Atlantic entrance to the Panama Canal may also be viewed.

Visit also (1) the Colon Hospital, thence round Manzanillo Island, Toro Point, (2) the new wharves and cold storage plant at Cristobal, and (3) the Canal works.

The Railway from Colon runs a service thrice daily to Panama (single \$2.40, tourist return \$4). Special trains for sightseeing are run over the Atlantic, Central, and Pacific sections of the Canal; for information consult the R.M.S.P. Co.'s agent at Colon.

From PANAMA: Drives to Ancon Hospital and Balboa Wharf. The following should be visited:— The Cathedral, Theatre, President's Palace, San Domingo Church, the Old Fort (Las Bovedas) and the interesting daily markets (best time 8 a.m.).

DEMERARA (Georgetown).

R.M.S.P. Services.—Fortnightly from and to Halifax, N.S., by Canada-West Indies Steamers, and fortnightly to and from Trinidad by Intercolonial Steamers.

Landing.—From steamer to wharf.

Currency.—English ; but prices are usually quoted in U.S.A. currency.

Conveyances.—Georgetown Stables, High Street ; Croal Street Stables ; Victoria Stables ; 4s. per hour.

Motor Cars on hire at moderate prices. Apply to Booker's garage ; the Motor Garage Co., Ltd. ; Mr. J. C. Whitney ; and Georgetown Stables.

Hotels.—Georgetown : "Victoria," 18, High Street, 6s. 3d. a day ; "Park" and "Tower" in Main Street.

Upper Essequibo River : The "Rockstone" (owned by Messrs. Sprostons) from 10s. a day. Messrs. Sprostons also have rest houses at Wismar, Tumatumari, Mount Everard, and Arakaka.

Cable Office.—Royal Agricultural Society's Bldgs.

Post Office.—North Street.

Curios.—Stabroek Market.

Markets.—Stabroek, Cummingsburg, and Bourda, should be visited in the early morning or on Saturday afternoon.

Places of Interest.—Botanical Gardens ; Museum ; Anglican Cathedral ; Promenade ; Sea Wall, the afternoon resort of the people.

Railways.—(1) Leave Georgetown at 7.30 a.m. daily (except on Sundays) due at Rosignol (for Berbice) at 10.35 a.m. ; leave Rosignol at 6.55 a.m., due at Georgetown at 10 a.m. (2) Leave Georgetown



*Kaieteur Falls,
British Guiana
(See page 38.)*



at 12 noon for Mahaica, returning to Georgetown at 3 p.m. (3) West Coast Railway from Vreed-en-Hoop to Greenwich Park.

Car Services.—Georgetown is excellently served with electric trams, which run at intervals of 15 minutes during the day; fare 2½d. for any distance.

Motor 'Bus.—There is a motor 'bus service from New Amsterdam along the Corentyne Coast and back, daily.

Ferries.—Ferry boats cross the Demerara River between Georgetown and Vreed-en-Hoop at frequent intervals; fares, 1st class 6d., 2nd class 4d.

Inland Communication.—Sprostons' Steamer, Launch, and Railway Services (offices in Lombard Street, Georgetown), provide the only public means of access to the interior, and many delightful trips of from one to five days' duration can be made at moderate fares.

**DEMERARA
DOMINICA**

The Kaieteur Falls.—In the heart of tropical British Guiana, and ranking with the Niagara, Victoria, and Iguazú Falls, both for size and beauty, these stupendous falls, with a sheer drop of 741 feet, pour a vast volume of water over a channel nearly 300 feet in width.

The trip is by steamer and train to Rockstone on the Essequibo River (comfortable hotel). Launch to Tumatumari (small hotel); on to Potaro Landing; thence by tent-boat, stopping at rest houses for the nights. Time 9/10 days. Prices on application. Messrs. Sprostons will make all necessary arrangements if ample notice be given.

DOMINICA (Roseau).

R.M.S.P. Services.—Fortnightly from and to Halifax, N.S., by Canada-West Indies Steamers, and fortnightly to and from Trinidad by Intercolonial Steamers. The R.M.S.P. "Yare" serves the out-ports of Dominica, besides St. Lucia and Martinique.

Landing.—By shore boat, 6d. each way. Also 6d. for each package from boat to Boarding House.

Currency.—English.

Conveyances.—Carriages, charges by arrangement.

Hotels.—Boarding houses, kept by Miss Shew and Miss Jolly, provide limited accommodation. Also one restaurant and hotel, known as The "Hotel de Paz."

Post Office.—Near the landing place, on the water front.

**DOMINICA
GRENADA**



- Excursions.**—(1) By Carriage: Up the lovely Roseau Valley, past the Botanical Gardens; 2 hours. (2) Ride or walk to the charming Morne Bruce. (3) Geneva, 3 hours from Roseau, through fine tropical scenery. (4) Boiling Lake, a good day's journey. (5) By Pony to Sulphur Springs, 1 hour each way. (6) Waterfalls, 1½ hours each way. (7) Mountain Fresh Water Lake, 3 hours.

GRENADA (St. George's).

R.M.S.P. Services.—Fortnightly from and to Halifax, N.S., by Canada-West Indies Steamers, and fortnightly to and from Trinidad by Intercolonial Steamers. Outports by R.M.S.P. Coastal Steamers.

Landing.—Steamer to wharf free. Jetty dues on luggage at the rate of 1d. per 5 cubic feet. Boat hire to and from steamers lying at anchor

GRENADA



in the Carenage 6d. per passenger, and in the outer anchorage 1s. per passenger. Boat rate on luggage 4d. for 5 cubic feet.

Currency.—English.

Conveyances.—Carriages : One person, £1 5s. a day ; two persons, £2 1s. 8d. a day. Saddle horses, 8s. a day.

Hotels.—The Home Hotel at St. George's (8s. 4d. a day), with branches at the Grand Etang.

Cable Office.—Under the Home Hotel.

Photographic Materials.—Lawlor & Co.; The Stores (Grenada), Ltd.; E. Slinger & Co.

Excursions.—(1) To interesting old Forts and Churches, besides Botanical Gardens, half-a-mile from the town across the bay. (2) Grand Etang (7 miles). Special rates for the day, single buggy £1 ; double buggy, 30s.; saddle horse, 8s. (3) Annandale Falls—Two hours. (4) Richmond Hill (750 feet above sea level)—One hour.



JAMAICA (Kingston).

R.M.S.P. Services.—To and from New York and Europe by Main Line Steamers.

Landing.—From steamer to wharf.

Currency.—English, but U.S.A. money accepted. Visitors should be careful not to confuse the local nickel currency (1d., ½d., ¼d.) with English silver.

Conveyances.—Cab (locally called 'bus), seating three persons; within city limits, 6d. per person, 3s. per hour; 4s. 6d. per hour outside the city.

Private Carriages.—Double buggies (3 persons) 20s. per day, if used within nine miles of the city.

Motor Cars supplied by Bolton & Clarke; Jamaica Motor Service; Jamaica Motor Co.; Norman Motor Service; Holler's Motor Service. Average rate per hour (10 miles and under), \$5. Per day of 80 miles, \$45.



*Gathering Bananas
in Jamaica.*

Livery Stables.—H. Bolton and W. Clarke, at Kingston and Gordon Town ; also A. E. Clough, West Street, Kingston.

LIST OF HOTELS.

SITUATION.	HOTEL.	RATE.
Kingston (Harbour St.)	" Myrtle Bank "	From 16/- a day
Cross Roads, St. Andrew	" St. Andrew's "	" 12/- "
Constant Spring "	" Manor House "	" 12/- "
Mandeville	" Newleigh "	From 3/- to 16/- a day
"	" Bloomfield "	" "
"	" Grove "	" "
"	" Mandeville "	" "
Port Antonio	" Titchfield "	" "
Montpelier	" Mackfield "	" "
Moneague	" Moneague "	" "
Spanish Town	" Rio Cobre "	" "
Brown's Town	" Richmond "	" "
Montego Bay	" Spring Hill "	" "
Castleton	" Castleton Cottages "	" "
St. Ann's Bay	" Osborne "	" "

Restaurants.—" Myrtle Bank " and " Gardner's," Harbour Street.

Cable Office.—R.M.S.P. Buildings. Inland Telegrams, 12 words, 6d.

Wireless messages between ship and shore by the Direct West India Cable Company, cost 8s. 10d. for 10 words or under ; 10½d. each additional word.

Post Office.—Public Buildings, King Street.

Photographic Materials.—Cleary's, Duperly's, and Brennan's Studios ; A. W. Gardner and Co.

Curios.—The Women's Self-Help. Miss Andrews, 10½, Tower Street (for tortoiseshell combs).

Markets.—Victoria Market, foot of King Street ; Jubilee Market, upper part of Orange Street, and Cross Roads Market, open 6 a.m. to 9 or 10 a.m.

Wednesdays and Saturdays are market days.

Excursions.—By Motor Car and Carriage.

(1) Gordon Town (9 miles) —4 hours. Motor Car \$15. Buggy for three persons, 20s.

JAMAICA

(2) Cane River Falls.—11 miles; one day's excursion (impracticable after heavy rains). Buggy for three persons 30s.; Motor Car \$10.

(3) Newcastle.—19 miles; one day's excursion. Buggy (3 persons), 40s.; Motor Car \$30.

(4) Castleton Gardens.—19 miles; one day's excursion. Buggy (3 persons), 40s.; Motor Car \$20.

(5) Blue Mountain Peak —25 miles from Kingston. The Bolton Clark Company arrange a two-day trip at 20s. per pony and 20s. guide and mule. This includes rough accommodation at Whitfield Hall. Or, supplying their own guides and ponies, visitors may have the use of the hut on the peak, which is the property of the Jamaica Tourist Association, for the sum of 2s. per visitor. The key is kept at the office of the Jamaica Tourist Association.

Electric Cars.—Good service to various parts of the city and suburbs at regular intervals.

Railways.—Spanish Town and Bog Walk, a most delightful one-day excursion, including drive to Bog Walk and punting trip on irrigation canal. Fare: First class, 2s.; second, 1s. Buggy for three, 40s. Punting trip, 5s. two persons.

PORT ANTONIO.—Daily service. Time, 4/5 hours.
Fares, Single, 1st Class, 12s.; 2nd Class, 6s.

MONEAGUE.—Daily service, except Sundays, to and from Ewarton, the remainder by drive. Time, 4 hours.
Railway Fares: Single, 1st Class, 5s.; 2nd Class, 2s. 6d.
Buggy Fare: 5s. per head each way.

MANDEVILLE.—Daily service, except Sundays, to and from Williamsfield, thence by drive. Time, 3½ hours.
Railway Fares: Single, 1st Class, 8s. 10d.; 2nd Class, 4s. 5d.
Buggy Fare: 2s. 6d. per head each way.

**LA GUAIRA
MARTINIQUE**

MONTPELIER (7 hours), **MONTEGO BAY** (7½ hours).—
Daily service, except Sundays.

Lunch should be taken.

Fares : Kingston to Montpellier, single, 1st Class, 17s. 2d. ;
2nd Class, 8s. 7d. Montpellier to Montego Bay, single, 1st Class,
1s. 8d. ; 2nd Class, 10d. Kingston to Montego Bay, 1st Class,
18s. ; 2nd Class, 9s.

LA GUAIRA (Venezuela).

R.M.S.P. Services.—Fortnightly to and from
Trinidad by Intercolonial Steamers.

Landing.—From steamer to wharf, charge 1s. 9d.

Currency.—5 bolivars = 4s. 2d. ; 1 real = 5d. ;
2 centavos = 1d.

Hotel.—"Neptuno."

Excursions.—(1) By Mountain Railway to Caracas,
lovely prospects *en route*. Trains leave La Guaira
8.30 a.m. and 3 p.m. Fare, Bs. 18 return. Time
spent on journey about 2 hours.

(2) Bathing station at Macuto (15 minutes by
steam tram).

MARTINIQUE (Fort de France).

R.M.S.P. Services.—Fortnightly to and from
Dominica and St. Lucia by R.M.S.P. "Yare."

Landing.—By shore boat.

Currency.—French.

Conveyances.—Carriages within town limits
fcs. 5 per hour.

MARTINIQUE



Hotels.—"Grand Hôtel de l'Europe," fcs. 12.25 a day. Three Boarding Houses with limited accommodation, 6s. to 8s. per day.

Post Office.—11 Rue de la Liberté.

Cable Office.—17 Rue de la Liberté.

Curios.—Maria Matiska, 84 Bord de Mer Street ; A. Bradin, 29 Rue Blénac ; Mme. Lodéon, 30 Rue Amiral de Gueydon ; Leboulanger, 31 Rue Schoelcher.

Photographic Materials.—Lamy, 13 Liberté Street, and Leboulanger, 31 Rue Schoelcher.

Places of Interest.—Military Hospital ; Law Courts ; Roman Catholic Cathedral ; The Park, in which there is a statue of the Empress Joséphine, who was born in the island.

Excursions.—To the ruins of St. Pierre ; four hours each way. Carriage for two, 35 fcs. ; for four, 45 fcs. one way ; 40 fcs. and 50 fcs. respectively for the double journey.

**MONTSERRAT
NEVIS**



MONTSERRAT (Plymouth).

R.M.S.P. Services.—Fortnightly from and to Halifax, N.S., by Canada-West Indies Steamers, and fortnightly to and from Trinidad by Intercolonial Steamers.

Landing.—By shore boat, cost 6d. each way.

Currency.—English.

Hotel.—“Coco-nut Hill,” 8s. a day; also Mr. D. Johnson’s Bearding House.

Excursions.—Horses and buggies from Mr. Johnson, the R.M.S.P. Agent. A good tennis court available.

NEVIS (Charlestown).

R.M.S.P. Services.—Fortnightly to and from Trinidad by Intercolonial Steamers.

Landing.—By shore boat, cost 1s. each way.

**NEVIS
PAMPATAR**

Currency.—English.

Conveyances.—1s. per mile.

Hotel.—"The Bath House," $\frac{1}{4}$ -mile from the landing place.

Cables are sent by boat to St. Kitts daily.

Excursions.—(1) Church of St. John, Figtree (where Nelson was married), four miles there and back. (2) Drive round the Island, 20 miles. (3) To the famous Sulphur Baths within 10 minutes of Landing Stage.

**PAMPATAR, MARGARITA ISLAND.
(Venezuela.)**

R.M.S.P. Services.—Fortnightly to and from Trinidad by Intercolonial Steamers.

Landing—By boat, Bs. 1 per passenger, if accompanied with baggage in same boat, Bs. 1 per package extra. Customs House charge Bs. 1 for each package taken to the Warehouse. Passengers in transit pay Bs. 1.

Currency.—Venezuelan (See La Guaira).

Conveyances.—Coaches may be hired in Porlamar, the principal town in Margarita. On Wednesdays and Saturdays coaches may be obtained in Pampatar and will convey passengers to Porlamar, Juangriego, La Asuncion and Pedro Gonzales.

Tariff from Pampatar to Porlamar, 4 miles, Bs. 12; to La Asuncion, 10 miles, Bs. 22; to Juangriego, 40 miles, Bs. 40; to Pedro Gonzales, 40 miles, Bs. 42; and to El. Valle, 6 miles, Bs. 14.

Hotels.—Tariff, Bs. 10 per day.

Places of Interest.—There is a beautiful Catholic Temple at El. Valle, where 12,000 pilgrims collect annually during the month of September.

PANAMA.

(See Colon.)

PUERTO COLOMBIA (Savanilla).

R.M.S.P. Services.—Fortnightly to and from Europe and New York by Main Line Steamers.

Landing (*On the homeward voyage only for transit passengers*).—Steamer to Railway Pier (4,000 feet long).

Currency.—Prices quoted in U.S.A. gold: the current rate of exchange for Colombian money is 95 to 100 pesos to the dollar.

Conveyances.—\$0.80 per hour.

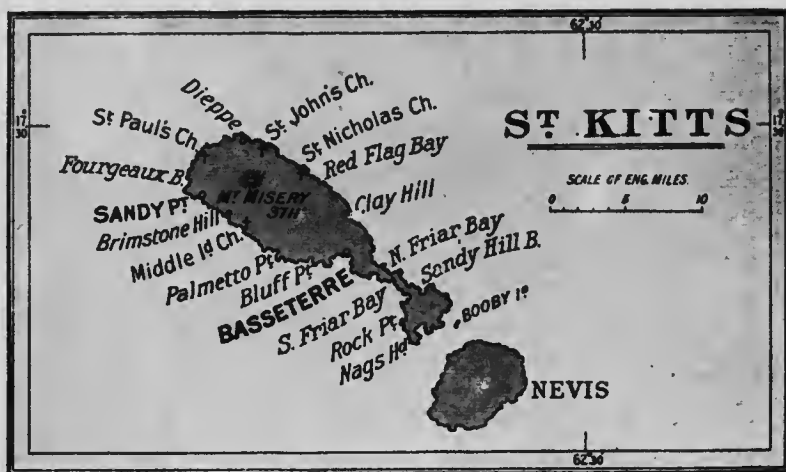
Hotel.—None in Puerto Colombia; "Pension Inglesa," Calle de S. Blas in Barranquilla, \$3 a day.

Railway.—To Barranquilla, a fine old Spanish city on the Magdalena River, 17 miles distant. Consult the Purser before departure. **Fares.**—From the ship, \$0.75 single; \$1 return. From Puerto Colombia, \$0.35 single; \$0.50 return. Time, 2 hours each way.

Cable Office in Barranquilla.

Photographic Materials, &c.—(Barranquilla) Pension Inglesa.

ST. KITTS



ST. KITTS (Basse Terre).

R.M.S.P. Services.—Fortnightly from and to Halifax, N.S., by Canada-West Indies Steamers, also fortnightly to and from Trinidad by Intercolonial Steamers.

Landing.—By shore boat, 1s. per passenger (8d. if more than one) each way.

Currency.—English.

Conveyances.—Pair horse phaeton (4 passengers), 8s. per hour, or 2s. 6d. a mile; buggy (2 passengers), 4s. per hour, or 1s. 3d. a mile.

Hotels.—"Newstead," "Seaside," 8s. 4d. a day.

Excursion.—(1) Interesting 18 mile drive to Brimstone Hill. Pair horse phaeton (4 passengers), 25s.; single horse phaeton (2 passengers), 12s. 6d. (2) Motor car round the island (31 miles) at moderate rates.

Places of Interest.—(1) The cool and pleasant garden of Pall Mall Square; (2) the Botanic Gardens; (3) the Central Sugar Factory, a mile from the town.



ST. LUCIA (Castries).

R.M.S.P. Services.—Fortnightly from and to Halifax, N.S., by Canada-West Indies Steamers, also fortnightly to and from Trinidad by Intercolonial Steamers. R.M.S.P. Coastal Steamer serves outports Vieuxfort, Laborie, Choiseul, and Soufrière daily, except Sundays and holidays. The R.M.S.P. "Yare" maintains fortnightly connection with Martinique and Dominica.

Landing.—From steamer to wharf.

Currency.—English.

Conveyances.—2s. to 3s. per hour per person.

Hotels.—Three boarding houses, with limited accommodation, from 6s. a day.

Post Office.—St. Louis Street.

Photographic Materials.—Westall & Co., Bridge Street.

ST. VINCENT

Excursions.—Drives—(1) Morne Fortunée, 2½ hours. (2) A seven mile drive from Castries along the shore of the Choc Bay to the pretty fishing village of Gros Ilet. (3) A four mile drive to Agricultural School, branching off at Choc from Gros Ilet Road. (4) Piton Flore (2,000 feet above the sea level), returning via Government House.

ST. VINCENT (Kingstown).

R.M.S.P. Services.—Fortnightly from and to Halifax, N.S., by Canada-West Indies Steamers, also fortnightly to and from Trinidad by Intercolonial Steamers.

Landing.—By shore boat, cost 6d. each way.

Currency.—English.

Conveyances.—Carriages and saddle-horses from A. Fraser, A. H. Spence or G. P. Bullock.

Hotels.—“Linley” and “Crichton,” \$2 a day; also Mrs. Brisbane’s, in Egmont Street, 6s. a day.

Cable Office.—Halifax Street.

Post Office.—Egmont Street.

Photographic Materials.—R. E. Harrols, and J. C. Wilson, James Street.

Curios.—Carib stone implements can be obtained from several stores at prices ranging from 6d. to 5s.

Excursions.—(1) St. Vincent Golf Links (a good 9-holed course), 3½ miles from Kingstown. Carriage for four, 8s., or by boat. Visitors, 1s. a day. (2) Carib Altar at Layon, 8 miles from Kingstown. (3) The Soufrière Volcano, 24 miles from Kingstown.

Places of Interest.—(1) Cotton Ginnery, near the Agricultural School, ¼ mile. (2) The Botanic Gardens, 1 mile. (3) Fort Charlotte, 1½ miles. (4) The Cathedral. (5) Library.



TRINIDAD.

R.M.S.P. Services.—Fortnightly from and to Halifax, N.S., by Canada-West Indies Steamers and fortnightly by Main-Line steamers to and from Europe and New York. Trinidad is the chief transfer station for the West Indian route.

Intercolonial and local services are as follows :—

- (1) To and from Demerara, the Northern Islands and Bermuda and St. John, N.B., or Halifax, N.S., by Canada-West Indies Steamers, fortnightly.

Also fortnightly by Intercolonial Steamers to and from

- (2) Demerara
- (3) Northern Islands
- (4) Venezuelan Ports.

And weekly by Coastal Steamers to

- (5) Tobago
- (6) Outports of Trinidad.

TRINIDAD



Landing.—By R.M.S.P. tender.

Currency.—English, but prices are usually quoted in U.S.A. currency.

Conveyances.—Cabs (1 passenger), 1s. per mile; 6d. extra for each stoppage of 15 minutes; by the hour, 4s.; 9d. extra for each additional 15 minutes. Each additional person, half fare. Motor Cars, \$5 per hour for the first hour, and \$3 afterwards.

Hotels.—The “Queen’s Park” is beautifully situated, facing the Savannah, from \$3 a day. Also Mrs. Connell’s Private Boarding House, Gasparee Island (near port of Spain) from \$2 per day.

Cable Office.—South Quay.

Post Office.—St. Vincent Street.

Photographic Materials.—S. E. Jacobson, Frederick Street; Muir, Marshall & Co., Marine Square; Arnott, Lambie & Co., Marine Square.

Markets.—The Fish Market at the foot of King's Street; the Eastern Market, George Street; the Western Market, St. Vincent Street.

All these are open from 6 a.m. to 4 p.m. on week days.

Excursions.—By Carriage (3 or 4 passengers) or by Motor Car. The Carriages cost \$6 for the first two, and each additional passenger \$1.50. For carriage and pair horses double rates, 4 or 5 persons allowed to each carriage. The Motor Car fares by arrangement, the time occupied is shorter. (1) BLUE BASIN: 18 miles, 3 hours' drive. (2) MARAVAL AND "ROUND THE SADDLE": 18 miles, 3½ hours' drive. (3) MACQUERIE BAY: 22 miles, 3½ hours' drive.

Also Oilfields and Pitch Lake at La Brea; by rail to San Fernando, thence by motor (30 miles).

A drive round the City by the following route takes 3 hours and costs \$2.40—

Up Frederick Street and through Tragarete Road (passing through the "Coolie Village"), returning by way of Long Circular Road and Maraval to the Experimental Station (where palms and other varieties of plants can be obtained); visiting Botanical Gardens near Government House; thence to Queen's Park Hotel or Wharf.

Buildings of Interest.—Red House (Government Offices and Law Courts); Government House; Victoria Institute. Anglican and Roman Catholic Cathedrals.

Railway.—Pitch Lake (La Brea).—A wonderful deposit of bitumen, covering 114 acres. Trains leave Port of Spain at 7.26 a.m. on Tuesdays and Saturdays, arriving San Fernando 9.14 a.m. Tourists then proceed by the Government Steamer "ST. PATRICK"

TRINIDAD

or "NAPARIMA," leaving San Fernando at 9.30 a.m., arriving La Bera, Brighton, 10.20 a.m., returning same day from Brighton at 3 p.m., arriving San Fernando at 3.50 p.m., leaving for Port of Spain at 4.26 p.m. Refreshments can be obtained on board the steamer. Return ticket, \$3.66.

Oil tanks, holding 7,000,000 gallons, have been erected at La Brea.

Tram-Car Services.—(1) Four Roads; (2) St. Clair; (3) St. Ann's; (4) Belmont; (5) Around the Savannah. 3d. per ticket, or six tickets for 1s.

Shooting.—Good sport can be obtained in the woods with deer, lappa, agouti, etc. Small alligators can be "potted" on the Curari river. Excellent bird shooting can be obtained a few days from Ciudad Bolivar, which can be reached by fortnightly river steamer of the Orinoco Company.



*"Dancing"
Cocoa in
Trinidad.*

Trinidad Coolie Woman.



SECTION C.

NOTES FOR TRAVELLERS

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Jamaican Negress selling Yams.



Useful Passenger Information

ITINERARIES AND RATES

See the R.M.S.P. General Handbook and Inset to this Guide.

PASSAGE MONEY

Accommodation may be engaged on payment of a deposit of \$25 per berth; no reservation can be treated as definite unless a deposit has been paid. The balance of the passage money should be paid three weeks before the date of sailing.

BAGGAGE INSURANCE

All baggage is at passenger's risk unless insured, but this may be effected through The Royal Mail Steam Packet Company at moderate rates, excluding hotel risks.

CLIMATE

From December to April the climate is very agreeable, the maximum temperature rarely exceeding that of a warm English summer.

OUTFIT

Cool clothing is suitable except for the first and last days of the voyage. Light flannel suits are mostly worn. There is a good steam laundry at Kingston, Jamaica. Washing can be done at certain ports of call if time permit. Baggage should be packed in cabin trunks, kit bags and suit cases.

ORCHESTRA

An orchestra is carried on the Company's Europe-New York main line mail steamers.

LIBRARY

A library containing a supply of standard and modern books will be found on board every steamer.

DECK CHAIRS

An adequate supply of steamer chairs is available at moderate rates.

SHORE EXCURSIONS

Passengers should make inquiry before leaving the ship as to the time that will be at their disposal ashore, and as to whether the excursions outlined herein are practicable in that time.

Many of the excursions in the mountainous islands can only be made on horseback. Tourists who have not ridden before need not be nervous, as the ponies are as a rule quiet and steady, and go at a walking pace over the mountain paths.

BOOK NOTES.

The following is not an attempt at a Bibliography, but merely a list of books obtainable through any Bookseller which will serve as a guide to those who may be interested in the West Indies from a general or particular point of view.

GUIDE BOOKS.

TITLE.	AUTHOR.	PUBLISHER.
"The Pocket Guide to the West Indies."	ALGERNON E. ASPINALL.	<i>Duckworth & Co., London, 1913, and Dutton & Co., New York.</i>

A moderately priced book, decidedly the fullest and most reliable volume dealing with the subject from a general point of view, and invaluable to all travellers.

"A Guide to the West Indies."	F. A. OBER.	<i>Dodd Mead & Co., New York, 1908.</i>
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"Standard Guide to Cuba."	VARIOUS	<i>Foster & Reynolds, Havana & New York, 1908.</i>
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"Standard Guide to Havana."	VARIOUS	<i>Foster & Reynolds, Havana & New York, 1908.</i>
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Three American Guide Books, very good for their purpose and containing much useful information.

TOPOGRAPHY & TRAVEL (a) General.

"The British West Indies."	ALGERNON E. ASPINALL.	<i>Sir Isaac Pitman & Sons, 1912. Dodd Mead & Co., Boston, Mass.</i>
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A standard work of sterling value with good illustrations.
"All Red Series."

"Back to Sunny Seas."	FRANK BULLEN, F.R.G.S.	<i>Smith, Elder & Co., London, 1905.</i>
-----------------------	------------------------	--

A breezy book of impressionist sketches by the author of the "Cruise of the Cachelot."

"The Cradle of the Deep."	SIR FREDERICK TREVES, G.C.V.O.	<i>Smith, Elder & Co., London, 1908.</i>
---------------------------	--------------------------------	--

A book of travel by a keen and practical observer.

BOOK NOTES

- | TITLE. | AUTHOR. | PUBLISHER |
|---|---------------------|---|
| "In Sugar-Cane Land." | EDEN PHILLPOTTS. | <i>McClure & Co.,</i>
1893. |
| The picturesque scenes and people here depicted by a "Master of the Art" are as true to-day as when they were written. | | |
| "Nigh on Sixty Years at Sea." | ROBERT WOOLWARD. | <i>Digby Long,</i>
1894. |
| A delightful autobiography of a Sea Captain whose voyaging was mostly to and from West Indian Waters. | | |
| "Glimpse of the Tropics." | C. A. HASTINGS JAY. | <i>Sampson Low, London,</i> 1900. |
| A slight but well-written account of a West Indian voyage. | | |
| "The Bow of Ulysses." | J. A. FROUDE. | <i>Longmans, Green & Co.,</i> 1888. |
| "West Indies and Spanish Main." | ANTONY TROLLOPE. | <i>Chapman & Hall,</i> 1869. |
| "At Last." | CHARLES KINGSLEY. | <i>Macmillan & Co.,</i> 1871. |
| These are three "classics" ever fresh and charming. Charles Kingsley's book is one of the most wonderful examples of "word painting" in the English language. | | |

TOPOGRAPHY & TRAVEL (b) Particular.

- | | | |
|--|------------------|--|
| "The Barbados Handbook." | E. G. SINCKLER | <i>Duckworth & Co., London,</i> 1912. |
| A delightful compendium with excellent illustrations. | | |
| "Jamaica in 1912." | FRANK CUNDALL. | <i>H. Sotheran & Co., London,</i> 1912. |
| A similar volume to above by the Librarian of the Institute at Kingston. | | |
| "Trinidad and Tobago Year Book." | J. H. COLLENS. | <i>Gov. Ptg. Office, Trinidad,</i> 1912. |
| An annual volume with full particulars. | | |
| "Notes upon Dominica." | S. GRIEVE. | <i>A. & C. Black,</i> 1906. |
| "Panama and the Canal to-day." | FORBES LINDSAY | <i>L. C. Page & Co., Boston, U.S.A.,</i> 1912. |
| An up-to-date account of this stupendous undertaking. | | |
| "The Panama Canal and its Makers." | VAUGHAN CORNISH. | <i>T. Fisher Unwin,</i> 1909. |

- | TITLE. | AUTHOR. | PUBLISHER. |
|---|---------------|----------------------------------|
| "In the Guiana Forest." | JAMES RODWAY. | <i>T. Fisher Unwin,</i>
1911. |
| A delightful book containing wonderful descriptions in a popular style. | | |

HISTORY.

- | | | |
|--|-----------------------|--|
| "West Indian Tales of Old." | ALGERNON E. ASPINALL. | <i>Duckworth & Co.,</i>
<i>London, 1913</i> |
| This little volume (5/- nett) contains a most graphic account of the principal points of historical interest in the West Indies. The book is only just out, and the author ranks as an authority on the subject. | | |
| "Buccaners in the West Indies." | C. H. HARING. | <i>Methuen & Co.,</i>
1910. |
| A fascinating volume dealing with the Pirates of the XVII. century. | | |
| "On the Spanish Main." | J. MAXFIELD. | <i>Methuen & Co.</i> |
| An historical account of the Buccaneers. | | |
| "The West Indies." | C. P. LUCAS | <i>Clarendon Press,</i>
1905. |
| A second edition, revised by C. Atchley, in "Historical Geography" Series. | | |
| "West Indies and Spanish Main." | JAMES RODWAY. | <i>T. Fisher Unwin,</i>
1909. |
| "Story of the Nations" Series. | | |
| "Annals of Codrington College." | T. H. BINDLEY, D.D. | |

NATURAL HISTORY AND INDUSTRY.

- | | | |
|--|-------------------|--------------------------------------|
| "The Sea Fish of Trinidad." | HARRY VINCENT. | <i>J. L. Co., London,</i>
1911. |
| A capital book on sea fishing. | | |
| "Health Progress" | SIR ROBERT BOYCE. | <i>John Murray,</i>
1910. |
| An interesting volume on the climate, etc. | | |
| "The Cane Sugar Factory." | F. I. SCARD. | <i>The West India Committee,</i> |
| "The Banana" | W. FAWCETT. | <i>Duckworth & Co.,</i>
1903 |
| "Cacao." | J. H. HART. | <i>Duckworth & Co.,</i>
1911. |

Three treatises, written in a popular way, published under the auspices of the West India Committee.

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