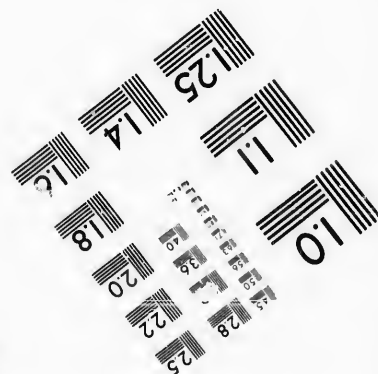
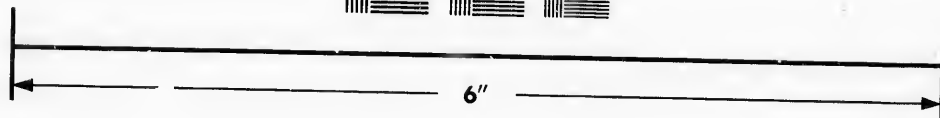
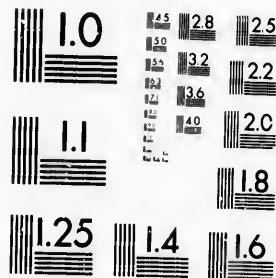


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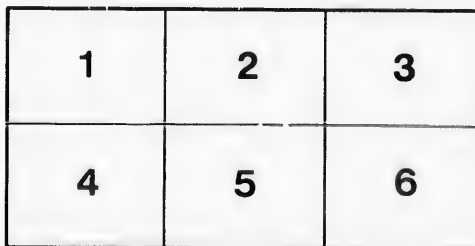
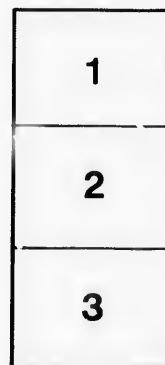
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# A TRIP TO BERMUDA.

By F. H. TAYLOR.



THREE years ago one winter day, the writer encountered his friend C—, a hard-worked literary editor, upon the street.

"See here, T—; you've been everywhere. Tell me where to find a refuge from new books, telegrams, fresh American plays, and all the rest of it. I'm tired out and want to go away somewhere to get the cobwebs out of my brains."

"How long can you stay away?" I asked.

"About ten days," replied C—.

"Then go to Bermuda," said I with great confidence.

Well, C— went to Bermuda, and when I saw a series of eulogistic letters in his paper, dated from Hamilton, I knew that he had been unable to resist the temptation to take up the pen he had foresworn for the period of his holiday, to write the praises of the beautiful little mid-ocean world to which I had sent him.

Now between ourselves, when I met C— upon that bleak winter day, I had never seen Bermuda, and away down in that tough and leathery adjunct I call my conscience, I felt an occasional twinge at the fraud I had practiced upon him. After reading his letters I felt better about it, and when, some weeks after his return, he took me by the hand and thanked me sincerely for having suggested Bermuda, recalling many points of interest with which he had no doubt we were both familiar, I mentally resolved I would atone for my shortcomings by taking a marine pilgrimage across the blue Atlantic to the little white and green colony which has of late years grown so popular with Americans.

Now, as I sit down and undertake the willing yet difficult task of penning the impressions of a voyage hither, and an exploration of the islands in *propria persona*, I realize what has been learned by many another writer: the poverty of words to adequately tell the delights of such a red-letter period in one's life experiences as may be found in a winter or spring voyage to Bermuda. However, without further prelude, the reader will please suppose himself surging along in a cab through the densely crowded thoroughfares leading to Pier 47, North River. It is a gray and dispiriting December afternoon, fine rain and heavy wet snowflakes pelt against the carriage window spitefully. The policemen, the wagon drivers, and the world generally look miserable and despondent. This is the trying portion of the enterprise, and when

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the Bermuda excursionist finally sights the wharves, and looks out upon the broad misty expanse of the river, with its myriad water craft in gray silhouette, all more or less ghostly in effect, it required all of the mental resolution at command to resist the desire to clamber back into the cab and order the driver home to the cosy, comfortable "flat" just left. Upon the wharf the new comer discovered, however, the baggage of many other excursionists, and a general air of activity which was highly diverting. Who does not love to see a big ship leave the port or come in? That man has no soul. There is poetry in the idea. It is stronger than the tarry smells of the wharves or the sad dispiriting influences of a December rain storm in New York City. Why! even that pile of trunks affords a fund for reflection and speculation. There are big trunks with high rounded top, suggestive of Fifth Avenue, silk dresses, bright faces, abundant cash. There are heavy, solid, devil-may-care looking trunks, pasted over with the labels of half the hotels of Europe. They tell of long and varied experiences and triumphant tussles with foreign baggage smashers. There are little quiet-looking trunks, no doubt going out for their health, and no end of nondescript trunks, valises and boxes.

The A1 steamship "Orinoco" is alongside the dock; all her hatches are open like so many capacious Oliver Twist like mouths, into which the last of the cargo and baggage presently disappears.

Come up on board. But few of the passengers are on deck, and they are warmly clad. Enter the Social Hall and pass down the "companion way," we should call it the grand stairway, on shore. Here is the warm and spacious cabin, and in groups, chatting with those who have braved the inclement weather to see them off, are the passengers. All strangers now, but we shall know them and be able to identify the right person by the proper name every time before we cast anchor among the coral reefs of Bermuda. The sea is a great social influence, and two or three days upon deck add surprisingly to one's list of acquaintance—that is, if one is not a human oyster, and content to dwell hermit-like, entirely within his mental shell. But few members of the crustacea are found among habitual travelers, however.

At this point I must refer to my "log book." Yes, here it is:

"On board steamship *Orinoco*, Dec. — '86. Weighed anchor, that is, cast off the hawser lines at — p.m., and left New York behind us in a framework of mist and rain. Highland light seen brightly shining as evening came on. Sea smooth and comfortable. All hands, including ladies, mustered at supper. Found Captain to be a first-rate mariner and genial gentleman. Officers of the ship all attentive and courteous.

Second day out—clear and cool. We are in Gulf Stream and the noble vessel ploughs her way along through the deep blue waters steadily and gracefully. It is much warmer than we expected to find it. A good deal like early November. It is quite comfortable upon the lee side where most of the passengers are gathered, and with a good book to read one may readily banish care and forget that New York with its many perplexities and mud and damp cold weather ever existed at all. We pass many ships during the day, and much to our surprise actually enjoy our dinner, and a good dinner it is.

Third day—We have reached a climate of May. Only sixty hours from New York, and here I find myself *sans* overcoat and actually wishing I might take my coat off. The midday sun glows down upon the illimitable expanse of ocean which sparkles in the warm sunshine in a gladsome way. To-morrow morning we will be at Bermuda; so the

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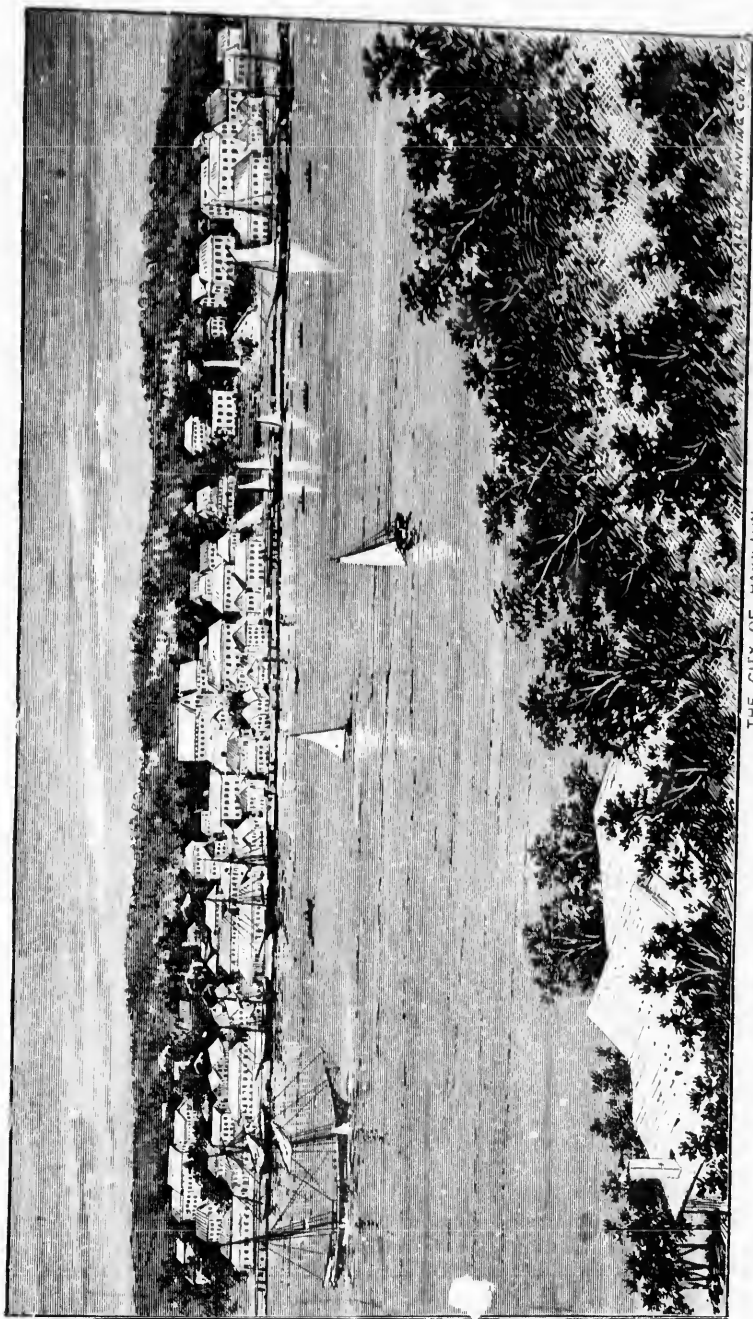
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THE CITY OF HAMILTON.

Captain says. Why! It's only a bit of a trip after all, and upon my word! with weather like this I wish it were a week instead of three short and restful days.

Here I find a sudden end to my "log book," which, I take it, is a pretty good sort of a "log book" as far as it goes, though not quite as full of sailor terms as it might be. When I look it over, what pleasant hours it recalls! Don't I remember the lively widow who absorbed so much of my time and smiled on me so sweetly only to snub me shamefully when we were once more on dry land. Don't I recall my theological disquisitions with the parson; my political and economic debate with the Canadian statesman, and my fatherly advice to the two pretty girls who were going abroad for the first time; or my little games of whist with the Chicago professor. Oh, yes; they all come back to me as I gaze at my "log,"—but you've been at sea and know something about it.

My "log" was cut short in a most summary manner, for that night a gale struck us, not a very serious sort of a gale, but "just a bit fresh," as the mate said. I didn't feel so fresh, myself, however, and as the ship ploughed along, dipping her iron nose saucily into the big green seas, I felt that sad and helpless sensation which usually precedes a landsman's retreat to the privacy of his stateroom; but I was not alone in my defeat.

"It's worth while to suffer seasickness, one feels so much better afterwards," remarked a lady passenger the next morning, and so said we all of us, for with the earliest beams of the bright and glorious morning sun we were all out on deck, and there, yes, there it was! leagues away across the bounding waves—Bermuda!

The green hills of its many islets rise above the brilliant opalescent tints of its lucid sea waters flowing above the snowy coral reefs. What is that? A tiny sail coming like some venturesome bird far out from the land, speeding straight toward us. It is the pilot. Thanks to his eye and iron nerve we will shortly be guided past the hidden reefs and moored safely in the smooth waters of Hamilton Harbor.

It is highly probable that the reader, unless he has seen Bermuda, has a very inadequate idea of its make-up and appearance. Therefore, a brief general description is in place just here, while we are in the hands of the pilot.

It is not, as you may suppose, a single long islet as it appears from the ship's deck, but, in fact, a succession of rocky islands, at no point over 260 feet high, extending in an irregular curve somewhat like a fish hook, the hooked end being to the westward and forming Great Sound, through which we must pass by a devils course before we finally reach Hamilton, the metropolis of the group, which is hidden away from view from the sea across that ridge which you note about midway of the land. There are five large islands, namely: the "Mainland," St. George's, David's, Somerset and Ireland. Four of these are connected by bridges or causeways. There are many smaller islets scattered about in picturesque irregularity, each having its own particular charm. Miles away from these visible islands a cordon of sunken reefs encircle these islands. Here to the left you see their massive heads lifted above the waves like so many giant denizens of the deep. The pilot is not in this instance, as in many

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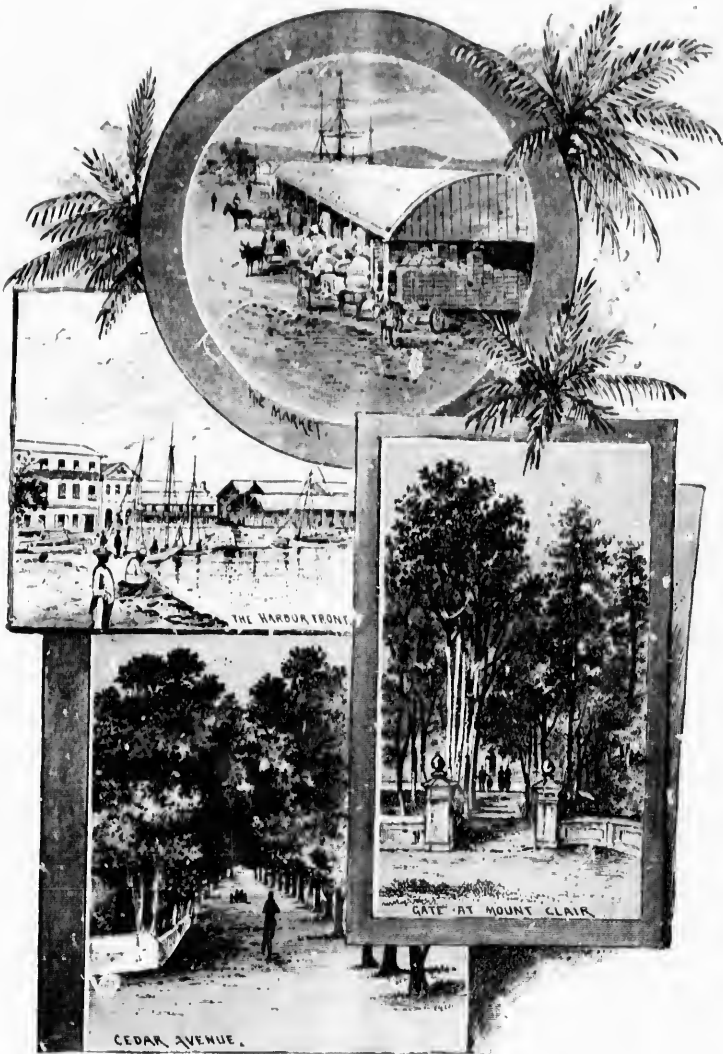
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HAMILTON VIGNETTES.

cases, a simply ornamental personage. Great responsibility and watchful care are his from the moment he takes the wheel. The channel ways through this fearsome rampart reared by the minute coral insect are narrow, and only the pilot knows their secret. Once past this outer rampart we are safe, however, and rapidly approach the green and fertile shores which are the *ultima thule* of our voyage.

The captain, to whom we are always ready to turn when in want of specific information, is good enough to stop in his rounds of the deck and tell us that the reef through which we have just been guided quite encircles the group, being distant some ten miles from land upon the northern and western sides, but close in shore to the south and east. The depth of water within the reef is not greater than twelve or fourteen fathoms. The great billows which roll in from the boundless open sea break as they meet the cordon of reefs, and their pulsations are felt far across the comparatively smooth waters of the shoals.

The topography of the islands now shows to advantage. Yonder—upon Gibbs' Hill—is the chief lighthouse, a shapely tower of 130 feet in height, the hill itself being 245 feet above the sea. The light is visible, in good weather, thirty-three miles.

The stranger floating over the white shoal of a coral reef for the first time will be wonder-struck by the marvelous clearness of the sea-water and the strange effect of deception as to the depth for objects which appear to reach nearly to the surface are found to be so deep that the vessel passes safely over them. The sunlight reaches many fathoms down upon this vast submarine plain, displaying every object clearly to the gaze as we glide swiftly along. And then the color, that beautiful bewildering green; just the shade that one catches in the gleam of an opal or the tint of malachite. Painters have sought to rival it with pigment, in vain.

Now we pass Grassy Bay and are within a land-locked great Sound. Still we cannot see Hamilton. Off to the right is Ireland Island with its great Government dock-yard and heavy armored war-ships. Of these more later. Along the attenuated spur to the right, which we afterwards learn to know as Southampton Parish, the cozy white houses of the islanders peep out from amid the trees, and we find ourselves wondering, in speculative mood if care and sickness, worry and death finds lodgement amid such fairy scenes. Doubtless, for such is the inheritance of all the world, and even the isles of the sea escape not. And yet, if one could but live here a part of every year, how much life might be prolonged, and what ills bred by our changeable American climate be avoided! What days of quiet joy might replace those spent in fretful complainings concerning the weather.

While our train of thought has led us back to New York and its myriad of hard worked brain-racked citizens our steamer has entered a maze of islands and turning hither and yon presently reveals, off to our right, the snowy town of Hamilton, of which we had begun to doubt the existence.

Bermudians are like all the rest of the world, fond of their little excitement and if you should think to ask the average native what particular thing he would rather see than anything else, the chances are good that

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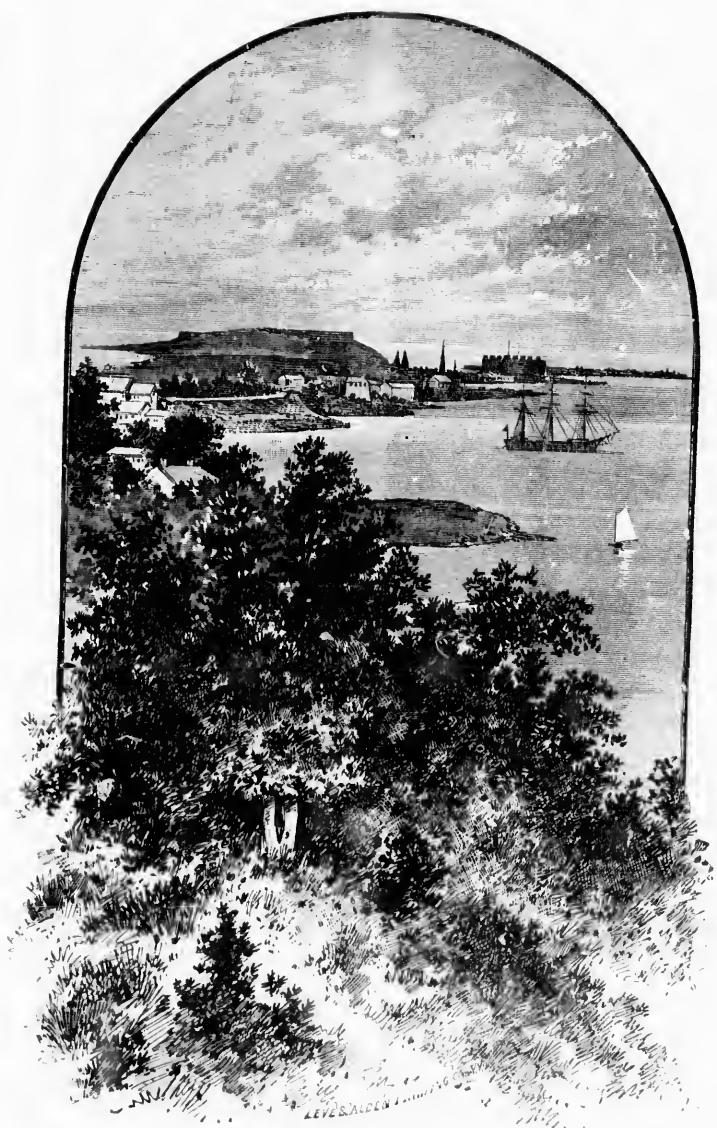
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he would reply, "To see the steamer come in." Thus it is that when we draw up opposite the neat and pretty town, which glows in the mellow light and stands out against its dark-green background like a city cut in ivory, we find, apparently, the entire population waiting as a general committee on reception to welcome us ashore. They are probably vastly more interested in finding out the price current of onions in the New York market than in ourselves, for everybody knows that the biggest and best of that lachrymal and odoriferous bulb comes from Bermuda. This little community can supply the raw material to set the whole world crying.

But onions won't build up such a community as this, or keep all these troops in their gay uniforms. Those great forts and that fleet of war-vessels are not placed here to defend the birthright and interests of the simple onion! Why? the onion ought to be and certainly is strong enough to protect itself.

No! it is not the onion alone which makes Bermuda important. It is a military and naval necessity, and Great Britain, with that far-sighted policy which has made her the mistress of the seas, and placed her flag in every part of the world, long ago found Bermuda a convenient central point for the rendezvous of her vast squadrons of war-ships, when cruising in the Northern Atlantic. In these days of steam it is a coaling station as well as a repairing point. A garrison of troops is always maintained here with immense supplies of munitions of war, ready for instant use in any quarter of her domain where the supremacy of Britain's flag may be disputed, or for bringing to terms any defiant foreign power giving *causus belli*.

It is this element of strength and the brilliancy of the uniformed class located upon this station which constitutes one of the great charms of winter life at this place. While the strictest forms of etiquette and ceremonial are insisted upon for the better preservation of the traditions of the "Service" by the officers of both the military and naval branches, yet the visitor will find among them, if properly introduced, many charming gentlemen, and in their families the most accomplished and attractive ladies.

The additional elements which make Bermuda so pleasant are its novelty and departure in appearance from anything we find elsewhere. Its genial and consistent climate; its excellent roads everywhere. Its picturesqueness, and lastly (or perhaps it should have been firstly) its good hotels.

Thus we find it, only three days away from New York, a delightful little aggregation, quite complete in itself, *sans* railroads and even politics, and nearly every other disturbing influence, bound to us by a single chord of sympathy, *i. e.*, the price of onions. When we sum up its scores on scores of good points and think of the wretchedly cold and uncomfortable Manhattan we have briefly left behind us we are moved to wonder that all the coughing, sneezing, epizootic population of the "States" have not found Bermuda out and come over here in such numbers that there isn't standing room.

But observation has taught the fact that very few people out of any given one thousand have the remotest idea of the elements of comfort and of those few, still fewer have the time to leave home and find a haven

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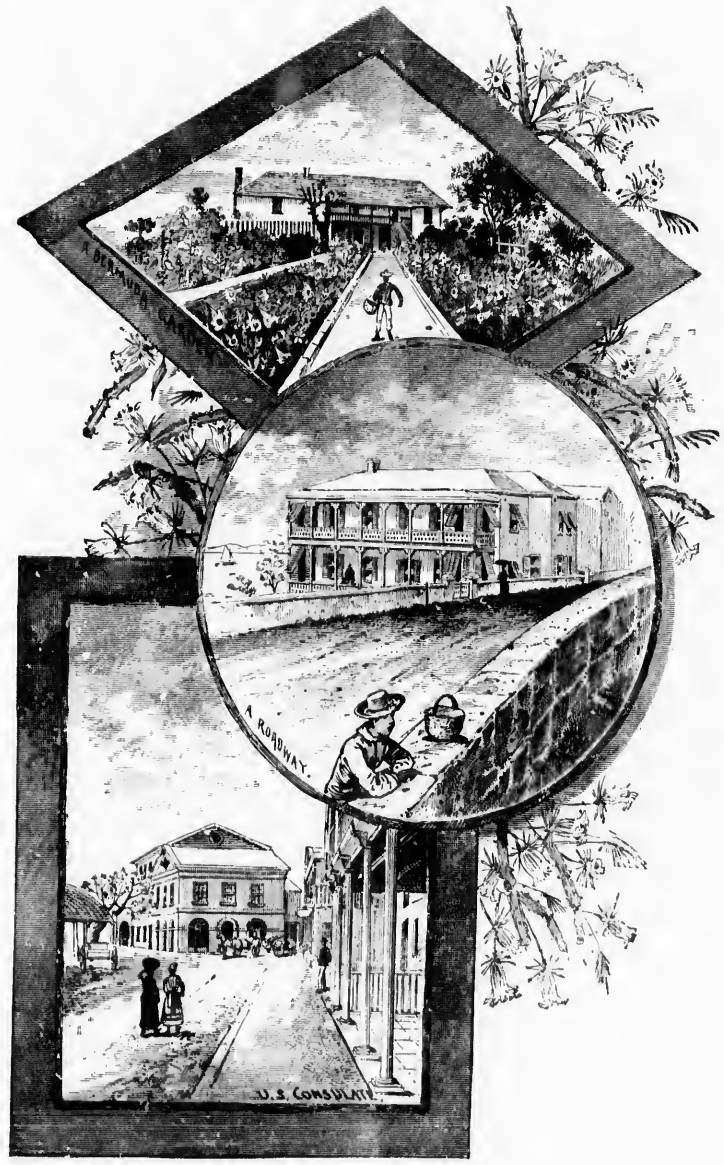
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WAYSIDE SKETCHES IN BERMUDA

of comfort and rest out here upon the bosom of the ocean. A small fraction of that blessed few have, however, managed to get over upon this steamer and at this moment are awaiting impatiently for the steamer to be warped up to her dock and for the short formalities of the customs, to join themselves to the small army of Americans previously arrived.

The aforesaid committee of citizens discovered upon the wharves and arranged along every coign of vantage is a most picturesque and cosmopolitan assemblage. It is largely made up of faces as black as ebony above white linen or cotton costumes of naive simplicity. Here is a group of tourists who look on with the air of superiority, which none but a previously arrived tourist can possibly assume. There, a body of soldiery in the red coat of Her Majesty's service. British blue-jackets wander through the crowd, and merchants of the town move about briskly under ponderous cork helmets. Taken altogether it is a most inspiring sight, and now, as we step ashore, free to go our several ways and the crowd melts away, we are doubly glad that our good angel has put it into our heads to see Bermuda.

If the tourist is a wise traveler, that is, one having had experience, he will have arranged the matter of his accommodation by mail, before "going out." The agents of whom he purchases his ticket in New York will willingly attend to the matter of securing his room and board, at either one of the hotels or any of the many comfortable boarding houses.

The first thing which strikes the new comer upon going ashore and driving away to his or her abiding place is the excellence of the roadway. Here, indeed, is a pavement which is the *acme* of good workmanship and enduring quality. It is simply the solid coral rock planed down to a level or made by debris of the same material, which rapidly levels down like cement under the action of the elements, and becomes hard and durable.

A thin but rich soil covers the hills, being deeper in the valleys (say a foot or so thick) and out of this the vegetation springs. All forms of vegetable life in these islands, as among tropic lands, generally derive their sustenance chiefly from the air.

A great point too, in favor of Bermuda with invalids is the absence of anything like fresh water marshes. The porosity of the calcareous rock causes the absorption of rain-fall at once. Indeed! all of the water used for domestic purposes is caught from the rain-fall in reservoirs placed upon the hills, or in private tanks with which nearly all houses are supplied.

The charm of life in Bermuda, and especially in the delightful little community of Hamilton, grows upon one as residence is prolonged and the novice becomes better acquainted with the many beautiful excursions possible from this central point.

Hamilton itself is quaint and delightful to an artist's eye. At the book stores one may obtain excellent maps and guides of Bermuda, which contain a vast amount of specific information, and should be purchased by every intelligent visitor at once upon arrival.

The Hamilton Hotel was constructed by the town corporation, and is leased by an American landlord. It is built entirely of stone with large cool rooms, spacious halls and dining rooms. All modern conveniences are provided and the extensive grounds around the house are laid out with great taste and care.

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ON THE COAST—BERMUDA.

During the past summer a wing 44x96 feet dimensions, has been added, four floors high, containing an elegant drawing-room and some fifty large chambers, commanding an unsurpassed view of land and water. The capacity of the dining-room has been more than doubled; gas and electric bells have been introduced throughout the house, and the older portion refitted and refurnished throughout.

One of the favorite promenades is Cedar Avenue, which is near the hotel and is a beautiful archway of green. The Governor's residence is near by, and it is but a short walk to Prospect, where the officers of the Royal Artillery have their quarters. As the name would indicate here is a most enchanting view of land and sea, such as the beholder is not likely to forget while memory lasts.

The Princess Hotel is situated on a bold and rising elevation at the southern and western extremity of the picturesque harbor of Pitt's Bay; its southern or sunny frontage is built almost on the water's edge, but the highness of the rocks, which are the solid foundation of the main structure, preclude the possibility of any inconvenience being experienced from tempestuous weather, while its happy location offers superior bathing and boating facilities for the weeks of glorious weather of which our winter is principally made up. The building for guests, irrespective of outhouses, laundry buildings, boiler room, etc., stands on an area of 15,000 square feet, and its southern face is some 140 feet long. Its western wing, in which is the grand entrance, extends back 150 feet, and commands a most magnificent view from all its windows. The great facilities this hotel offers for the thorough enjoyment of the salt water is one of its greatest charms and attractions. There is a covered stone piazza, 12 to 14 feet wide, running the entire length of the basement, warmed the whole day by the health-giving sun, it will be a sunny promenade for the invalid, a seductive resort of the lounge, the smoker, the tired yachtman and valetudinarian. The first storey is about 13 feet high and the grand reception room is a magnificent department, about 40 by 20 feet, with large low windows and glass doors opening on the southern and western verandas; the views from here are superb. In keeping and in size with this commodious apartment is the spacious dining-hall, about 60 by 40 feet, its whole length fronting the harbor and opening on to the veranda by handsome glass doors. There are upwards of 80 to 90 bed-rooms, ranging in size from 23x16 feet to 12x16 feet. The edifice will be gas-lighted throughout, from the grand entrance and gateway on the Spanish Point road, along the broad, smooth carriage drive to the front entrance, to the attics above the dormer story. There will be telephonic communications with Hamilton and with the livery stables near the premises.

The leading fruits of Bermuda are the banana and melon. Some grapes are also produced.

There is a great abundance of fish—as many as 168 varieties having been observed. The more common varieties are rock-fish, hamlets, mullets, bream, soums, porgies, grey and red snapper, hogfish, yellow-tail, groupers, chub, amber-fish and grunts. Angel-fish are an esteemed table delicacy. Oysters are not very good.

The daily range of temperature from December to May is between 65

and 80° Fah. The thermometer standing at a point during this period quite comfortable, even to invalids. There is occasionally a day when a slight fire is grateful. This is useful, too, for counteracting the effect of the humid sea air.

The area of the island is 19½ square miles, and the population about 15,000. About 200 foreign vessels are annually entered and cleared from the two ports of Hamilton and St. Georges.

The value of the potato and onion crops annually exported is about 80,000 pounds sterling.

One of the standard attractions is the great Dockyard at Ireland Island which is at the point of the hook, which, as I have said, Bermuda resembles. A steam launch maintains regular service between Hamilton and this point. A large arsenal establishment and an extensive basin which will accommodate a whole fleet at anchor are found here; but the chief feature is the enormous floating dry-dock. This monster was built at Sheerness, in 1868, and towed hither across the Atlantic, arriving safely after a voyage of fifty-six days. It will accommodate the largest iron-clads. Its weight is over 8,200 tons.

Nearly 1,200 persons—marines, sailors, and civilians—are employed in public work upon Ireland Island.

The exact distance of Bermuda from New York is 726 miles. It is on the latitude of Charleston, S. C., but enjoys a more tropical climate through the influence of the gulf stream.

There are nearly one hundred miles of roadway upon the islands, most of it being kept in good general repair.

The wonder works of the sea are found along the southern shore, which is broken in many places into the most fantastic forms through the ceaseless turmoil of the sea. Here are groined arches and caverns and nooks where sea sprites and mermaids may properly dwell.

Harrington Sound is a saline lake of considerable extent, having a very narrow outlet into the sea. Beyond this, toward St. Georges, is Castle Harbor. Upon the northern shore of Harrington Sound are the famous Walsingham caves. Payuter's vale and Joyce's dock, where a cave ornate with *stalactites* is found, are also here and are places of much resort. Moore's storied calabash tree is found close to Walsingham.

Neptune's grotto, a natural well containing a great number of beautiful fish, is at the southeast corner of Harrington Sound.

Basset's cave is near the western end of the group upon Somerset Island.

"Fairy Land" is a sort of Bermuda Coney Island a short distance from Hamilton. It may be reached either by land or boat.

Such are a few of the many resorts of local note which serve as objective points for delightful drives.

The pleasures of navigation amid the lovely isles of the harbor, or, in good weather, far out over the reefs of the open sea, will always rival the attractions of the land.

The Royal Bermuda Yacht Club is one of the live institutions, having a membership of about 120. Regattas are announced frequently during the season. Dingy races are also one of the features of harbor life.

We have procured the following table of places and prices which the intending visitor will find useful:

#### HAMILTON HOTELS AND BOARDING HOUSES.

Hamilton Hotel, -	\$17.50 to \$35.00 per week, \$4.00 per day.
Princess Hotel, -	17.50 to 25.00 " 4 00 "
American House,*	- - - - - 2.00 to 2.50 per day.
Kennedy Hotel,	- - - - - 2.00 to 2.50 "
Albion House,*	- - - - - 2.00 to 2.50 "
Scarborough House,*	- - - - - 2.00 to 2.50 "
Sea View House,	- - - - - 2.00 to 2.50 "
Brunswick House,	- - - - - 2.00 to 2.50 "
Mrs. Stone	- - - - - 10.00 to 12.00 per week.
Mrs. Bennett,	- - - - - 10.00 to 12.00 "
Mrs. Riley,*	- - - - - 10.00 to 12.00 "
Mrs. Steele,	- - - - - 10.00 to 12.00 "
Mrs. Penniston	(Best for fishing and boating), 10.00 to 12.00 "
Mrs. Kirkham,	- - - - - 10.00 to 12.00 "
Mrs. E. A. Newman,	- - - - -
Dr. Guterbridge,	(near Mr. Trott's and Am. Con- gill's (Mr. Allen's) Residence)

\* Near the Hamilton Hotel.

#### ST. GEORGES.

##### BOARDING HOUSES.

J. Alderman, - - - - -	\$10.00 to \$12.00 per week.
Mrs. Anderson, - - - - -	" " "
Miss Bruce, - - - - -	" " "
Miss Foster, - - - - -	" " "
A. Swan, - - - - -	" " "

##### HOTELS.

Globe Hotel, - - - - -	\$3.00 per day.
St. Georges Hotel,	- - - - - " "

##### CARRIAGE CHARGES ON BOTH ISLANDS, INCLUDING DRIVER.

Single team, 1 or 2 persons, 1st hour,	- - - - - \$1.00
Every additional hour,	- - - - - .50
Per day,	- - - - - 4.00
Double team, 1 or 4 persons, double price,	- - - - -
Saddle horse, per day,	- - - - - 2.50

Good boats, rowing or sailing, \$3.00 to \$4.00 a day.

Fees for sight-seeing average one shilling. No toll or road charges.

Government tug-boat makes two trips daily along the harbor to Dock-Yard.



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# THE NEW WINTER RESORTS

By FRED. A. OBER.

WITHIN a week from New York lie the islands of the LESSER ANTILLES, where one may enjoy in January the climate of June, may recline beneath palms and plantains, and eat the luscious fruits of the tropics as they fall from the stem; oranges, bananas, pine-apples, sapsillas, sour-sops, guavas, limes, lemons, mangoes, custard-apples, coconuts, bread-fruit—all these, and more, await the voyager to those islands.

It is a well-known scientific axiom that warmth evolves life, while cold produces death. It is reasonable, therefore, to assume that to a large and growing proportion of our over-worked, nerve-crowding American population, to whom the Winter months are simply a time of constant complaint, small ills and discomfort, would find in the islands of the Lesser Antilles that balm of rest and moderate temperature which is best suited toward endowing them with new life and health.

Aside from the beneficent conditions which make the acquisition of the needs of life so easy of acquirement in the warm latitudes, there is an ever varying and inexhaustible fund of novelty to divert the mind and charm the senses. In short, he who leaves New York in mid-winter or early Spring, stepping upon the deck of the ship southward bound, leaves behind him the slush and slop and fog of the worst climate in the world, and is speedily set down in the midst of an equable and delicious atmosphere, where all things, all customs and aims of life are so at variance with those so lately left behind, in the mighty, relentless metropolis, as to partake of the character of a tropical heaven.

Until recently these gems of the Caribbean Sea have been reached only by a tedious sea-voyage in a sailing-craft, or roundabout journey by steamer, attended by discomfort and expense. Now it is changed; a rapid and uninterrupted line of travel is established between New York and the Lesser Antilles, and now it is but a step from zone of snow to zone of heat.

To those wearied with the monotony of aspect of the scenery of Florida, an invitation is extended to make a voyage to the tropics—not to *semi-tropics* but to those islands of verdure that glow beneath tropic skies. The geographical range of this group of islands extends over seven degrees of latitude—from Trinidad in latitude 10°, to latitude, 17°, and over seven degrees of longitude.

The Archipelago, exhibiting every variety of climate peculiar to a region lying within the tropics, contains also every beautiful aspect of vegetation, from the sugar-cane and cocoa-plants of the heated coast to the tree-ferns and giant gum-trees of the mountains. The temperature is all that could be desired, in the first four months in the year, and ranges from 65° in the mountains, to 80° on the coast.

The first four months of the year should be chosen for a visit to these islands, for they are the coolest and driest; August and September are the hottest.



The great mountains of the interior, some of them 5,000 feet in height, create a cool land breeze, which blows during the night, rendering repose and sleep possible and enjoyable. Soil and climate are wonderfully adapted to the growth of tropical plants from the East, and everything flourishes. A glance at the history of these islands would prove interesting, but space does not permit. After thus briefly epitomizing the climate and scenery of the Lesser Antilles, we will turn to scan each island, in detail, and search out its resources for pleasure and instruction during a winter's stay.

## THE CARIBBEES.

So called by Columbus from the Carib Indians found in possession. They lie stretched between the Carribean Sea and the Atlantic; in shape a crescent; attracting one's attention by their configuration, even if viewed only on a map. These islands are the loveliest in the Caribbean Sea; it is to them, in fact, that we are journeying, passing the more northern and less attractive islands impatiently, though taking a glance at them as we pass, in order to properly understand the relative position of the southern chain—

"Those leafy isles upon the ocean thrown,  
Like studs of emerald o'er a silver zone."

The northern prong of the Caribbean chain runs northwesterly, terminating the volcanic archipelago in latitude 17° 38' north.

## ST. KITTS.

Population, 28,000. Area, 176 Square Miles.

Is an island of great beauty and fertility, lying about ten miles south of St. Eustatius. It is English, and was one of the first settled by them. St. Kitts produces vast quantities of sugar, molasses and rum, and has some of the finest estates in the West Indies. Basse Terre is the name of the principal town, lying in a beautiful and fertile valley, between a group of high mountains on the north and barren hills on the south. Its principal mountain, Mount Misery, is well named, having been a source of much misery to the inhabitants of Basse Terre, in January, 1880, by pouring down a great flood of water from the deep ravines and gorges that seam its sides, sweeping away many houses, ruining estates, and drowning nearly 200 people. This mountain is 4,300 feet high, an extinct volcano, with a great variety of tropical vegetation covering its slopes. Its peak is isolated and very steep, and considered one of the hardest to climb of any in the South. The ascent by the writer, in May, 1880, was the first that had been accomplished in three years. From the top one can view the whole island, and all those others grouped within forty miles. Immediately beneath the cone is the crater with a smoking sulphur deposit in it, and a lake. A very deep gulf it is to descend, and difficult. On the Caribbean side of the island, fifteen miles from town, is Brimstone Hill, a limestone hill so strongly fortified as to have received and mer-

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ited, in olden time, the name of "Gibraltar of the West Indies." It is now abandoned and in possession of monkeys, who swarm in the deserted casemates. They are so abundant in the forests that they are hunted like squirrels, and are sought after as luxuries. If the visitor to St. Kitts is desirous, he may be put in the way of indulging in a monkey hunt in the woods. There are some pretty views in town, the best of which is of the square, possessing a fountain, several palms and a banyan tree. This square, with many of the streets, was covered several feet deep in soil and debris brought down by the flood, but it is now cleared. There is a good restaurant in town, but no good hotel as yet; a good reading-room, a fine cathedral and churches. A ride around the island, 30 miles, over roads hard as iron, should not be omitted, when one can enjoy some magnificent scenery.

South of Basse Terre is a stretch of hills so dry and barren that they are little cultivated; they terminate in a group surrounding a series of large salt ponds, sometimes a source of considerable revenue, and a great resort for plover, curlew, snipe, duck, and other water-birds. Monkeys also abound about here, and are often shot. The Quebec S. S. Co. make St. Kitts one of their ports of call.

## ANTIGUA.

Population, 35,000. Area, 280 Square Miles.

Is a lovely island, in its level fields, rounded hills and gentle swells. Its principal town, St. Johns, has some fine buildings, and the largest cathedral in the English islands, the towers being nearly 130 feet high.

It has no good hotel, and here would be a good opportunity for some one to erect a much-needed structure for the entertainment of winter tourists brought here by the Quebec Steamship Company's steamers. In commercial importance the island stands well, as the estates are large and skilfully cultivated, and soil yields abundantly except in time of drought.

The roads are excellent, and lead to the most charming beaches and bays, and the harbor unsurpassed for boating facilities. The numerous ponds abound in ducks and coots, and in the season the pastures swarm with plover and curlew: pelicans and sea-birds surround the coast, and some of the little cays have been converted into private preserves by hospitable owners. Antigua being the seat of government of the Leeward Islands, the society here is good and enjoyable. To one mineralogically inclined, the hills and valleys offer tempting fields for exploration in their stores of fossils and petrifications, and the shores are strewn with shells and corals. A mile or two from the town is a valley of petrifications, a large interior basin, or depression, in the centre of the island. Here may be obtained very beautiful examples of petrified cedar, palm, mangrove, etc., completely silicified, with veins of chalcedony and agate: whole logs, or trunks of trees, may be seen buried in the ground. Though called a "flat island," the surface is more properly undulating, with elevations in the southern and

southwestern portions from 1,000 to 1,400 feet. From any eminence it presents a pleasing appearance, with its wealth of rolling cane fields, white houses, picturesque windmills, and beautifully indented coast line.

## DOMINICA.

Population. 27,000. Area, 294 Square Miles.

Sailing southward, the voyager will find the islands to increase in attractiveness; the mountains attain to great altitudes, the cliffs to grander proportions, and the vegetation, that covers all as with a carpet, grows ranker and richer. The perfection of insular loveliness is attained in Dominica and Martinique—two islands, lying one on either side the parallel of 15° north latitude. North of these islands no others equal them, either in the boldness with which their sea-worn cliffs shoot up from the waves, or in the luxuriance of the vegetation that covers them. They seem to realize the poet's dream of breezy heights in proximity to tropic strands. Here the traveler will see exemplified the wonderful creative power of the hot, moist climate of the West Indies in producing the giants of the vegetable kingdom. He will not be struck with

## ROSEAU,

chief town of Dominica, but he will be interested in viewing the dilapidated shanties of the negroes, and he will be actively engaged in maintaining his equilibrium on the water-polished stones with which the streets are paved. Roseau is a quiet town, near a river, hemmed in between high hills and the sea. There are good stores, well filled with English goods; a good boarding-house, kept by Mrs. Ogilvie, and many attractive spots to visit—such as the fort, the garden, government house and Morne Bruce—all near or in town. Sprinkled here and there throughout the town are a few of the most hospitable people the sun ever shone upon. But for them Roseau might be considered as a mild purgatory, where tourists may have to reside awhile before they can visit the delights beyond. Lovely paths wind along the Caribbean coast, along beaches of golden sand, shaded by drooping palms, and beneath towering cliffs, with views of sea and valley opening up at every turn. Take the bridle path leading up the mountains, and you may ascend, in an hour, from heated coast to cool and verdant mountains, and view wonders of vegetation that man but seldom sees. At an altitude of 400 feet, the tree-fern makes its appearance; soon you will be lost in admiration of the richness of the mountain flora, for there will be ferns and bigonias, orchids, epiphytes and tilandsias, that are never seen out of the tropics—that are more at home in the Andes and along the Amazon than in the West Indies. The trail is steep, but if you are mounted upon one of the island ponies, there is no danger of a fall. At an elevation of 2,000 feet the giant trees are entirely enveloped in masses of air plants, and the branches woven together by the climbing vines and bush-ropes. After two hours' riding you will reach the famous

## MOUNTAIN LAKE.

one of three occupying the basins of extinct craters. The writer, in company with Dr. Nicholls, of Roseau, thoroughly examined this lake, last July, in a boat carried up the mountains by two men, the burden resting on their heads. It was most delightful to float upon the calm surface of this secluded sheet of water, at an elevation of 2,300 feet above the sea, surrounded by the rank-growing plants of the tropics. The aerial gardens seen here are in their greatest beauty, about the flowers of which dart and flutter gorgeous humming-birds, resplendent in metallic hues of purple, garnet and green. Here, at the lakes, is the "marooning place," where a cave, dug from the clayey bank, gives shelter from rains. If one chooses, he can equip himself in town, and start for the far windward coast, where live the last remnant of the Carib tribe—Indians in possession of these islands when discovered by Columbus. A five-hours' row, down the Caribbean coast, brings you to Prince Ruperts, at the bottom of a magnificent bay, large enough to float a fleet. It is almost entirely abandoned to negroes and mulattoes, owing to the prevalence of malarial fever. The hills that guard this bay are pointed promontories, crowned with ruins of ancient forts. Gloomy mountains rise in the interior, among which Morne Diablotin, said to be the highest in the chain, offers tempting bait to mountain climbers. Their wonders are manifold. Within two or three miles of Roseau, following a branch of the mountain trail, are the sulphur springs of Watton Wasren, and further in, at the extremity of the valley, are two grand falls of water, the highest said to be over 200 feet. A day can be comfortably spent in this valley and the adjoining one of Shawford, as in the latter the estates are planted with fragrant limes and dark-leaved cacao. Near town is an interesting coffee plantation, where much information can be obtained from the gracious proprietor, regarding the culture of this interesting plant. A ride through the mountains to Grand Bay will reveal the most exquisite scenery in the islands.

But the greatest wonder in the island—indeed, the greatest in the archipelago, is the valley of the

## BOILING LAKE.

Until January, 1880, there existed a lake of heated water, in a valley of hot springs in the little-known interior. But a few people had visited it—for it was discovered within a few years,—but their number constantly increased, until the genius of the volcanic district became disgusted at the intrusion and let the water out of the lake. The lake has disappeared, and the warm streams and cool springs that had formerly flowed beneath overhanging trees and vines now run over bare rocks, without a sign of leaf or branch in the valley. To reach this lake region, ride up to the mountain hamlet of Landat and inquire for Jean Baptiste, the trustworthy guide of the mountains, who will guide you to any portion of the forest. Though the bridle-path is much improved and greatly extended, the trip will consume an entire day; and it would be best

to take up hammock and provisions and commit yourself to the good offices of Jean Baptiste for, at least, one night.

The roadstead of Roseau is open and exposed to storms, but is very deep.

## MARTINIQUE.

Population, 154,000.

Picture a mountain, or congeries of mountains, fifty miles in length, covered from base to summit from circling Caribbean Sea to cloud-capped crests—with such a vegetation as only the tropics can display. Imagine yourself sailing into a broad bay, three miles in length, with a town at its bight, picturesque in houses of stone covered with earthen tiles. The streets are narrow, the side-walks narrower, and they are crowded with people, a motley assemblage of every hue; they make way gracefully for a stranger, for they are French—as thoroughly imbued with the national superficial politeness as any Parisian. They are of every shade, from the white and rosy Frenchman of fine proportions to the black brother whose ancestor danced beside Africa's sunny fountains. The colored creoles, the females, who frequent the streets and market places, are attired in quaint and curious long dresses, gathered up under the shoulder-blades, and with waistbands drawn tightly just under the arm. If the dresses are gay, the turbans are gorgeous, and sometimes covered with jewelry.



FRENCH NEGRESS, MARTINIQUE.

Through every street runs a gutter of water from the hills, and if the traveler lands in the morning, near the break of day, he will find these gutters alive with people. He will meet, perhaps, a baby disporting in the water, and kept from being hurried off in the flood by maternal hands; then a pet poodle being soured in the narrow gutter. The streams being fed from mountain lakes, cleanliness in dress and habitation, even among the lowest classes, is everywhere conspicuous. There is a fine cathedral here, a theatre, cool squares with flashing fountains, a beautiful garden of plants in the suburbs, containing wonderful plants and a nice little museum, and a *sarane* with shaded promenades, where a military band gives excellent music on Sunday afternoons. The mountain rides, over good roads, are calculated to invigorate and refresh one, and a few miles from the town St. Pierre, are warm

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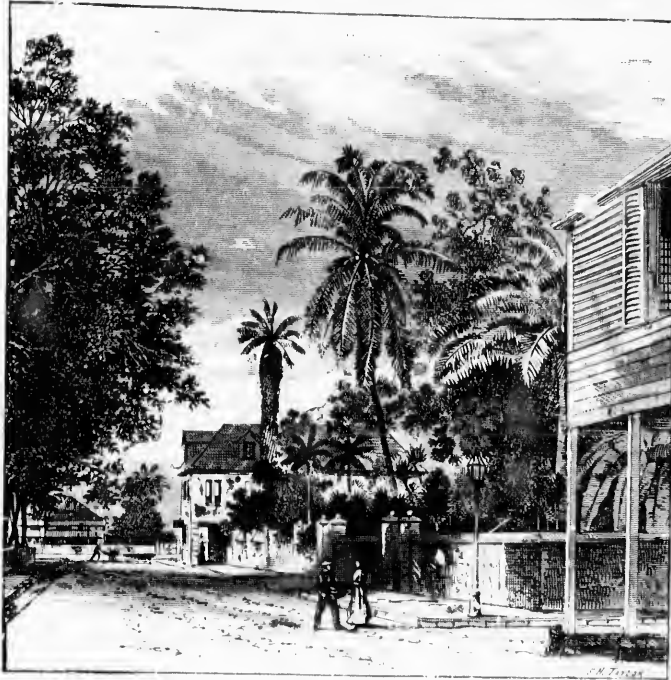
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springs, much frequented. The stores contain the best of French goods, and the hotels here are the best in the islands. No one should leave without testing at least one *déjeuner* at the Hotel Micax, with its delicious fruits, good wines and dishes. Here in St. Pierre is one of the best photographic establishments in the West Indies, and no one should leave without visiting M. Hartmann and examining his collection of views.

A call should be made, if possible, at Fort de France, twenty miles below St. Pierre, the seat of government. There is a statue to the



ST. PIERRE, MARTINIQUE

Empress Josephine, who was born on this island, at Trois Islets, five miles from Port Royal. There is a large dry dock here, second in capacity only to the floating dock of Bermuda. Above Port de France are also warm springs, near the Trois Pitons, peaked mountains that can be seen from the town. The trade of Martinique with the United States, since the opening of the new route, has greatly increased, and it is equally so with Dominica, great quantities of fruit and sugar being shipped.

### TROPICAL FRUITS.

The pine-apple, cocoanut, grape, melon, date, sapadilla, fig, orange, shaddock, lime, lemon, citron, guava, mango, plantain, banana, star-apple, pomegranate, plum, cherry, grenadilla, water-lemon, avocado-pear, tamarind, bread-fruit, custard-apple, sugar-apple and sour-

rop. The vegetables—yam, eddoes, sweet potato, cassava, cabbage, cucumber, pea, parsnip, bean, carrot, radish, egg-plant, celery, sorrel, spinach, pumpkin, tomato, cehra, etc., etc.; besides sugar-cane, coffee, cocoa, corn, guinea-grass, ginger, vanilla, nutmeg, clove, pimento, indigo, aloe, arrow-root and castor-bean.

An eastern road runs along the Atlantic coast, over lovely hills and valleys, with views in sight the whole distance, that would repay a week's stay, through an avenue of ninety-one palms and past a noted mineral spring, to the distant land country.

A little steamer runs down the island on the western side, past grand and beautiful scenery to a town near the base of the Soufrière, the great volcano, which treated the island to an eruption in 1812. The ascent of this volcano occupies half a day from the plantations at its base and arrangements must be made in advance with the managers



SHIPPING DOCKS, MARTINIQUE

of estates there, for mules, horses and guides. The crater of this volcano is the grandest in the chain, is a mile in diameter, and a thousand feet deep, said to be the most nearly perfect in the world. The brim is 3,000 feet above the sea, where one can stand and look into the lovely lake at the bottom, and out over the coast to the Caribbean Sea.\*

## SAINT LUCIA.

Population, 32,000. Area, 250 Square Miles.

Next in size to Martinique, and second largest in the Lesser Antilles, it is famous for its picturesque appearance from the sea. There is much cultivable land and many hills and mountains and beautiful valleys.

\*In "Camps in the Caribbees," is the only accurate description of this volcano and life on the mountain, given by an eye-witness; also, the Boiling Lake of Dominica, as it existed prior to the eruption.

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Castries, the port and capital, is rather hot. Lying at the end of a deep harbor surrounded by strikingly beautiful scenery, it is in a locality peculiarly well adapted for the propagation of fever, and this fact has given the island a reputation for unhealthiness that it does not deserve, for there are hills and valleys noted for their salubrity. The steamer draws up to the wharf here, a feat which is not possible in any other harbor, and the passenger can step on shore; and he should climb the hill and visit the broad savanna, where are the fort, signal station and government house—the view from here is superb. A most interesting operation is that of coaling, which is done here by women, who carry great lumps and baskets of coal upon their heads.

St. Lucia has its Soufrière, or sulphur mountain, though it is not now active. Its summit is an attractive spot, and rises 4,000 feet above the sea. It exhibits more the volcanic aspect than Morne Peleó, the extinct



"SWEET HOME" IN THE TROPICS.

volcano that towers above St. Pierre, in Martinique, which likewise attains a height of 4,000 feet. BY far the most beautiful of the detached mountains that thrust themselves up from the sea are the



## PITONS.

Their height is variously estimated, but they are very high, symmetrical, trim peaks, shaped like pyramids, covered with green to their very tops.

## ST. VINCENT.

Population and area about the same as Dominica.

The seeming smallness of islands twenty-five or thirty miles in length, which, like St. Vincent, can be taken in at a glance, is thus accounted for by Kingsley: "Each outer line trends upward so surely to a single focus; each whole is so sharply defined between base-line of sea and its back-ground of sky, that, like a statue, each island is compact and complete in itself, an isolated and independent organism; and therefore, like every beautiful statue, it looks much smaller than it really is. So perfect this isolation seems, that one fancies at moments that the island does not rise out of the sea, but floats upon it; that it is held in place, not by the roots of mountains and deep miles of lava-wall below, but by the cloud which has caught it by the top and will not let it go."

Kingston, the port of St. Vincent, has a large bay, guarded by bold promontories on either side; it lies on a plain between a background of hills and the sea. Six hundred feet above it, from the parapet of Fort Charlotte—a rocky fortress perched upon a cliff—is the farthest-reaching and loveliest view in the island of the sixty-mile line of the Grenadines. There are two hotels here. Near the jetty is the police barracks, a large building given up to the enjoyment of some sixty negroes and colored men, who enact the farce of keeping the peace in this peaceful island. Less than a mile from town is the governor's residence, where are many valuable palms and spice trees.

## BARBADOS,

Population, 162,000. Area, 162 Square Miles.

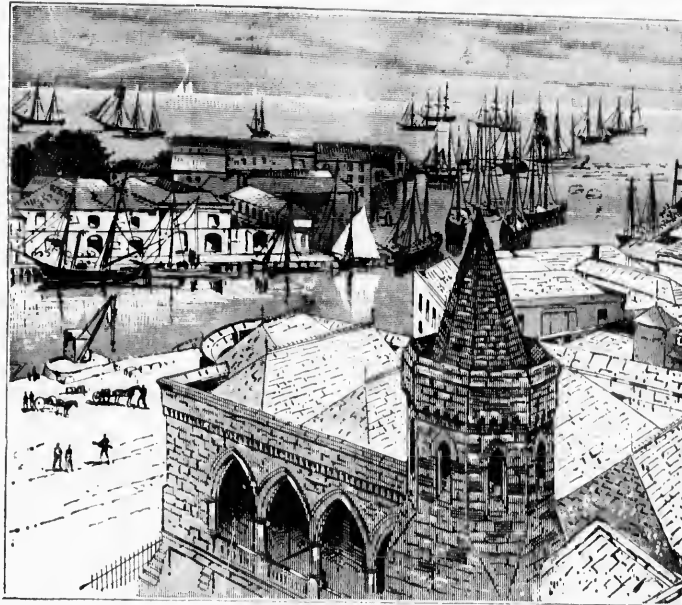
Has more people to the square mile than any other country outside China. This fact gives it an importance in the eyes of a Barbadian second to no other country in the world. While the good Barbadian lives he prefers to reside in Barbados; when he dies he wants another, just like it. Quantity, not quality, is his preference—he prefers two black men to one white man, though the negroes here are the most insolent in the world; they are industrious, because with so many it must be work or perish, and they are moderately intelligent; they constitute about 150,000 of the whole number. Barbados lies directly east of St. Vincent, ninety miles—rather, the other islands lie *west* of Barbados; this is why they are called the *Leeward* Islands, because they are to leeward of Barbados. The Barbadian divides all the divisible world into two parts, one part of which is to leeward, the other to windward of Barbados. For the same reason, among these islands, going south is going *up*—to Barbados; going north is going *down*—from Barbados.

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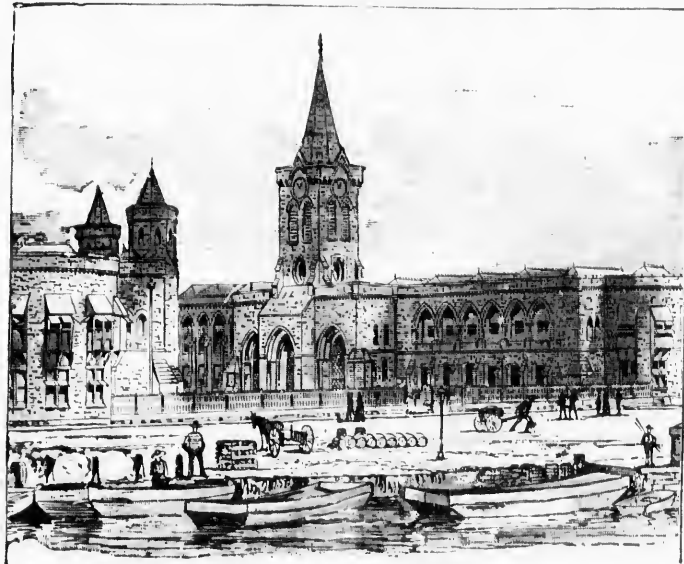
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HARBOR OF BARBADOS.



PUBLIC BUILDINGS IN BARBADOS.

It is a depot of the Royal Mail, and there are seldom less than two of their steamers in port; here those out from England meet those from Demerara and the islands. A breakwater protects small vessels

from gales, and a powerful light serves as a beacon for approaching vessels. A great deal of business is done in Bridgetown, principally in sugar, the exports in 1876 amounting to nearly \$5,000,000, and the imports to more than that. In Bridgetown are many large stores; the merchants are gentlemanly and obliging, and the stocks large and varied. Several Americans have made fortunes here, by shrewd dealing, and monopolize the greater part of American imports. There is one hotel and several boarding-houses. An attempt was recently made to erect a hotel for winter visitors at a beautiful seaside place called Hastings, but fell through from lack of support. There is everything here to attract a person in search of a mild climate, pure air, boating, bathing, fishing, good riding and pleasant scenery.

There is a regiment of red-coats, with officers that are nice, and privates that are smart. Near Bridgetown there are some very fine residences and pleasant grounds; the governor's residence, "Farley Hill," and some of the country and suburban churches are very attractive—of stone spacious and elegant, and draped in ivy.

To the seeker after the picturesque there is not so much that is attractive as in other islands, through all its eighteen miles of length, but the remote district called Scotland, in the northeastern part, displays some rocks and caves, some petroleum springs and an occasional monkey. A class of people live here, of a condition and degree of intelligence similar to the "crackers" of the south, who are supposed to be the degenerate descendants of the original settlers of two centuries ago, and are the only lazy and apathetic people in this little island. Secluded among and surrounded by sugar estates, at a distance from the town, near the coast, is Codrington College. No more delightful place can be imagined than these grounds, with their avenues of palms thrusting up graceful crowns high in the air, with ivy covering the walls of the buildings. The college was founded in 1716, is amply endowed, and a few students find here a congenial retreat. There are several newspapers published in Bridgetown, and the editorial intelligence is of a higher order than is employed upon the majority of these island papers. The people are well educated, wide awake, and hospitable. The West India and Panama Telegraph Line, with headquarters in St. Thomas, connects with this island, as with all others of the group.

## TRINIDAD.

Population (1871) 110,000. Area, 1751 Square Miles.

Though an island, Trinidad belongs, physically and geographically, to South America; its geological constitution is South American, as well as its fauna and flora. Situated in latitude 10° north, and hence the most southerly of all the islands, it possesses a climate warmer and moister; its products are remarkable, and in variety of timber and forest trees is excelled by no island in the chain. It is the most important, not only from its geographical position, but from the extent of its territory, as yet hardly explored. Unlike Barbados, which is cultivated to the extent of its productive power, Trinidad has thousands of acres susceptible of cultivation as yet untouched. Not only is the soil

rich, but there are mineral products, coal having been found. Since that day in 1498, when Columbus, looking upon its peaked hills, called it *La Trinidad*, to the present century, it has known much of the evils of war. Wrested from the Indians by the Spanish, it was taken by the French, and later by the English, who have kept it ever since. Here we see the survival of the fittest, for he who fought the hardest holds possession of the soil—even the valiant Briton. Many great men have preceded us, reader: Raleigh, Columbus and Humboldt. But where are the Caribs, whose cannibalistic amusements the rude Spaniards interrupted? Alas! they are no more. In their place are negroes and coolies, and the various colored races resulting from

amalgamation of these with the ever-dominant white man. The Dragon's Mouth—so called by Columbus from the dangerous character of its current—gives entrance into the great Gulf of Paria. You will sail in between high cliffs covered with a vegetation that hardly prepares you for the richness of the island beyond. There are four of these channels opening into the Gulf of Paria, which lies between Trinidad and the

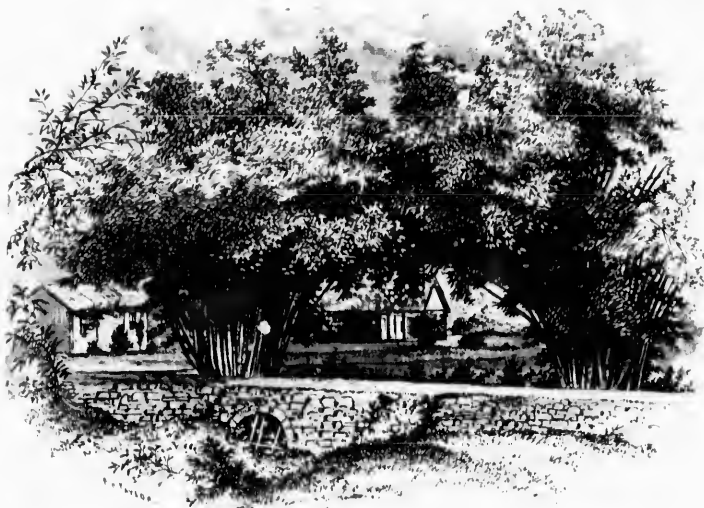
continent, with a length of upwards of 100 miles, and an average breadth of fifty. While the shores of Trinidad are mainly hilly east and north, the southern shores of the great Gulf are generally low and marshy, bordered by great groves of mangroves, which have extended into



COOLIE WOMAN, TRINIDAD.



CLOCK TOWER, TRINIDAD



BAMBOOS, TRINIDAD.

places several miles beyond the land. These trees were once inhabited by a tribe of Indians, called Gnaroners, who built their huts among the branches, lived on fish, and carried on a little trade with Trinidad. The southern opening to the Gulf of Paria, between Trinidad and the delta of the Orinoco, is called the Serpent's Mouth, and through this month, from the southward, are blown some of the strongest currents ever breasted by seafaring men—sometimes with a velocity of from three to four miles an hour.

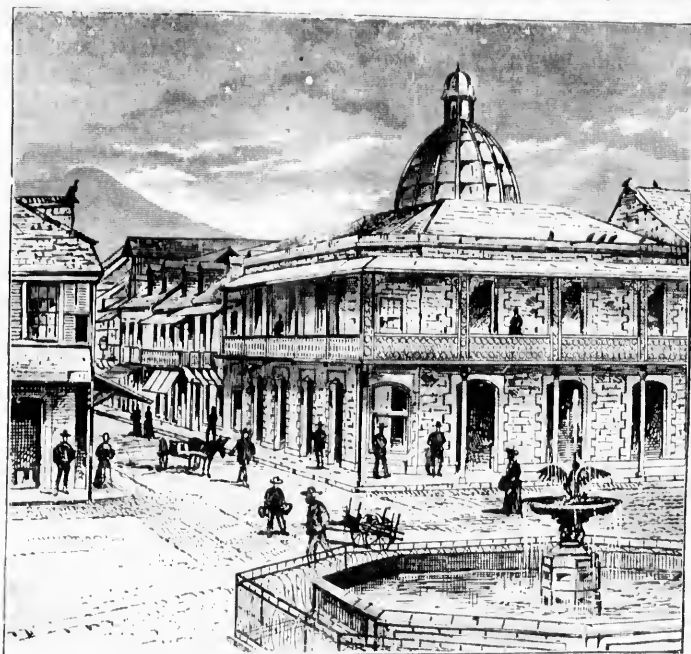


GOVERNOR'S RESIDENCE, TRINIDAD.

And now, having examined the "lay of the land," and having cast a glance at the historic cruising-ground of Columbus and Raleigh, let us look at the principal port of Trinidad—

## PORT OF SPAIN.

It lies in the northwestern part of the island, near the Caroni River, occupying a portion of a plain, well cultivated and fertile. It is considered a desirable place of residence during a good portion of the year. It contains about 22,000 inhabitants, many fine buildings, and is considered one of the most important cities in these islands. It has been so often and so exhaustively described that little remains to be said. The object of this guide is to direct attention to the equally beautiful, though less known, islands north of Trinidad, and to present such descriptions as have not before been offered to the public. Writers without number have paid their respects to Trinidad; it was the stamping-ground of the late Canon Kingsley, and if any one can



CORNER OF KING AND FREDERICK STREETS, PORT OF SPAIN, TRINIDAD.

follow in his wake and discover any new object for enthusiasm, he must be more than mortal, for Kingsley saw (very often) with the eye of faith. The Botanic Garden is the lion of Port of Spain; it should be studied for days, as here are gathered the principal plants of the tropical world. Of late years it has been suffered to rest on its laurels, and has been more an object of profit than pleasure.

The vultures that congregate by hundreds in the trees of the square, roost on the house-tops, and wrangle over refuse in the streets, are curious to the visitor, but they indicate the sanitary condition of the city, for they are the sole scavengers and only sewers. They are

protected by law and keep the streets wonderfully clean. A railroad leads into the country, through and into beautiful scenery, and little steamers provide access to the many delightful towns along the coast. With its broad savanna of magnificent proportions, perpetually verdant, its palms, grand public buildings, its tropical garden and its cool and inviting surroundings of hills and mountains, Port of Spain should attract annually thousands of visitors. The greatest wonder of the island is the Pitch Lake, reached by a steamer every two days from town, whose surface of bubbling asphalt has excited the wonder and admiration of generations.

It will seem to the voyager that the journey into the tropics is but just begun, when he stands upon this threshold of the mysterious continent whose shores lie dim in sight from the hills of Port of Spain; and, if the spirit so moves him, he can here enter upon cruises that will eventually bring him to the Andes, or the Straits of Magellan.

Steam lines center here, and connect with the "Quebec Line" steamers, that will carry one in any direction—south, east, or west—to British Guiana, Venezuela, Curaçoa, and Caracas. The mighty Orinoco empties its waters here, and up this turbid stream the steamers of the "Orinoco Navigation Company" plough their way as far as navigation permits. Angostura, famous for its bitters, and the gold mines of Bolivar, which seem about to realize Raleigh's dream of *El Dorado* of three centuries ago, can be reached by this line of steamers. Crocodiles, ibis, pumas, cougars, pheasants, monkeys, and all the denizens of tropical wildernesses, are here in abundance.

There is no end to the possibilities of a winter spent in roaming about and over these beautiful tropic isles; but there is an end to all guide-books and to the time at one's command; and let us hope, in closing, that the reader will be induced to measure our descriptions by his own experience among the Lesser Antilles during the coming winter.

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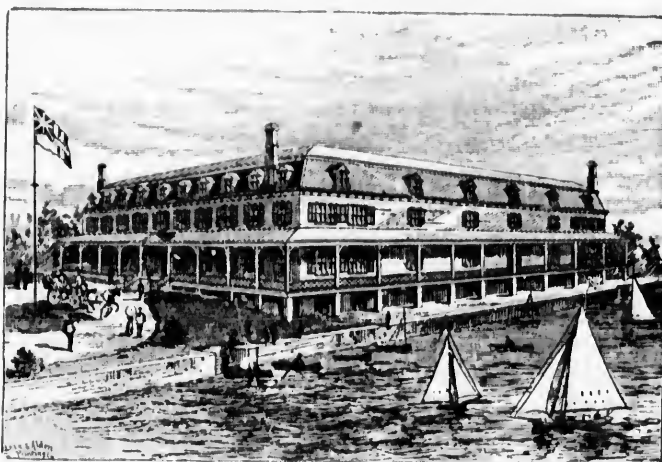
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