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TRINIDAD

THE RIVIERA OF THE CARIBBEAN.



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THE TRINIDAD INFORMATION BUREAU.

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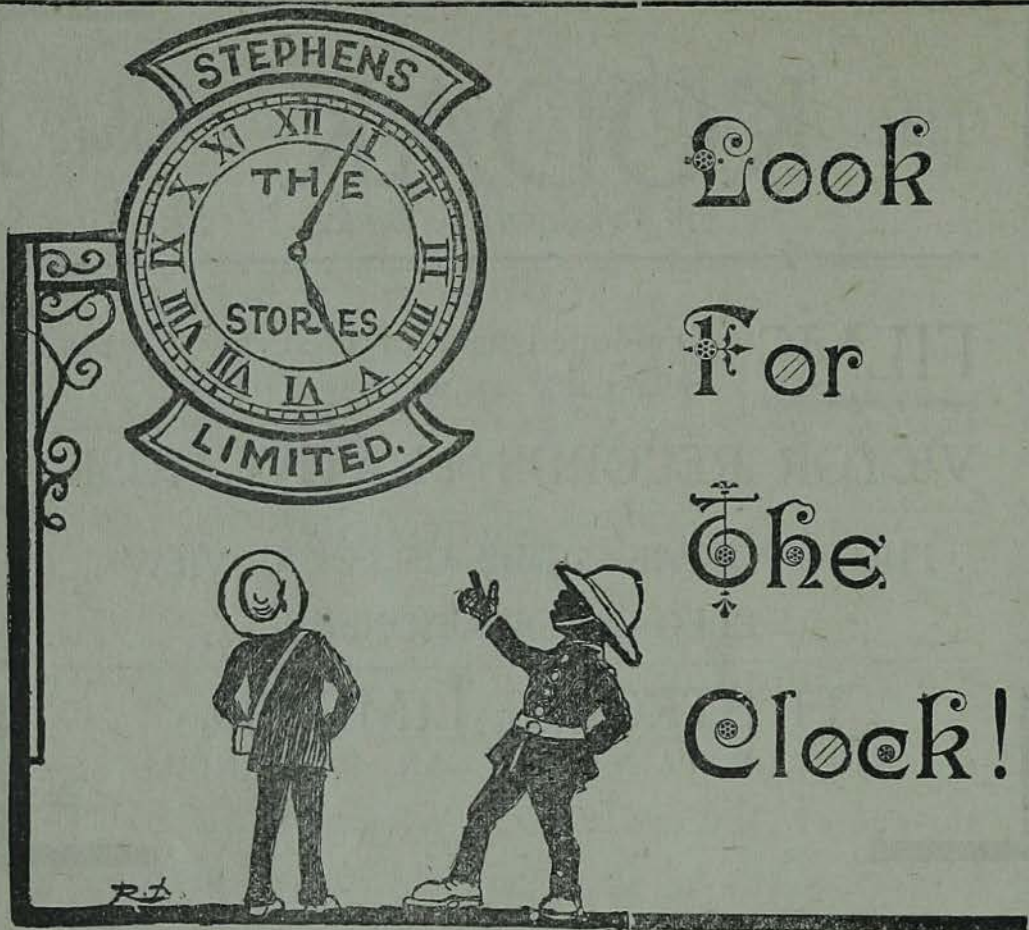
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THE RIVIERA

OF THE

CARIBBEAN

PUBLISHED BY

THE TRINIDAD INFORMATION BUREAU

1919.

THE TRINIDAD PUBLISHING CO., LTD.

22, St. VINCENT STREET, PORT-OF-SPAIN.

TRINIDAD
THE RIVER
CARIBBEAN

Days of radiance when a glowing sun
Flings its proud beams over land and wave,
Wooing with fragrance from orchids rare,
Tinting the gay blooms and flowerets fair
With the brightest hues the earth e'er gave.

* * * * *

Nights of beauty when a mellow moon
Sheds pale glory over hills and caves
On streamlets that gleam with silver light
On islands, and sandy beaches, white
With the foam from tossing, restless waves.

THE TRINIDAD PUBLISHING CO., LTD.
100, WATERLOO STREET, PORT-OF-SPEEN

TRINIDAD.

HISTORICAL OUTLINE.

COLUMBUS set sail from Spain in May, 1498, filled with confidence concerning the wonders to be accomplished by him on this, his third voyage of adventure. July found the mighty discoverer crippled with gout, and with a mind worn out by anxiety. It was thus with untold relief that he beheld the summits of three mountains rise above the horizon, and in devout gratitude also in accordance with his vow he gave the name of La Trinidad (The Trinity), to the land, which it bears to this day.

He approached the island by its eastern extremity, giving to a rock, projecting out of the sea, which he declared resembled a galley under sail, the name of Punta de Galera which was changed afterwards to Cape Galeota. He then coasted to the south-west point of Trinidad, calling it Point Arenal, and dropped anchor near a large rock which he named El Gallo. Here he had his first encounter with the Indians. Anxious to get away from the dangerous currents in this spot, he sent his boats to sound the terrible waters of the Boca del Sierpe, which he already had named from its angry appearance. Great was his delight to learn from his men on their return that his boats could pass with all safety. He set sail accordingly and entered the wonderful Gulf, which contained a world of mystery to his mind, and presented such a panorama of beauty to his sea-tired eyes.

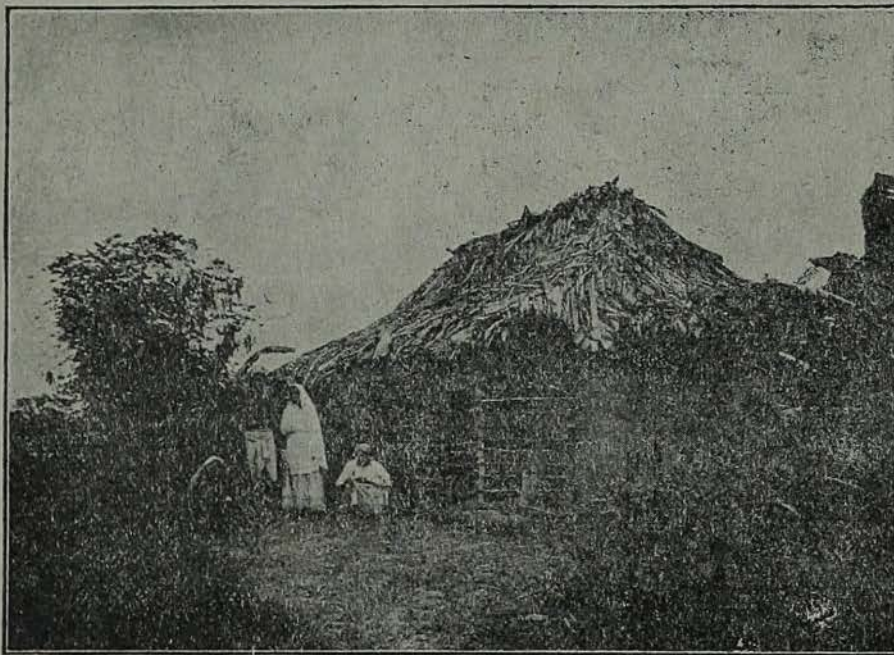
For many years after Columbus left the island it was sadly neglected, no governor being appointed by the Spanish Crown until 1530, when Don Antonio Cedeño made a feeble attempt to subdue the Indian population. Cedeño died in 1540, and it was not until 1584 that Don Antonio Berrio y Oruña founded the city of San José de Oruña, now the town of St. Joseph, which was destroyed

by Sir Walter Raleigh in 1595. The latter most probably was the first Englishman to make use of Trinidad pitch, for he is said to have caulked his ships during his stay in the Gulf of Paria with pitch taken from the lake which was termed by the Indians Piché. From this date until 1783 there is little to be said of interest concerning the island's history. The Indians continued to give great trouble during these years. The King of Spain in 1783, having concluded war with England and having leisure to turn his mind to other projects, offered considerable inducements to any persons who would settle in Trinidad. In a short space of time there were many colonists, including a large number of French families whose descendants now form a not inconsiderable portion of the island's population, and Don José María Chacon was appointed Governor of the island. Stormy years followed for the new Governor was a man of great ability but little strength of will, and in 1797 the nations being once again at war, a British Expedition set sail from Martinique under the command of Sir Ralph Abercrombie and Admiral Harvey, and entered the Gulf of Paria on the afternoon of the 16th February. The *Arethusa*, *Thorn* and *Zebra* conveyed the transports which dropped anchor at sunset, under the lee of the Five Islands, while the *Alarm*, *Favourite* and *Victorieuse* cruised backwards and forwards all night. The remainder of the British Fleet formed up in a half circle round the bay of Chaguaramas in which were the Spanish warships. Wild excitement prevailed in the town and crowds thronged the shores during the long hours of an unending night. At 1.30 on the 17th February the sky to the west became a blaze of crimson, and explosion after explosion rent the air. The Spanish Admiral, Apodoca, had destroyed his fleet by fire. Don Chacon's account states that his guns kept the British at a distance, but according to Sir Ralph Abercrombie's version the landing of his troops was an easy matter. A Spanish lieutenant with a body of fifty men met the advancing British on the spot where now stands the St. James Barracks and was forced to retire to the forest-covered hills of Laventille. The British Forces passed the Valley of Maraval and entered the town.

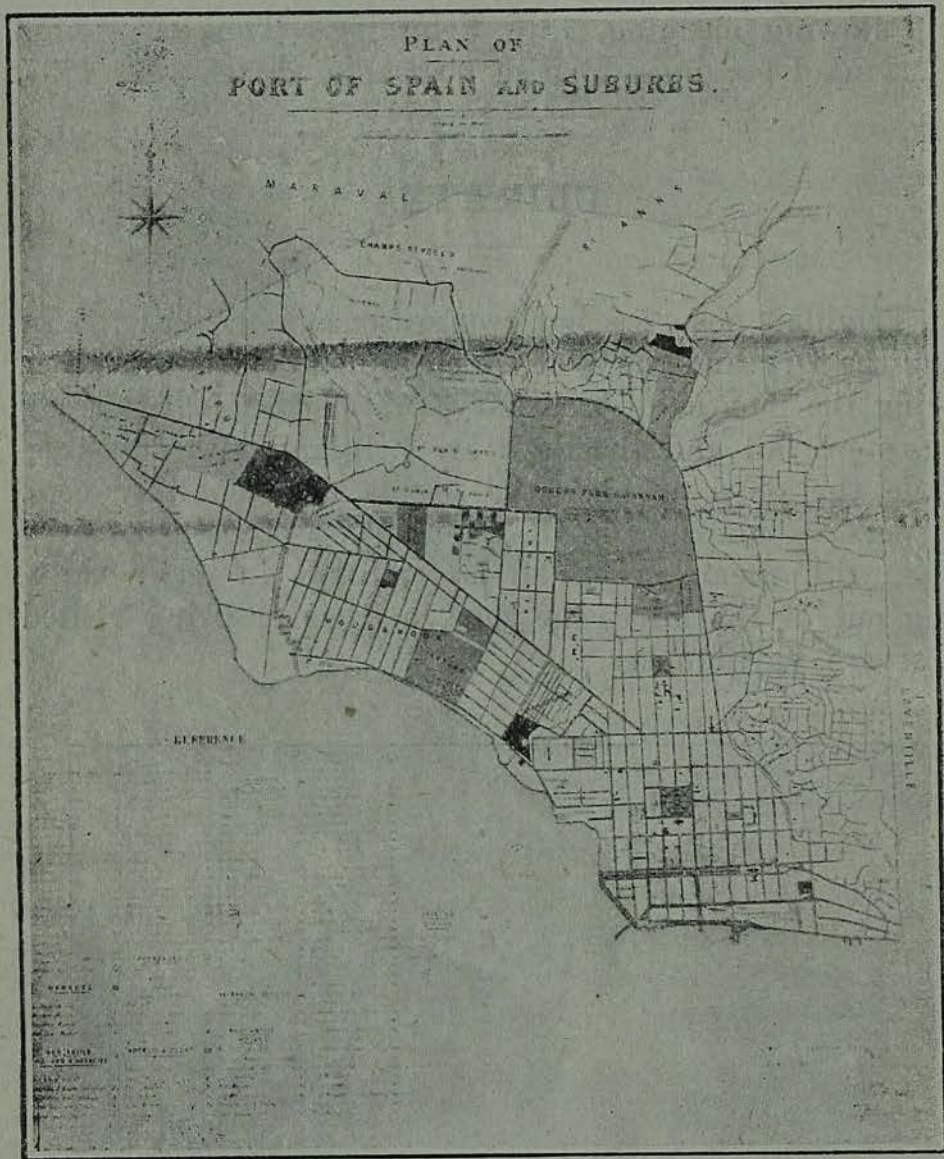
Don Chacon tried vainly to rally his men, but when darkness fell on the town he found to his dismay that he had been deserted by all with the exception of Admiral Apodoca and his own personal staff. Thus on receiving a courteous note from Sir Ralph Abercrombie requesting him to surrender without further bloodshed there was nothing to be done but to appoint a meeting which took place at Valsayn, St. Joseph, at 8 o'clock on the following morning, 18th February. Thus the island of Trinidad became a British possession in the year 1797.

CLIMATE.

Trinidad possesses but two seasons in the year, these being the Dry and the Wet which are subject to variation. During the months of February, March and April strong breezes prevail and the days are brilliant with sunshine. While the days are hot the nights are generally cool, and persons motoring in the evening are advised to carry wraps with them. Trinidad is fortunate in many ways, being out of the hurricane zone, and never being visited by severe earthquakes.



A Coolie Hut.



THE GULF OF PARIA.

LIKE the open, snarling mouth of some fabled sea-serpent or ancient dragon with its monster teeth showing between gaps, are the entrances into the Gulf of Paria from the Caribbean Sea. Entrances formed by high cliffs which rise majestically from the sea, like silent, ever-watchful guards to the tranquil rippling waters of the gulf within.

The southern entrance was the one first seen by Columbus, to which he gave the name of Boca del Sierpe (Mouth of the Serpent) from its angry appearance. A rock called the Soldier's Rock or El Soldado, divides or rather partly divides this entrance which is about nine miles in width.

The northern entrance is between ten to twelve miles broad and was given the name of Boca del Dragon by Columbus who was terrified at its wild appearance. The entrance possesses four separate channels, lying between islands whose hills are covered with luxuriant foliage to their broad summits, and are indented with sandy-beached bays.

Each island bears a name denoting peculiarity of its own. Chacachacare was called thus by the Indians from the notes of a bird's cry which resembles the many syllables in that name.

Huevos or egg from its shape, and Monos named from the great number of monkeys which inhabited the forest-covered hills of that island.

The first opening or Boca Grande is about twelve miles in breadth, and is the safest passage for vessels. It lies between Chacachacare and Cape Peña, the most easterly point of the Peninsular of Paria.

The second opening, called Boca de Navios, or third Boca, lies between Chacachacare on the south and Huevos on the north. It is nearly one mile in breadth and is

majestically beautiful. From the sea beyond roll in the long swells with a slow, graceful swing. At the rocky points the breakers toss their spray into the sunny air and the sun's rays gleams in dazzling radiance on the white foam as it rises and falls.

The third opening and 2nd Boca is between Huevos and Monos. The cliffs rise high and bold on each side of this passage which does not possess the grandeur of the first, but a touch of indescribable rough wildness lends it a strange fascinating charm which imparts a glad sense of exhilaration without the awe that is often experienced by the grandeur of the Chacachacare entrance. Towards the Huevos cliffs is a small island, or more correctly a huge rock called from its shape Parasol, around which leap the white breakers each appearing to be trying to out-rival each other in tossing their spray on to the summit of rock on which rests the wild sea-bird.

The fourth opening or First Boca is formed by Monos and the Mainland. Another large rock rises between these headlands and around this also the waves rush and fling themselves against its bare rocky sides. Many legends are told of the little island or rock. It bears the name of "Dent Ma Teteron," and lies in sight of a large wide bay bearing the same name, that of Teteron. Madame Teteron was supposed after having made a compact with the devil to have out-mastered him, and flinging back her old head had laughed wildly, this causing her one remaining tooth to fall, or rather fly out of her mouth and there it stand to this day, the tooth of Madame Teteron, firmly rooted in the blue waters between the islands.

The currents are both strong and treacherous in these channels. the First Boca, Monos, being perhaps the most dangerous, owing to its narrowness, and it is especially unsafe for sailing vessels on account of the height of the hills, causing the risk of their becoming becalmed and thus drifting on to the jagged rocks.

Once past these openings, with their mountain sentinels, the scenery loses something of its grandeur, but is none the less beautiful. Hills stretch for miles on the north. Deep valleys lie between each range filled with marvellous light and shade, which never for one moment

remain the same, for as the moving clouds cross the brilliant blue sky overhead the valleys grow dark and cool, while the hills' summit may shine light-green in the sun ; then as swiftly as a drawn breath, the hill top grows dark and the light brightens up each tree in the depth of the valley, then again, both valley and summit change into the deepest of greens and the sun turns the slopes of the hill into a shining vivid expanse of delicate green.

At certain seasons of the year valleys, hills and sea-shore become one blaze of colour, when reds and yellows mingle with greens and browns, for it is not to shrubs alone is given the glory of brilliant blossoms in these tropical lands but trees lowering forty to fifty high flaunt gay flowers to the sky.

Signs of cultivation appear on the slopes of the hills, and the red roofs of houses show up against the green. Towards the summit of one hill is to be seen an old dismantled fort which is now used as a signal station for the port.

Scattered at intervals on the waters of the Gulf are islands varying in size and each possessing a picturesque beauty. These form the health and holiday resorts, many being large enough to allow numerous houses to be built on them, each house possessing its own landing stage and bathing place. Opposite the Monos entrance lies the long green island of Gasparee, and nearer to the shores of the Mainland is Gasparillo, uninhabited, except for monster centipedes, yet beautiful in its rich foliage which covers the rocks even to the waters' edge, where low spreading branches stretch out and are reflected in the green mirror beneath.

Opposite is the glorious deeply indented bay or harbour of Chaguaramas in which lies the Government Floating Dock of which Trinidad is justly proud and which has added greatly to her importance in the West Indies. This is a scene of vivid contrasts. From the waters' surface rise the grim still walls of the dock against a background of extraordinary beauty, for from the pebbly beach stretch plantations of coconuts and cocoa for many miles until they touch the great hills. The hum of wheels and the thuds of the hammer, the click of the

1797
chisels and scrapers echo and re-echo from the valley beyond and float back over the sunny sea, beneath whose surface lie the treasure and the ships of the brave Spanish warriors who, at the command of Admiral Apodoca in February, 1917, set fire to their fleet rather than surrender to the British. The hills that now resound to the grinding confusion of machinery then returned the echoes of many explosions as the flames leapt into the darkness of the mid-night sky. Under the sheltering shadow of the low growing mangrove bushes on the beach the escaping crew sought the depth of the forest.

To the south of Chaguaramas Bay is the island of Cronstadt which rises in mountainous beauty and whose thickly-growing trees conceal the small crater of an extinct volcano. This island is used by the Trinidad Constabulary as a health resort. Across a narrow channel through which runs a very strong current and at times waves race with white-capped tops, lies another large island on which is the penal settlement.

Now stretches an unbroken expanse of sea for several miles, bordered on the north by the hills and valleys whilst to the south is only dancing sunlit waves as they extend away towards the low-lying lands of that district. Then, like small green jewels five islands rise from the crystal waters. Lofty trees springing from their rocky soil throw pleasant shadows over the small house built on each picturesque islet. These are the Five Islands, once called Los Catorras (the parrots), but now each bearing their own particular name, Caledonia, Craig, Lenegan, Nelson and Pelican.

Another sunny expanse of sea ends at the ships' anchorage, one that holds its own easily in the world for exquisite beauty of scenery and absolute safety. The city of Port-of-Spain nestles beneath the hills on the east and north, low green lands stretch away for miles to the south broken by the mouths of rivers and by one large hill. To the west—and that is looking down towards the entrances of the island—lies a panorama of high mountains, green islands, deep bays, narrow channels, swept and encircled by the shining waters of the Gulf of Paria, waters which

the mighty Columbus in his feverish imagination vowed carose from the river which sprang from the Tree of Life, mentioned in the Book of Genesis.

PORT-OF-SPAIN.

TRINIDAD'S Capital, Port-of-Spain, is situated at the north-eastern corner of the Gulf of Paria, and is one of the finest cities in the West Indies. The long range of hills which run from east to west overshadows the town and somewhat mitigates the heat of the day and renders the evenings and nights cool and refreshing.

Steam launches ply from the ships' anchorage to the Customs. The mercantile house to which any steamer is consigned possesses its own launches and therefore there is no difficulty connected with the transferring of passengers or luggage to the shore.

The Customs House is a long stone building running along the sea-wall. Prompt attention and courteous assistance is rendered by all the officers on duty to strangers. Motors and cabs wait in the street beyond which is gained through a cool corridor, having a fountain in the centre, surrounded by green feathery ferns and graceful palms. Extensive wharves occupy all the land around the Custom Houses, Signal Station, News Room and the Harbour Master's Office, east of which lies the Railway Station. Facing the wharves are the buildings occupied by most of the mercantile houses. All this land is reclaimed, the sea having covered it entirely at one time. The site of the Harbour Master's Office was once the old fort of St. Andrew's which was built on a small island approachable only by a long stone pier. It was from this fort that Chacon, the Spanish Governor of Trinidad, in 1797, made a vain attempt to prevent the landing of the British, under the command of General Sir Ralph Abercromby and Admiral Harvey. A very feeble attempt it must have been for Sir Ralph Abercromby states : "We advanced with little or no opposition."

From the sea-wall extend two piers, one of which is used by the river-boat which plies to and from the islands situated in the Gulf. To the westward of the Customs lies the long jetty, principally used by the Royal Mail Steamer Belize, which runs to Tobago and round the Island every week, carrying cargo, mails and passengers.

Above the din of carts, railway trucks, the toot of motor horns, the hissing music of the wireless is heard, and against the blue of the sky, high over the heads of the forest trees still to be seen in the city, rise the slender iron towers.

Fire has twice threatened the town with destruction. In March, 1808, all the public buildings, nearly all the shops and four hundred and thirty-five dwelling houses were reduced to ruins, causing five thousand persons to be rendered homeless.

Again in March, 1895, fire laid in ruins a portion of the business centre of the island, consequently Port-of-Spain can now boast of many new and handsome buildings, for the shops in Frederick Street, a West Indian Regent Street, rose Phoenix-like from their ashes.

March is apparently the island's unlucky month, for the Water Riot occurred on the 23rd day of that month, 1903. The Government Buildings were then destroyed by fire and a portion of the Police Barracks. On the site of the former buildings was built the present Red House which contains the law courts and Government official offices.

FREDERICK STREET.

The principal business street is Frederick Street running from Marine Square to the Queen's Park Savannah and here are most of the large stores of the city.

The architecture of these stores is in no way heavy or untropical, yet they present a substantial appearance. Most of the frames are iron and fire-proof, the walls being of stone and the roofs fitted with glass, thus rendering the

interior light and airy. The first storey is one large and roomy compartment, while the second has a gallery surrounding a well through which the light streams on to the shelves and counters below.

The stores extend the whole length of either side of the street, and with their wide doorways, handsome plate glass windows admirably arranged with the latest and most fascinating articles imported from Paris, London and New York, Frederick Street presents a most attractive appearance.

There also are in Frederick Street excellent tea-rooms, where a light meal, tea or ices may be procured at any hour of the day. One of these, the Home Industries, can also provide an endless variety of curios, and products of the island to visitors.

To Sir Ralph Woodford who arrived in the colony shortly after the devastating fire of 1808, is due all praise for the admirable manner in which he organised the laying out of the streets and squares in the town. The former are broad and well kept, running north and south, and east and west, thus crossing at right angles. Sir Ralph's great aim was not that of building up a beautiful, well laid and planned city, but that he might at all costs assure the health of its many inhabitants.

An electric tram runs up the centre of the street, which is yet wide enough to allow long lines of motor cars to be drawn up to the curb of the broad pavements, fronting the stores.

Shopping is invariably carried out in the mornings by the ladies of Trinidad, between the hour of 8 a.m. to 12 noon, and during that time Frederick Street is usually a scene of sunshine, bustle and brightness, as dainty figures in cool morning costumes hurry along the clean white pavements exchanging greetings with one another, as they pass from store to store on pleasant business bent.

CONSTABULARY HEADQUARTERS.

The Barracks occupy a large portion of lower St. Vincent Street and really possess some claim to archi-

tectural beauty. Within the Barracks are to be found besides the Officers' and Sergeants' Messes, a well fitted out canteen and recreation rooms. There is an excellent band under Bandmaster A. L. Wallace, R.M.S.M.

THE PUBLIC LIBRARY.

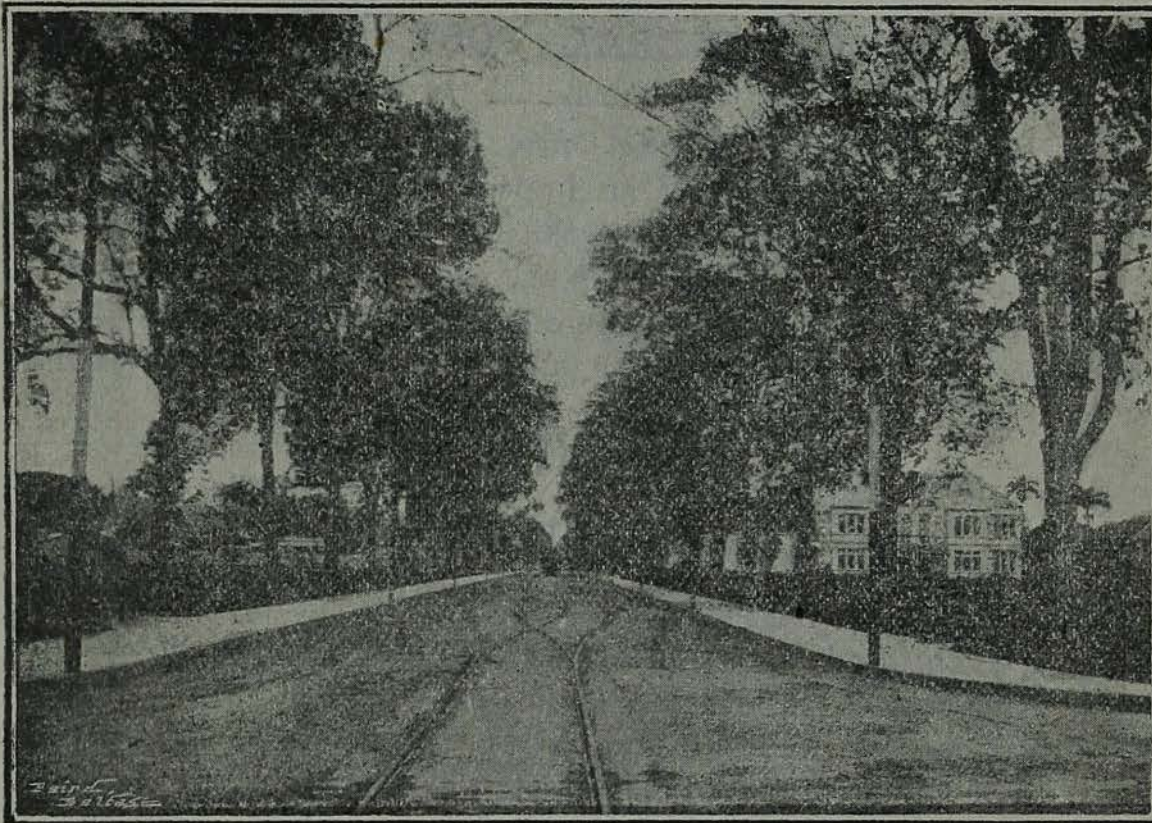
On the northern side of Woodford Square stands the Public Library which was founded in 1851 by Lord Harris. The present handsome red stone building has only been occupied since 1902. The upper storey is divided into large committee-room and the section containing books of reference; an open gallery outlooks the cool shady square. On the ground floor are the offices of the librarian and the fiction section of the library, also a free reading room which is open to the public from 8 a.m. to 9 p.m. The subscription is 12/- or £1 per annum for two or four volumes, respectively. Monthly subscriptions of one shilling are also allowable. Visitors to the island are desired to give a reference or pay a deposit before the delivery of any books be granted to them. Every attention is paid to strangers by the librarian, Miss M. Hart, and her staff.

QUEEN'S ROYAL COLLEGE.

The Queen's Royal College is situated on the western side of the Queen's Park and is surrounded with very fine grounds, which include tennis courts and a cricket pitch. The building is of red brick and was designed and built by the Public Works Department, being formally opened in 1904. Mr. W. Gordon-Gordon presented the clock tower, fitted with Westminster chimes, in 1913. The Principal, Mr. W. Burslem, resides in a house built on the college ground.

THE ROYAL VICTORIA INSTITUTE.

The Royal Victoria Institute (Frederick Street) was founded at the time of Queen Victoria's Jubilee and was opened in September, 1892. Reading rooms and a large Recreation room with fine billiard tables were added in 1901. It will soon become a museum of note, for besides many small collections of interest, there are also very



Frederick Street, showing Victoria Institute.

fine ones of birds, shells, reptiles and insects of the island. Tennis courts occupy the entire ground to the north of the building. In the Institute are held classes on different days, including instruction in book-keeping, shorthand, languages, painting, drawing and building construction.

A King Edward Memorial Wing was opened by Her Highness Princess Marie Louise of Schleswig-Holstein, in 1914. There is a small, well-built concert room on the upper floor which opens on the stone galleries, commanding an excellent view of the surrounding hills.

ST. MARY'S ROMAN CATHOLIC COLLEGE.

St. Mary's College, extending from Frederick Street to Pembroke Street, was established in 1862 by Fathers of the Congregation of the Holy Ghost, and in 1870 was affiliated to the Queen's Royal College. The Principal is the Very Rev. Dr. E. Crehan, C.S.Sp.

THE GENERAL POST OFFICE.

The General Post Office in St. Vincent Street certainly is in no way an imposing building or a credit to the island from an architectural point of view. It is open from 7 a.m. to 4 p.m., except on all public holidays and Sundays. On these days letters may be obtained over the counter from 7 a.m. to 8 a.m. There are daily three deliveries.

THE RED HOUSE.

The Red House, a large red building standing within grassy plots, is situated opposite Woodford Square, and between St. Vincent and Abercromby Streets. It has a high dome of about 110 feet which can be seen from the harbour. Many of the lofty chambers contained within the building have beautiful ceilings in which the entablature is of the Corinthian order. On the upper floor is to be found the Courts of Justice, Judge's Chambers, Council Hall, the offices of His Excellency the Governor, the Colonial Secretary, the Attorney General; whilst on the lower floor are the offices of the Mines Department, Crown Lands, Registrar General, Administrator General, Crown Solicitor, Director of Agriculture, and the Board of Industrial Training. The Audit Office and the Chambers of the Solicitor-General stand to the north of the Red House with the District Court adjoining.

THE COLONIAL HOSPITAL.

The Colonial Hospital in Charlotte Street is a long massive structure which was designed by Mr. Samuel, a native of the island. The wards are open airy rooms with low broad windows that look down on to a beautiful garden which extends along the entire front of the building. In an adjoining grassy enclosure is the building set aside for the Crèche, a Babies' Clinique so lately organised in the island and yet which is accountable for an endless measure of good in the short time of its existence. Lady Chancellor, the wife of the present Governor, and many other ladies in Trinidad have taken a great interest in the work of the Baby-Saving League.

FIRE BRIGADE STATION.

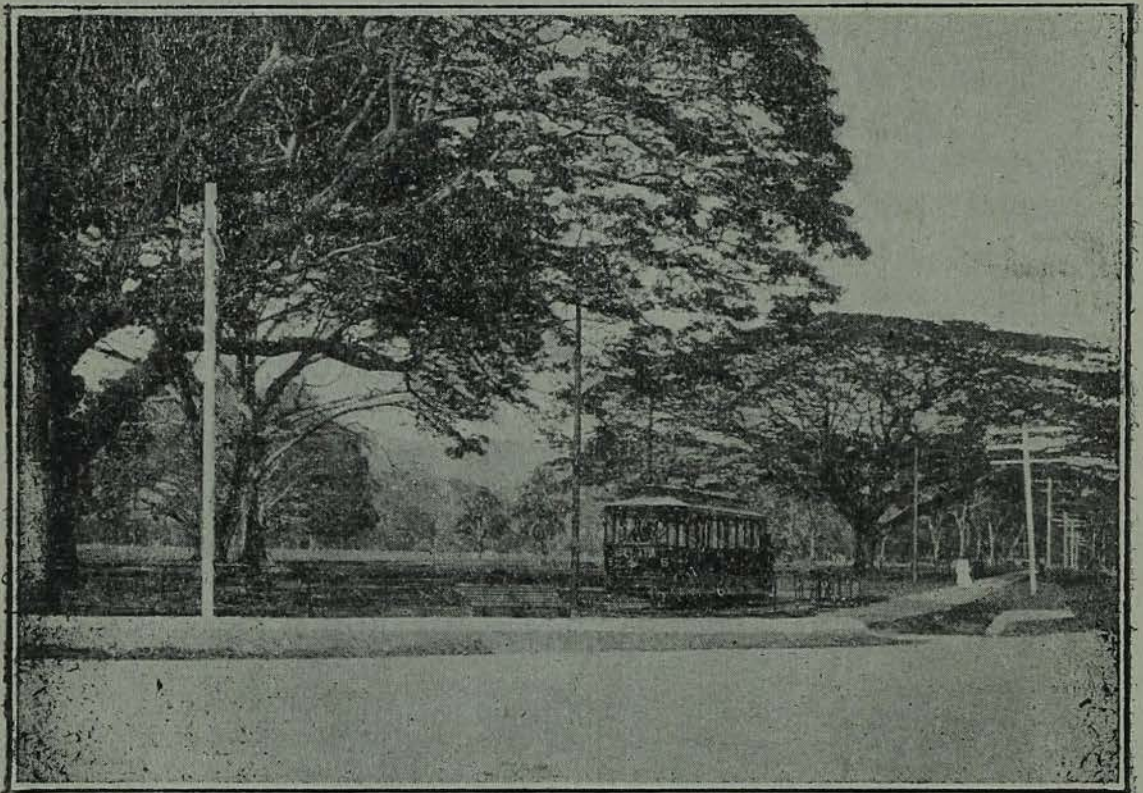
A large stone building standing opposite the Red House and Anglican Cathedral in which are stationed a staff of about 36 to 40 men. The station is equipped with a Shand engine and automatic fittings, also three motor hose reels. The men have the use of an excellent billiard table and a well supplied reading room.

PRINCES' BUILDING.

One large edifice in the upper part of the town which certainly cannot hold out any claims for beauty of architecture, yet nevertheless is surrounded with interest, is the Princes' Building which was built in expectation of a visit from the Duke of Edinburgh, a visit that never was made. The building is now used for dances, concerts and entertainments in general.

QUEEN'S PARK SAVANNAH.

To the north of the Princes' Building lies over two hundred acres of green meadow land, known as the Queen's Park Savannah, round which, and scattered at intervals over the grassy sward are trees, old, massive and wonderful, some lifting their branches to a great height, others spreading them out as huge leafy



Queen's Park Savannah.

sunshades, from whose brown boughs hang long, slender green parasites which the wind tosses to and fro, as it sweeps over the hills and across the green savannah. Here may be found the massive silk cotton tree, which, when its green pods burst open, releasing the soft white cotton, transforms the scene around from a tropical one to that resembling a field on a frosty winter's morning. an idea which is immediately dispelled, when many children are seen busily engaged in collecting the white pieces of cotton and filling the bags they carry.

Side by side the pcui tree and bois immortel vie

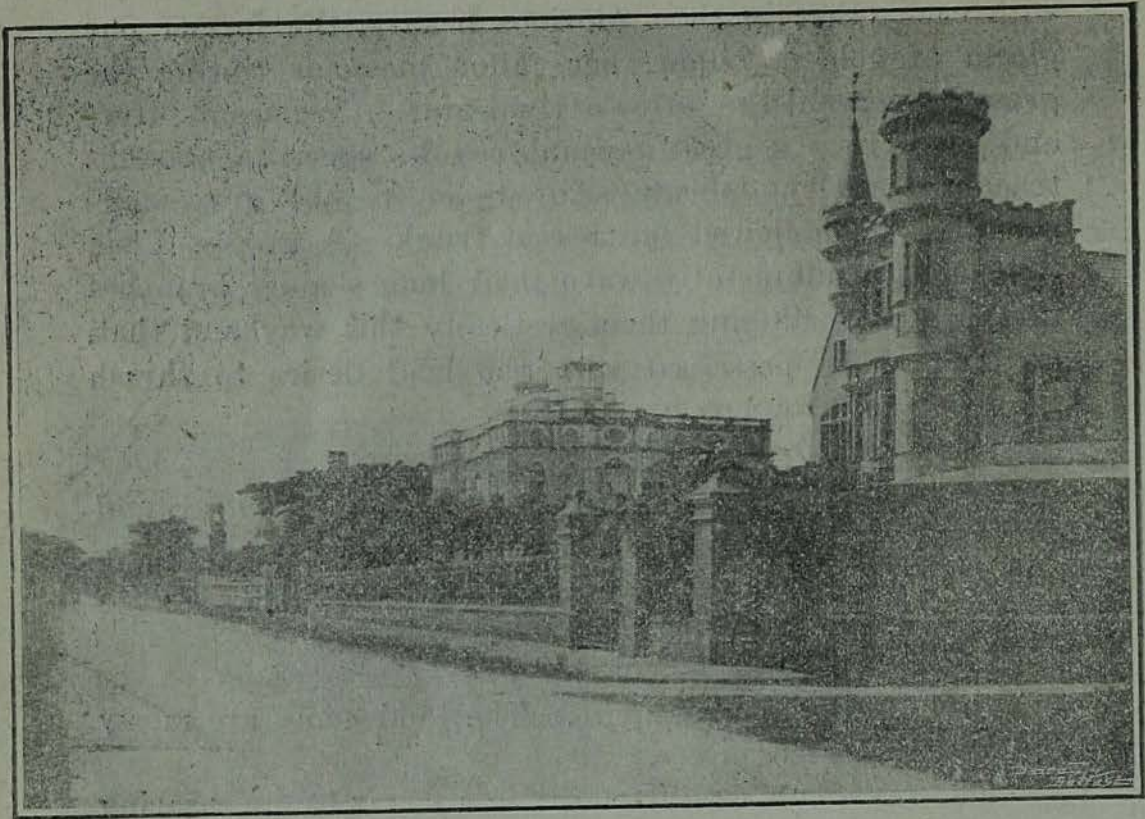
with each other in their glorious beauty, the former one gleam of golden yellow, her fallen blossoms tinting the grass below, and the latter a vivid glow of crimson. Here and there rises a great Saman tree, its spreading boughs tracing feathery delicate shadows on to the grass surrounding its hollowed buttressed trunk. A group of six tall palms triumphantly wave their long slender branches in the breeze, flinging them restlessly this way and that, seeming to be possessed with the mad desire to thrash the wind as it sweeps by.

This savannah is also the race course of the island and provides interesting golf links. The Grand Stand and Golf House are situated to the south. A short distance from these buildings is an old cemetery, surrounded by a very ancient stone wall and many tall trees. This is, and has been the burial place of an old family of the island, Peschier, for centuries. The tombstones are mossy and crumbling to pieces.

The savannah was at one time a sugar estate, bearing the name of Paradise and was purchased by the Government in 1816. For many years the old dwelling house was used as the residence of the Governors.

Around the savannah a distance of three miles is a broad pitched walk with benches placed on it at short intervals beneath the shade of the trees. Within the railing of the savannah is the line of the electric cars which run from 4 p.m. to 9 p.m., and is much patronised. Beyond the Pitch Walk lies another grassy sward which separates the Walk from the carriage drive that also encircles the savannah. The car, the Pitch Walk and the drive present a bright scene in the afternoons. The seats in the cars are filled, the benches on the walk are occupied by babies and nurses, and round the drive passes an endless stream of motor cars and carriages during the cool hours of the afternoon. Lining the outer side of the carriage drive are handsome residential buildings enclosed within green lawns and lovely flower gardens.

As a beautiful picture demands and is supplied with an appropriate background, so Nature has provided hers by surrounding this lovely scene with a stately old range of hills and deep cool valleys. The hills rise gradually



Residences in Queen's Park.

in the east, grow higher in the north, then stretch away towards the west, the canvas on which are painted the tropical sunsets in colours of crimson, purple, gold, salmon and turquoise, and where clouds pile up in soft white bundles with their peaks tipped in gold, or break away from each other and float across the sky like little pink boats, or again bank themselves into huge white cas'les from whose walls and roofs burst glowing crimson shafts of light. The beauties of the West Indian sunset pen cannot tell, not often can the artist mix on his palette the tints of colours seen just before the sun disappears, which is when the glory is at its brightest, then suddenly a subtle change comes over the entire scene and what was a second ago brilliant, becomes quiet and sober, crimsons die down into pinks, turquoise changes into grey, yellow into cream, and in less than half an hour the gorgeous crimson of the glowing west is only a delicate golden tinted blue.

Sometimes as the fiery sun in the west dips down in fierce beauty, slowly above the eastern hills, "the moon

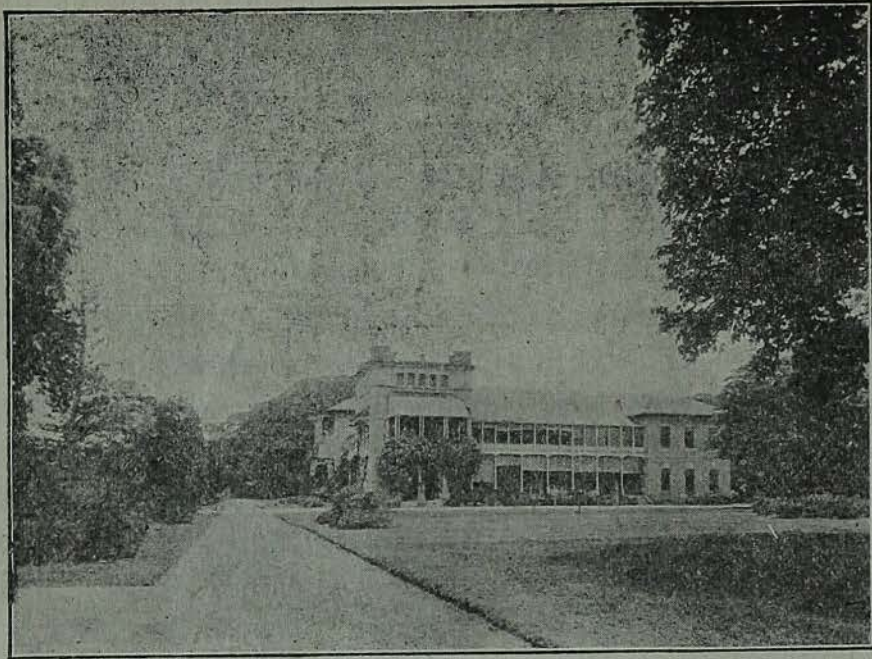
takes up the wondrous tale," rising a ball of golden light and hangs over the green foliaged summits tinting the clouds around a creamy blue, a delicate contrast to the golden pink of the western sky.

Immediately the day dies in the tropics, the night comes on. There is no gloaming, unfortunately, for the dusk grows into darkness very rapidly.

During a certain period of the year the savannah at dusk becomes alive with the fire-flies or glow-worms. The former is a brown insect about half-an-inch long with the most brilliant of lights. His small head is attached to his body very stiffly, and it is the practice amongst the children of the island to hold him up and ask a question, watching eagerly to detect if he will bow his head, which he often does with a sharp snapping noise. The glow worm in contrast is a small soft little creature, easily crushed between the fingers, his light is not so brilliant as the fire-fly but more mellow. It is a wondrous scene they make, lighting up the boughs of trees until they sparkle as the toy-decked fir at Christmas, or transforming the grassy sward into a carpet of gleaming brilliancy.

GOVERNMENT HOUSE.

Immediately beneath the northern hills facing the broad open savannah is situated the residence of the Governors of the island, which was built of native limestone in 1875 from the designs of Mr. Ferguson and possesses a fine entrance with grand staircase and spacious hall. The reception rooms, ball room, dining room and billiard room are on the lower floor. Broad open galleries extend along the southern and eastern side of the house. To the east lie the private grounds consisting of smooth well-kept lawns, shaded by magnificent old trees, and a pretty quaint garden, the special delight of Lady Chancellor, the wife of the present governor, Sir John Chancellor.



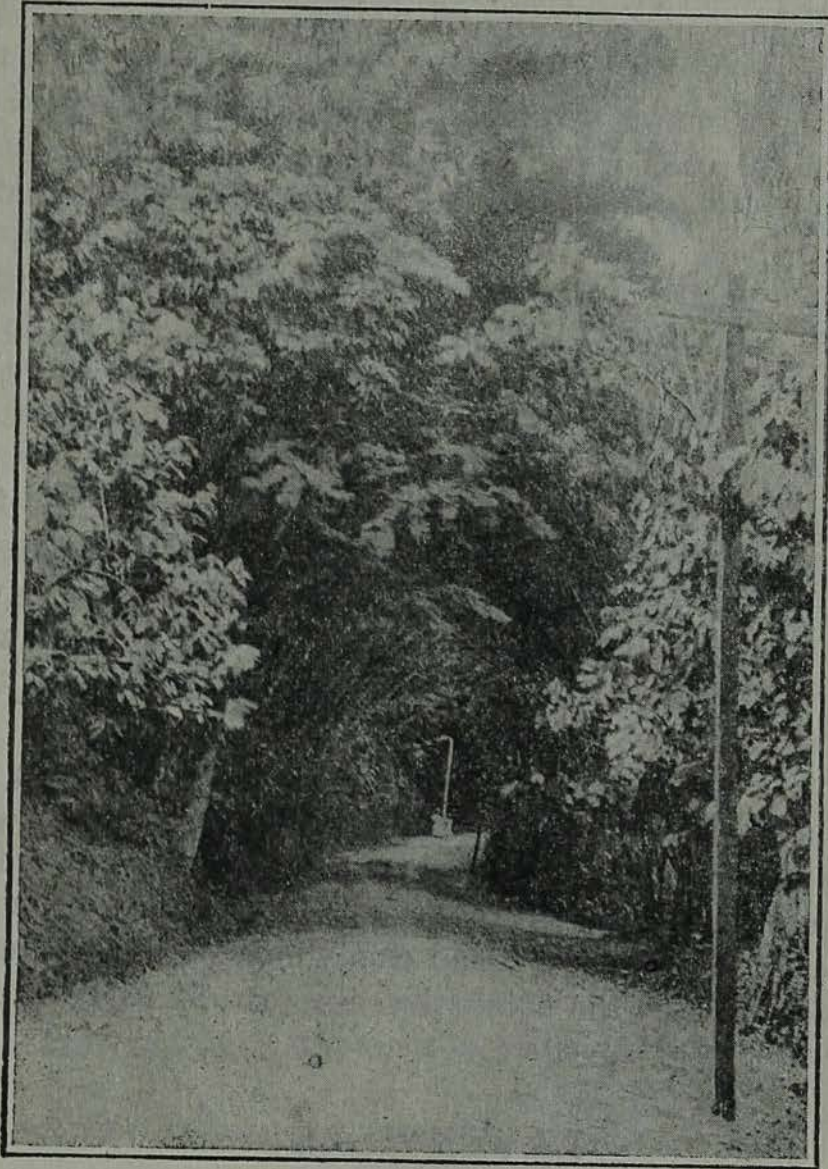
Government House.

BOTANIC GARDENS.

The Royal Botanic Gardens surrounding the residence were established between 1818-1820, by Sir Ralph Woodford. There have been many superintendents since the first was appointed, one hundred years ago, the present being Mr. W. G. Freeman.

To a botanist, these gardens are teeming with the greatest of interest, the plant life presenting a very wide range of study. Here may be found the fifty-foot high *Amherstia nobilis*, which bears yearly a beautiful flower; the Travellers' Tree, which has a trunk fully 40 feet high and whose long leaves, growing in the shape of a fan, are capable of containing water, and those in dry and desert wastes oft times prove a boon to the weary, thirsty traveller; the Leopard Wood Tree, from which are made pretty walking sticks; the Cannon Ball Tree, which bears a peculiar flower and a fruit, brown in colour, and round, hence its name, these balls hang from the trunk of the tree; the tall smooth-barked *Pithecolobium flicifum* and the Brazil-nut tree, as well as many splendid Samans.

Not alone to the botanist are these gardens a scene of great beauty, but to all who wander along the shady paths. Old stone bridges and mossy steps lead from one cool grove to another. Each stretch of green grass is divided by well-kept gravel paths ; many of these are



In the Botanic Gardens.

ablaze with colour from vines trailing their brilliant blossoms over small arches. Huge-trunked wide-branched trees throw shadows over the grassy plots. Away towards the northern portion of the Gardens is situated the nursery of plants, where may be purchased different varieties of palms, ferns, crotons, etc., for a small price, and where may be seen many flowering orchids.

A short distance from the nursery is a small cemetery in which are buried many well known men and women of the island. It is a fitting place for this "garden of sleep" in the shadow of the trees and away from the noise and fret of the city, watched over by the old northern hills. One of the many paths leading to this cemetery is lined on either side by the tall Bay tree whose fragrant leaves bestrew the ground. Branching away from this path are two grassy roads which lead up the hillside about three hundred feet to a small summer-house. This climb is pleasant, being made under the shade of many trees, and the view gained from the hills' summit is beautiful. Behind rises another range of green hills, below lie the gardens which are but sparsely seen through the thick foliage of the trees, while beyond is the wide expanse of green savannah and the outline of the distant town. To the east are the Laventille Hills, to the west in the foreground, St. Clair and its lovely residences, while beyond again are the gleaming waters of the Gulf of Paria with the islands lying like jewels on a glassy sea, and far away against the western sky is the outline of the Venezuelan mountains.

But a grander view is yet obtainable from the Governor's Road, still under construction, which mounts higher up the hillside and whose entrance is gained from the gardens immediately opposite the terminus of the St. Clair car. The road, a broad one, winds rounds the mountain side, and as the height increases so does the entrancing beauty of the scenery.

LAVENTILLE.

Above the town to the eastward rise the sunny slopes of the Laventille Hills. On the summit of one of the highest peaks is built a small chapel, dedicated to "Our Lady of Loretto." In the years gone by, somewhere in the 70's, when the priests from France arrived in the island they built a little church of palm branches up there beneath the forest and fruit trees, whose sacred portals might only be gained after a toilsome climb along the narrow, grassy path, leading up the hillside. To-day this climb is reduced

to a pleasant walk on broad well-kept roads which may be accomplished in about an hour and a half, which time leaves at least half-an-hour to be spent resting on the cool grass in the shadow of the chapel walls. A large statue of the "Blessed Virgin" stands on a pedestal and overlooks the town which nestles beneath the hills. Away to the west lies the island-dotted Gulf of Paria, beyond, rising dimly, are the grey hills of the Spanish Main. To the east stretch broad pastoral lands, with the gleaming waters of the Caroni River winding its way ribbon-like amongst the green savannahs to the mouth which opens into the Gulf. In the distance beyond, the hills again rise, cool, dim and blue against the delicate colours of the tropical sky.

On yet another peak of these old hills is to be seen the ruins of an ancient fort, bearing the name of a valiant, but ill-used English gentleman, Picton, whose government of Trinidad was under the most trying of times, and who eventually died leading his men on the field of Waterloo.

THE POWDER MAGAZINE.

The Powder Magazine, a building in white stone, stands out in bold relief against the green of the hillside, and overlooks a small reservoir from which a rather pretty view of the town can be obtained. There are large stone quarries on the southern side of the hill, the metal from which is used extensively in the streets of the town, which are constantly kept in repair and are almost covered with pitch.

WATER RESERVOIR.

The city is well supplied with excellent water from waterworks erected in both the valleys of Maraval and St. Ann's, also from a large reservoir on the hill to the west of Government House. A new reservoir has recently been made at Cascade, St. Ann's, and as mentioned previously, there is one on the Hills of Laventille to the eastward of the town.

SQUARES.

MARINE SQUARE.

Marine Square bears a somewhat misleading name, for it certainly has more resemblance to a long avenue as it stretches its length from the Wireless Station away to the east under the ancient hills of Laventille. Down the centre is a broad concreted path about twenty feet in width, bordered on each side by a strip of grass on which stands a line of magnificent forest trees, whose lofty branches overshadow the path and the streets which run parallel to each other, and along which are erected many handsome buildings, such as the Colonial Bank, the Royal Bank of Canada, and one or two of the largest shops in the town. The Telegraph Office, the Union Club, the Ice House Hotel, the offices of the Royal Mail Steam Packet Company, the Leaseholds Oil Company, and Boyd & Company, are to be also found on the square, whilst further to the east are many smaller hotels and boarding houses. A house along this square, supposed to be situated somewhere about the corner of Charlotte Street, was used as the official residence of Governor Chacon, and was occupied at one time by Sir Thomas Picton. An old description of the square states, "a double avenue of stately trees affords a grateful shade from the burning rays of a tropical sun, there then stretched a long low, muddy strand, dotted here and there with a few huts and hucksters' shops but which was, nevertheless, named by the grandiloquent Spaniards the "Calle Marina."

WOODFORD SQUARE.

Another pretty square, planned by Sir Ralph Woodford, is in the centre of the town and bears the name of its designer, though it was formerly known as "Place des Armes." This name originated from the story that this spot was the scene of an engagement between two Indian tribes. In the centre of this square is a large bronze

fountain, presented by a well known merchant of the colony, the late Mr. George Turnbull. The grassy lawns are separated by well-kept concreted paths with wooden benches placed under the shade of the wide-spreading trees. There is also a pretty band stand in which the Constabulary Band plays on moon-light nights and also on every Tuesday afternoon in the week. Many fine buildings surround this ancient square, the Anglican Cathedral being separated from it by a broad street with a grassy plot to one side, and the high trees of the square and Cathedral grounds throwing a pleasant shade over the pavements.

HARRIS SQUARE.

Harris Square is situated in the upper part of the town, and is surrounded by dwelling houses, many of them being very old.

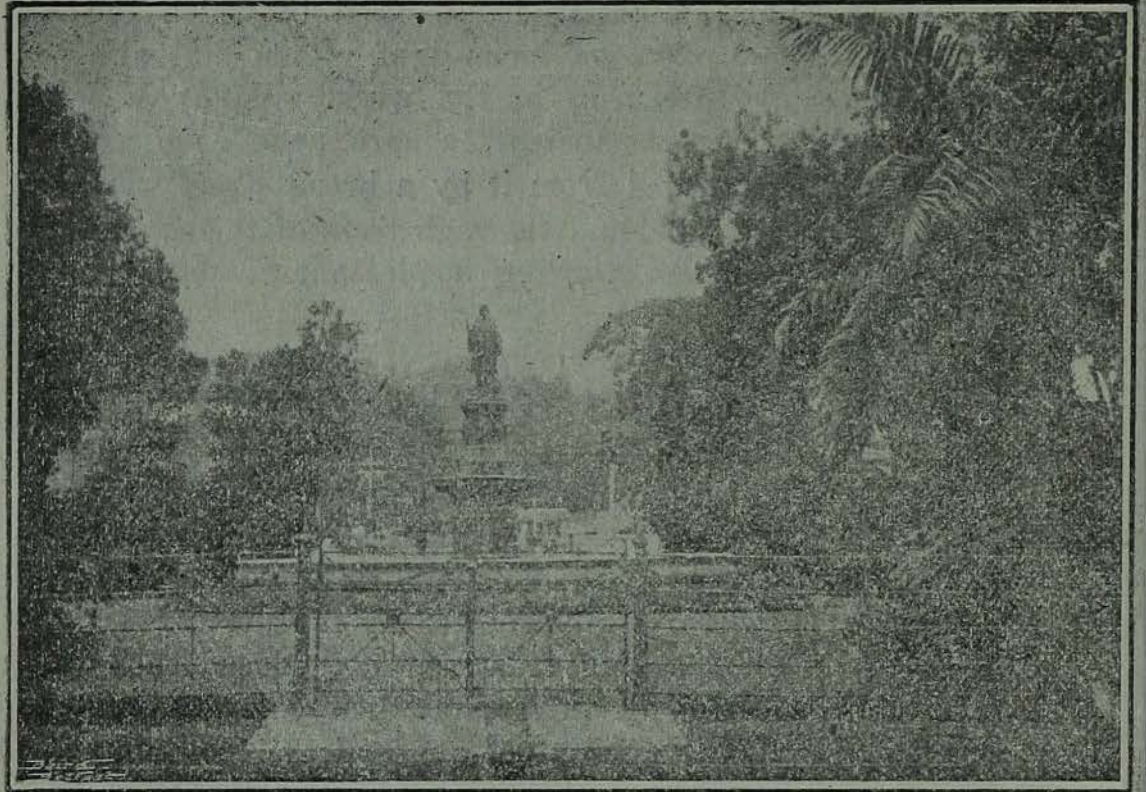
This square is also over-shadowed by high trees with wide-spreading branches under which are placed many benches used generally by nurses and their charges, both during the early hours of the morning and the cool hours of the afternoon. The monument standing in the centre of concrete walks and grassy plots was erected in memory of Lord Harris, a former Governor of the island, and was given to the Borough of Port-of-Spain by Mr. Arthur Prothero, whose residence faces the square.

COLUMBUS SQUARE.

Behind the Catholic Cathedral and beneath the Laventille Hills, is a small square, to many visiting the colony for a short period, absolutely unknown and unseen. It certainly is not as well-kept as it might be and should be, for many maintain it was on this spot that Columbus landed. There are grave doubts, however, on this subject, and it is likely the spot was chosen by Mr. Hypolite Borde, who presented the monument that stands in the square, for the simple reason that he resided in that vicinity.

The monument represents Columbus with a sword in

his hand, apparently in the act of stepping forward--the figure of a mighty warrior and discoverer, yet all unconcerned beneath his uplifted hand and extended sword,



Columbus Square.

on the grass play little negro children, and black and brown goat kids gamble and skip, evading as the picannies do, the anxious call and eye of their mothers.

VICTORIA SQUARE.

Victoria Square is of recent date. Not so many years ago it was but the town's dumping ground for rubbish ; now it is one of the coolest and prettiest spots in the town, surrounded by small cottages with brilliant coloured flower-gardens. The square, like all the others of the town, has many handsome trees in it, also it is well planted with various flowering plants which, with their gaudy blossoms, help to make a scene of brightness and attraction. A very fine view of the northern hills is seen from the square and the houses built around it. On

the southern side a glimpse of the sea beyond adds a charm, especially when the western sky is glowing with the gorgeous colours of a tropical sunset.

TRANQUILLITY SQUARE.

Tranquillity Square lies in the residential part of the town, but a short distance from the Queen's Park Savannah and Hotel. Many houses with beautiful gardens and grounds surround it, and there is an excellent lawn tennis club, where visitors are permitted to play, upon introduction by a member and payment of a small court fee.

PRINCIPAL CHURCHES IN PORT-OF-SPAIN.

CHURCH OF ENGLAND.

HOLY TRINITY CATHEDRAL (Woodford Square), was consecrated on Trinity Sunday, 25th May, 1823, the foundation stone being laid by the Governor, Sir Ralph Woodford, on 30th May, 1816, to whose memory there has been a monument, erected in the south aisle of the nave. In 1915, a fine organ was installed. The Dean of the Cathedral is the Very Rev. E. J. Holt, who also fills the posts of organist and precentor. Services—Sundays: 7, 9.30 a.m. and 7 p.m.

ALL SAINTS (Queen's Park West) was built in 1844. Vicar: The Venerable Archdeacon Hombersley. Services—Sunday: 7, 9.30 a.m. and 7 p.m.

ST. MARGARET'S (Belmont Circular Road). Rector: Rev. Canon H. A. Melville. Services—Sundays: 7, 9 a.m., and 7 p.m.

ST. CRISPIN'S (Woodbrook). Services—Sundays: 4 a.m., 6 a.m., 8 a.m. and 7 p.m.

ROMAN CATHOLIC.

THE CATHEDRAL OF THE IMMACULATE CONCEPTION in Marine Square is of Gothic design, the corner stone having been laid in 1816, but it was not consecrated until 23rd February, 1851. The building is designed in the shape of a Latin Cross, and in the wings on each side of the transept are the chapels of Our Lady of the Rosary and St. Joseph, respectively. There is a fine organ from the firm of Messrs. Walker & Sons, London. The bell tower stands on either side of the western door. Parish Priest: Very Rev. H. V. Casey, O.P. Services—Sundays: 5 a.m., 7 a.m., 8 a.m., 9.30 a.m. and 7.15 p.m.

ROSARY (Park Street) is built entirely of cut stone and is of the purest Gothic architecture. Parish Priest: The Rev. Marie Joseph Guillet, O.P. Services—Sunday: 6 a.m., 8 a.m. and 7.30 p.m.

SACRED HEART (Richmond Street) was built in 1882, the tower and bell being added in 1894. The design of the rood-screen was copied from the choir screen in Westminster Abbey. Vicar: Rev. J. D. Egan, O.P. Services—Sundays: 6.30 a.m. and 5.30 p.m.

ST. FRANCIS (Belmont) was completed in 1902, and is of Norman style. Vicar: Rev. B. Thayne, O.P. Services—Sundays: 6.30, 8.30 a.m. and 7.30 p.m.

ST. PATRICK'S (New Town) is of Gothic architecture, built in 1858. Parish Priest: Rev. Hyacinth McDonald. Services—Sundays: 6.30, 8.30 a.m. and 7 p.m.

CONVENT CHAPEL (Pembroke Street) is attached to the Convent of St. Joseph of Cluny. Services—Sundays: 7 a.m. and 4 p.m.

ST. MARY'S COLLEGE CHAPEL (Frederick Street). Services—Sundays; 6, 6.30, 7.30 a.m. and 7.30 p.m.

ST. ANN'S (Church Road, St. Ann's Valley). Parish Priest: Rev. L. O'Kelly, O.P. Services—Sundays: 6, 8.30 a.m.

HOLY NAME CHAPEL AND CONVENT was built in 1905. It has a beautiful altar of white marble with a representation of Leonardo da Vinci's famous painting

sculptured in relief on the front slap. Services—Sundays: 7 a.m. and 4 p.m.

PRESBYTERIAN.

GREYFRIARS (Woodford Square). Minister:—
Services—Sundays: 9.30 a.m. and 7 p.m.

ST. ANN'S UNITED FREE KIRK (Charlotte Street). Minister: Rev. G. Earle. Services—Sundays: 10 a.m. and 7 p.m.

WESLEYAN.

HANOVER CHAPEL (Abercromby Street). Services—Sundays: 9 a.m. and 7 p.m.

TRANQUILLITY CHAPEL (Victoria Avenue and Tragarete Road). Minister: Rev. S. Hawthorne. Services—Sundays: 8.30 a.m. and 7 p.m.

BAPTIST.

ST. JOHN'S CHURCH (Pembroke Street). Minister: Rev. J. H. Poole. Services—Sundays: 9.30 a.m. and 7 p.m.

MORAVIAN.

ROSE HILL (East Dry River). Minister: Rev. H. E. Schouten. Services—Sundays: 11 a.m. and 7 p.m.

SALVATION ARMY (Charlotte Street).

HOTELS.

QUEEN'S PARK HOTEL.

The Queen's Park Hotel, covering an area of about two acres, overlooks the beautiful savannah or park from whence it obtains its name. Away to the north lie the high hills which surround the town, and over which float everchanging shadows, thus rendering them wonderfully beautiful to the eyes of travellers sitting in the wide open verandahs which surround the ground floor of the hotel.

There are about one hundred bedrooms in the hotel, all comfortable, clean and cool, and there are bath rooms, including plunge, needle and shower baths. The reception rooms are large and well furnished. Meals are served in the cool verandahs which look on to the tropical panorama lying to the north. There is a spacious ball-room with a fine floor. In the centre of one of the main blocks is a small, but pretty little garden. The kitchens are large and beautifully kept, and there is cold-storage accommodation. The cuisine is excellent, many creole dishes being provided which prove specially delicious to the new-comer or visitor to the island.

The bar is comfortable, and provides the world-famed "swizzles." The best of wines are stocked, and there are two English billiard tables and an American table. The Queen's Park Hotel is lighted by electricity and has a steam laundry on the premises. The electric cars pass the hotel gates every fifteen minutes, and it is but a ten minutes' drive to the business portion of the town. Motor cars and carriages can be engaged through the telephone at any time of the day from the numerous garages and livery stables in the city. Visitors are met by a representative of the hotel on their arrival by any steamer.

Rooms may be secured by cable, the address being "Hotel," Trinidad, by letter P.O.B. 127, and by telephone, the number being 320. There are special rates for boarders by the month, and guests are entertained on the European or American, plan as they desire, the rates being :-

European plan	\$2.00 per day and upwards.
American „	\$3.00 „ „
Single Breakfast	96cts.
„ Dinner	\$1.00.
„ Tea	24cts.

HOTEL MCKINNEY.

The Hotel McKinney, or, as it is still better known, the Ice House Hotel, is perhaps the longest established in the island. It is situated in the centre of the business portion of the city, fronting the Marine Square. Shady

galleries look down on this grassy avenue of fine, large and wide-spreading trees. There are about fifty bed-rooms, all being large, cool and furnished with every comfort. There also are well-fitted bath rooms with showers. Guests can secure, if they desire, private drawing and dining rooms. The Palm Garden is spacious and admirably arranged, and can be engaged for private dances by application to the manager. The Buffet and Restaurant are under the most careful and capable management, the meals served being of the very best, every attention being paid to the smallest of details. The Billiard Room is bright, airy and possesses fine tables. To the side of the office is a small but attractive Roof Garden filled with palms and ferns. Vines twine from pillar to pillar, and through their green leaves glimpses of the blue sky are caught.

Every attention is paid by the hotel's staff to guests who may be entertained on either the European or American plans. The rates are \$2.00 to \$3.00 per day. Separate meals run thus: Breakfast and dinner 72cts. each, and afternoon tea 18cts.

CLUBS.

Savannah Club (Queen's Park West).—President: Hon. R. S. A. Warner, B.A., K.C.; Secretary: Archdeacon Hombersley.

Trinidad Union Club (Marine Square).—President: His Excellency the Governor; Secretary and Treasurer: Mr. J. E. Seheult.

St. Clair Club (Sweetbriar Road).—Secretary: Dr. Vincent.

Clydesdale Club (Queen's Park East).—President: Mr. E. P. Hutchinson; Secretary and Treasurer: Mr. G. de Nobriga.

Portuguese Association Club (Richmond Street).—President: Mr. Joaquim Ribeiro; Secretary: Mr. E. Marquez.

Shamrock Club (Queen's Park East).—President: Mr. G. C. Pantin; Secretary and Treasurer: Mr. J. E. Seheult.

Chess Club (Royal Victoria Institute).—President: Dr. A. M. McShine; Secretary and Treasurer: Mr. D. Campbell Williams.

Queen's Park Cricket Club (Queen's Park Oval, St. Clair.)—President: His Excellency the Governor; Secretary: Mr. R. Cambridge.

St. Andrew's Golf Club (Queen's Park).—President: His Excellency the Governor; Secretary and Treasurer: Mr. H. A. de Boissiere.

Tranquillity Lawn Tennis Club (Tranquillity Square) —Secretary: Mr. J. W. Anderson.

Trinidad Rifle Association.—President: His Excellency the Governor; Secretary and Treasurer: Major Randolph Rust.

Trinidad Turf Club.—President: His Excellency the Governor; Secretary: Mr. C. R. Vincent.

Horticultural Club.—President: Mr. W. G. Freeman; Secretary: Mr. W. R. Broadway.

Field Naturalist Club.—Secretary: Mr. F. W. Urich, F.E.S., C.M.Z.S.

Trinidad Motor Boat Club (Cocorite).—Secretary: Mr. G. W. Rochford. Working Committee: S. W. Fitt, Albert Kerr, J. Ingles, G. W. Rochford. Finance Committee: P. Hutchinson, S. W. Fitt, H. Rapsey, G. W. Rochford. No boats for hire; all launches are owned privately.



Queen's Park Oval.

HOME INDUSTRIES ASSOCIATION.

The Home Industries Association is situated to the south of Woodford Square, its front being on to Frederick Street. There is a fairly large tea-room which is admirably arranged and also very well attended. Light meals are served from an early hour in the morning until 4 p.m. Ice creams are also obtainable during the day, which are excellently made. Orders are received as well for the making of pails of ice cream by one of the members of the Association. Cakes, sweets and preserves are always in stock, orders likewise for these being promptly executed. In the mango season very fine specimens of this fruit may be purchased here. The Sale Room contains many glass cases filled with every description of fancy work, and a large variety of curios for sale. Plain sewing may be received from here by order, and very beautifully worked fancy goods may be obtained also, each order being promptly and satisfactorily executed.

The President is Mrs. W. Gordon-Gordon, who has recently been re-elected, and the Vice-Presidents are Mrs. W. Kay and Mrs. Inskip Read. Mrs. John Phillips fills the post of Hon. Treasurer. The many departments run by the Association are under the charge of different ladies in the Island, who generously give up a portion of their time to this good work.

Visitors are cordially welcomed and every attention paid to them by Miss Patterson and her staff, the former working with unflinching energy in order that everything may run smoothly, and that not only visitors may be well accommodated, but that the working members may find that every satisfaction is given to them and that the help they stand in need of is readily obtained.

The originator of this Association was the wife of one of Trinidad's late governors, Lady Malony, who became in 1901 the first President, and whose one idea was that by the means of this Association all gentlewomen in reduced circumstances should be assisted to add to their incomes. Shortly after the Association was started it did excellent work in helping to relieve the sufferers in that fearful disaster of 1902, when the islands of

Martinique and St. Vincent were devastated by the eruption of Mount Pelée.

THEATRES.

There are three well-built and comfortable theatres situated in different parts of the town, which are easily gained by the electric cars. The Olympic Theatre, Erthig Road, Belmont, runs every night from 8.30 p.m., having matinees on Saturdays and Sundays at 4.30 p.m. The Belmont car passes the door.

The London Electric Theatre, French Street, Woodbrook, opens at 8.30 p.m. every evening, and has matinees on Wednesdays, Saturdays and Sundays at 4.30 p.m. The Four Roads car passes the top of the street but a block away from the theatre.

The Central Theatre, at the corner of Edward Street and Tragarete Road, has continuous shows every evening from 7.30 p.m. to 10.45 p.m. The Four Roads car passes the door. Each theatre possesses a pit, centre hall and gallery, the prices of the best seats being 36c.

ELECTRIC POWER.

The Trinidad Electric Light & Power Company, Ltd., supply under fine organisation the lights to both the streets and residences in the city. Under their capable management also, is the tram-car service. The cars start from the Railway Station and run up Broadway. Here the lines branch, one, the Four Roads Car to the east, turning into Charlotte Street; the other, the Belmont Car to the west, turning into St. Vincent Street, whilst the St. Clair and St. Ann's Cars continue up Frederick Street. At the junction in Park Street, situated in front of the Company's Office, the cars meet and transfers are obtainable. The St. Clair and St. Ann's cars run in a direct line to the entrance of the Queen's Park Savannah—and then branch away, one towards the east and one to the west. The Belmont line runs also eastward into the valley bearing that name, whilst the car to Four Roads continues its way westward along Park Street.

ELECTRIC TRAM SERVICE.

The electric tramcars are the cheapest and most convenient means of getting about Port-of-Spain within the town's limits. All the cars start from the Railway Station, and in their journey up town, pass and stop at the large and well-built office of the Tramway Company, whose present Manager is Mr. S. D. Harding.

THE ST. ANN'S CAR which carries a red light in the evenings, leaves the Railway Station at twelve minutes past the hour, and every fifteen minutes after this until 11 p.m. The route taken by the car runs up Frederick Street to the gate of the Queen's Park, then it turns to the right and makes directly towards the high northern hills and into the cool shady valley of St. Ann's, through which runs the Dry River, whose bed during the rainless months, or correctly termed, the Dry Season, is overgrown with grasses and wild flowers, its green sloping banks rendered brilliant by the coloured leaves of many bushes. When the rains commence, bringing in the Wet Season, the once flowery bed grows into a rushing river.

The St. Ann's Waterworks, set amid pretty scenery, is but a short walk from the terminus of the car. The road to the left of this terminus leads into the Botanic Gardens and forms a pleasant easy walk. The road to the right leads to the Cascade Valley and Waterworks.

THE ST. CLAIR CAR, with a green light in the evenings, leaves the Railway Station at three minutes past the hour and continues to run every fifteen minutes until 11 p.m. The route of the car runs like that of the St. Ann's up Frederick Street to the Queen's Park, but there it branches to the left, passing the Queen's Park Hotel, All Saints' Church, Savannah Club, and Queen's Royal College, concluding its run after encircling the greater part of the Queen's Park, at the entrance to the Maraval Valley, Governor's Road, and the gates of the Experimental Station.

THE BELMONT CAR, bearing a blue light in the evenings, leaves the Railway Station at the same time as the car to St. Clair, but turns to the left and runs west,

along Marine Square and then into St. Vincent Street, passing the office of the Royal Mail Steam Packet Company, the Treasury, The Trinidad Guardian, Post Office, Police Barracks, and Red House. Ultimately the car turns eastward again into Park Street and proceeds to the Company's office, at which junction four cars meet and transfers are obtainable to each. The Belmont car now proceeds past the old Rosary Church and runs into the curious, yet pretty valley of Belmont which contains many handsome residences as well as provides small homes for the working classes. From the terminus of this car, a pleasant walk may be taken by following the broad carriage road leading westward towards the Queen's Park.

THE FOUR ROADS CAR, bearing a white light after dark, leaves the Railway Station at the same time as the St. Clair and the Belmont cars, and runs through one of the old streets of the town, passing the market, and many quaintly, interesting small shops. This car also meets the four cars at the junction in front of the Company's office and then continues directly westward, passing the Central Cinema, the Drill Hall, Cemetery and then running through a portion of the town in which dwell many East Indians. The Queen's Park Cricket Club, as well as the St. James Barracks lie along the route taken by this car before it passes into the country, when the line runs through cocoa and coconut plantations. The terminus lies at the junction of four roads, each providing the most delightful and interesting walk to the visitor.

THE BELT CAR, which encircles the Queen's Park, does not run during the day, but starts at 4.39 p.m. and continues every fifteen minutes, until 9.09 p.m. This drive, in the afternoons, is greatly patronised, as there is nearly always a delightfully cool breeze blowing across the savannah.

Tickets are sold in the cars, at the rate of 24 cents for a slip, containing six. Passengers travelling without one of these tickets must pay six cents. The drive to Four Roads demands a second fare, to be paid after leaving Cocorite.

Transfers are obtainable from one route to another

for one fare, with the exception of the Belt Car, for which there is issued no transfer. No transfer is given for cars going in the same direction.

PLACES OF INTEREST NEAR THE CITY.

ST. ANN'S VALLEY.

To the eastward of Government House, skirting the hills of Belmont, is the opening of St. Ann's Valley. The electric car runs up this valley a considerable distance, passing many residences and the grounds of Government House on the left, whilst on the right lies the bed of the Dry River, so called because for many months during the year there is no water running, the surface of the bed being covered with grass and wild flowers. With the coming of the rains all this is changed, and often the flower-filled river-bed holds, or rather at places is unable to hold the rapid torrent which courses down towards the town, carrying all before it. Quick silver was said at one time to have been found here by some school boys, who made this place a favourite haunt in holiday time.

About a half mile from the car terminus the gates of the Lunatic Asylum are passed. A small stream crosses the road at this spot and the river bed now lies on the left hand. The road leads on to a small but well-kept reservoir which lies beneath the high hills of the north. The carriage road ends here, but a narrow, grassy path continues for many miles, which winds in and out beneath shady trees, ending eventually in an incline, leading to a cool deep pool of water, overshadowed by rocks and trees which almost shut out the sky. Boulders lie across the running stream of water, the smaller ones forming stepping-stones whilst the larger afford comfortable

seats on which a well-earned rest may be gained, and from which the quiet charms of this sequestered scene may be enjoyed. The silence is broken only by the call of a bird to his mate in the forest, or the soft sound caused by a leaf or flower dropping on to the pool which is filled with tiny silver fishes that dart to and fro on the waters' surface or seek the mossy shelter of the stones. The water drips from a small stream running down the side of a green rock and in dripping makes,

“A music that brings sweet sleep down from the
blissful skies—
There is no joy but calm.”

MARAVAL VALLEY.

The opening of this lovely valley lies just beyond the entrance of the Experimental Station and at the terminus of the St. Clair car. For some distance the broad carriage road runs through a village composed of coolie and negro huts, but after crossing an old wooden bridge, it takes a bend northward and the fine hills of the valley are seen towering high above the green pasture land beneath. Many fine old houses and a few handsome modern residences lie on the left hand, whilst perched on the summit of one mountain peak is the residence of Major de Bois-siere. For many miles the road stretches away toward the hills, the scenery being mostly that of shady cocoa plantations on either side, and occasional glimpse of water running through a narrow river bed.

Situated beneath densely wooded hills about five miles up this valley is the picturesque reservoir, which presents a beautiful picture at whatever hour it may be visited. In the early morning the air is cool to coldness, the dew gleams on the green shrubs and sparkles from the leaves of high trees, and the sunbeams break in golden streams of light through the tall trees on the east ; at mid-day, the waters of the river and reservoir, shaded by the graceful bamboos render the air cool and pleasant ; in the afternoon, the lights and shades of the hillside are beautiful, whilst the leafy branches of the trees throw changing shadows on the paths below. At the head of

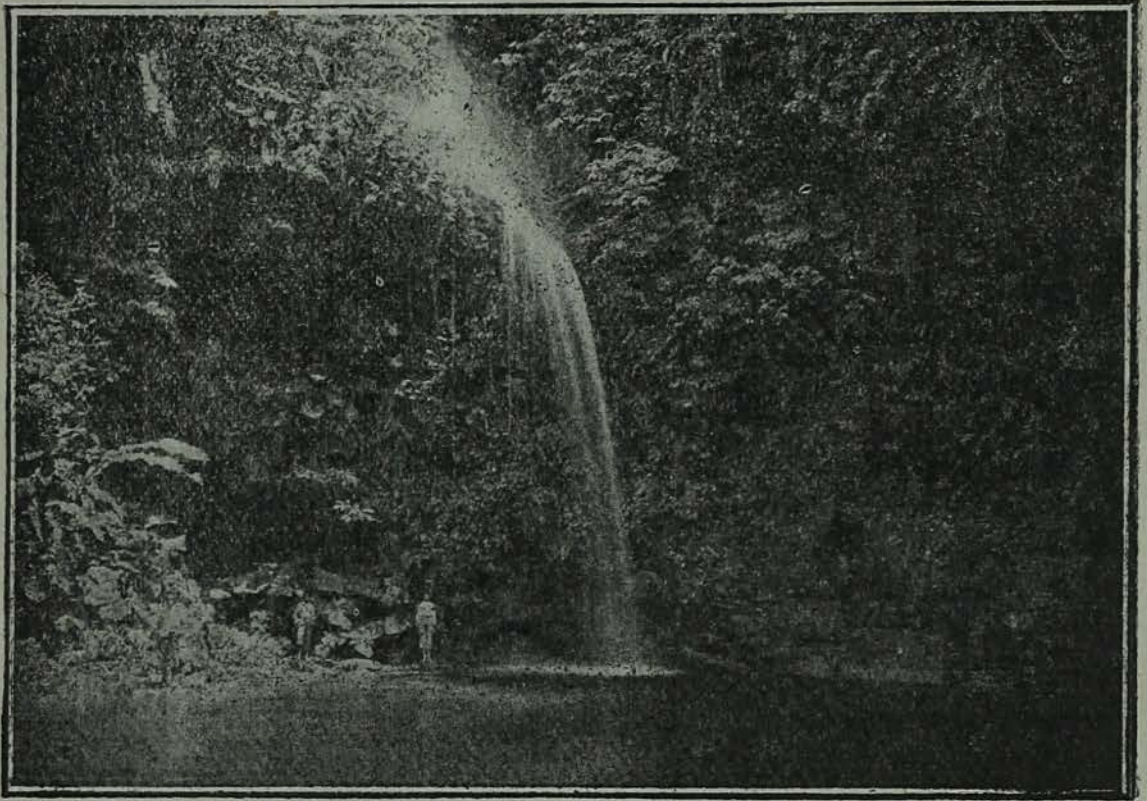
this valley are the lovely pasture lands of the Mocha Estate, and then the road leads upwards over the hill's slope to the ridge, which separates the Maraval from the Santa Cruz Valley, bearing the name of La Sella or the Saddle. The strange, picturesque beauty of this drive is beyond the power of pen to paint. The ascent to the narrow pass is gained through a wooded carriage drive. For a brief moment there rises the stone sides of the Saddle, shutting out all view, and then again the road runs through high hills and cocoa plantations, as one enters the beautiful Santa Cruz Valley. For miles the path runs through rich cocoa plantations with the trees stretching backwards to the hills, and the sunbeams struggling through the leaves to light on to the red and yellow pods clustering around the brown trunks of the trees ; creepers and vines of varied colours cover the ground beneath. On the right hand, broad rivers run between the cocoa trees and ripple across the road over white petals, to disappear on the left hand like a silvery thread running by the green banks. Pretty country houses are seen in the distance through the rich foliage of the trees. Eventually the rivers and pastures are left behind and the little village of San Juan lies on either side of the road. The Railway Station and small market are passed on the right, and the road then leads directly back into the town.

CARENAGE ROAD.

Opposite to the opening of the Cameron Valley Road is one which eventually leads to the sea and which forms a pleasant afternoon walk. This, of course, is the same route taken for Carenage, the Dock, and Macqueripe Bay. Hills rise to the right and glimpses of the sea are seen very shortly after leaving the car terminus to the left. After about one hour's walk, a sharp turn to the left leads to a grassy sward, and beyond to a small pebbly beach from which is obtained a pretty view of the harbour and gulf.

THE BLUE BASIN.

The Blue Basin is situated in the Diego Martin Valley, about nine miles from the town of Port-of-Spain. It is a pleasant drive, and either carriage or motor car can be taken to within easy walking distance of the fall, which



The Blue Basin Water Fall.

is formed by the union of many streams in the mountains, the volume of water breaking eventually through the green foliage of the hillside and falling into the basin below, whose waters have a certain tint of blue which is vividly beautiful on a sunny day. The pool forms an ideal bathing place.

DIEGO MARTIN.

Diego Martin Road runs in a direct line from the terminus of the Four Roads car and stretches for miles between hills covered with rich foliage to their summits. Cocoa plantations lie close to the roadside. In the

valley is situated the Boys' Reformatory, which is a fine building surrounded with spacious grounds.

CAMERON VALLEY.

Cameron Valley proves equally enjoyable as a drive or walk. For the former, the road taken runs along the route of the electric car until the terminus of Four Roads is arrived at, then the road branches away to the right. Those intending to walk it, will find it most pleasant in the afternoon. Following the broad carriage drive one passes between high hills. On the right are several pretty country houses; on the left are lands covered with trees, cultivated at odd spots, and with the huts of the East Indian dotted around under the shade of low-spreading trees. Each hut owns a vegetable garden at the side; a few flowering plants may adorn the front, and at a short distance from the mud hut is a stable built of palm branches under which may be tethered a few cows and a mule. Goats, poultry and children are seen on every hand. Several grassy lanes lead from the broad road back into the Diego Martin Road and thus the walk may be of any desired length. The carriage road also turns immediately to the left and enters the above-mentioned road along which the return to town or to the car terminus is made.

LONG CIRCULAR ROAD.

Long Circular Road forms a short, pleasant drive or walk. It may be gained either by the road leading to Diego Martin or by the Maraval Valley. Entering by the latter, many old residences are passed. On the right hand set within a stone-pillared gateway, is Champs Elysées, the old family residence of the de Boissieres, the owners of many acres of ground in this valley at the present time, and still more in the years gone by. The village bears the family name. Further along the road, the glimpse of an old cemetery is seen lying to the left. This was the burial place of many of the victims from the scourge of yellow fever that visited the island in the

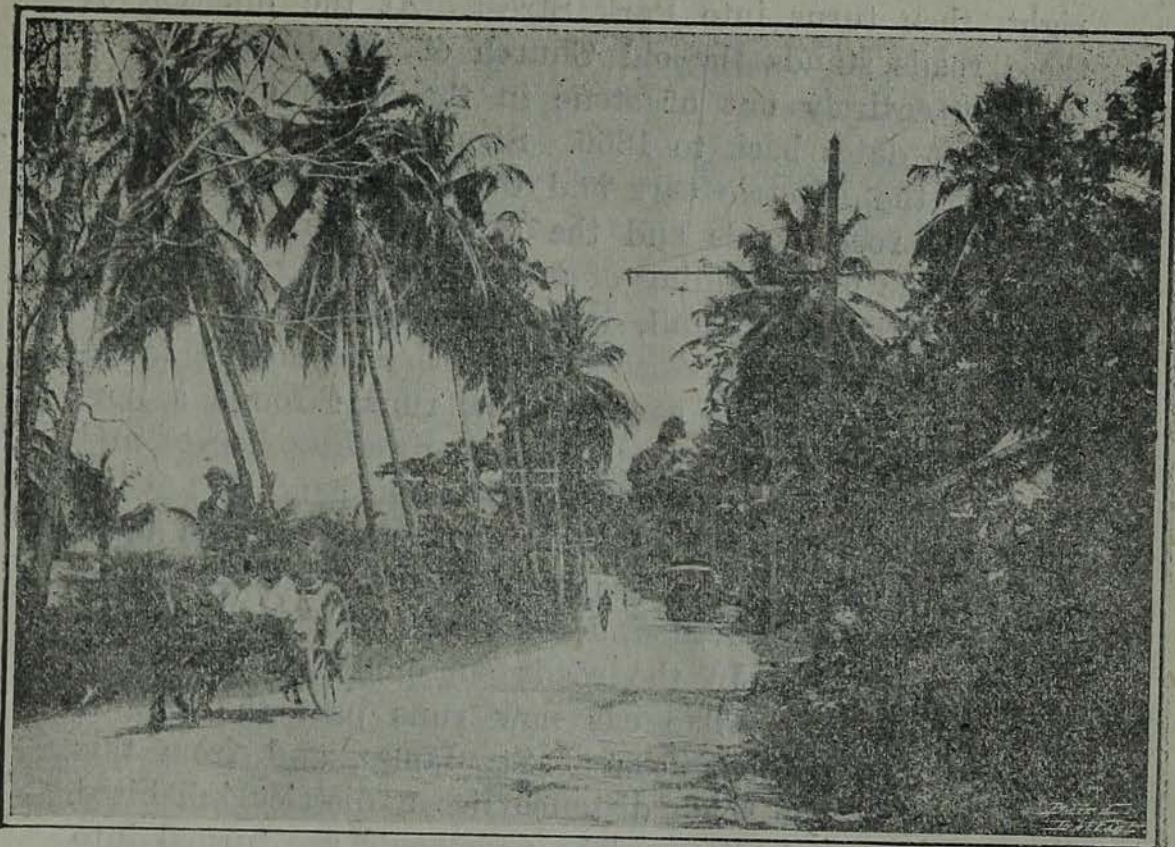
70's. Standing along in a large savannah to the left is the building which was used in a visitation of the dreaded plague. During the war it was used as the camp for interned Germans. Further along the road are rows of modern residences, many being built facing the large savannah in which stands the old Barracks of St. James, the bone of contention in years passed by, the site being considered to be a most unhealthy one. It was here in 1879, that the yellow fever raged amongst the troops then quartered in the island, who were disbanded about 70 years ago. Happily, with the progress made in sanitary science, yellow fever and plague are now unknown in the island. The avenue to the barracks opens on the Diego Martin Road, and is one of great beauty. The rows of Saman trees completely overshadow the path, creepers hang from the boughs and the immense twisted trunks of the trees proclaim their age.

FORT GEORGE.

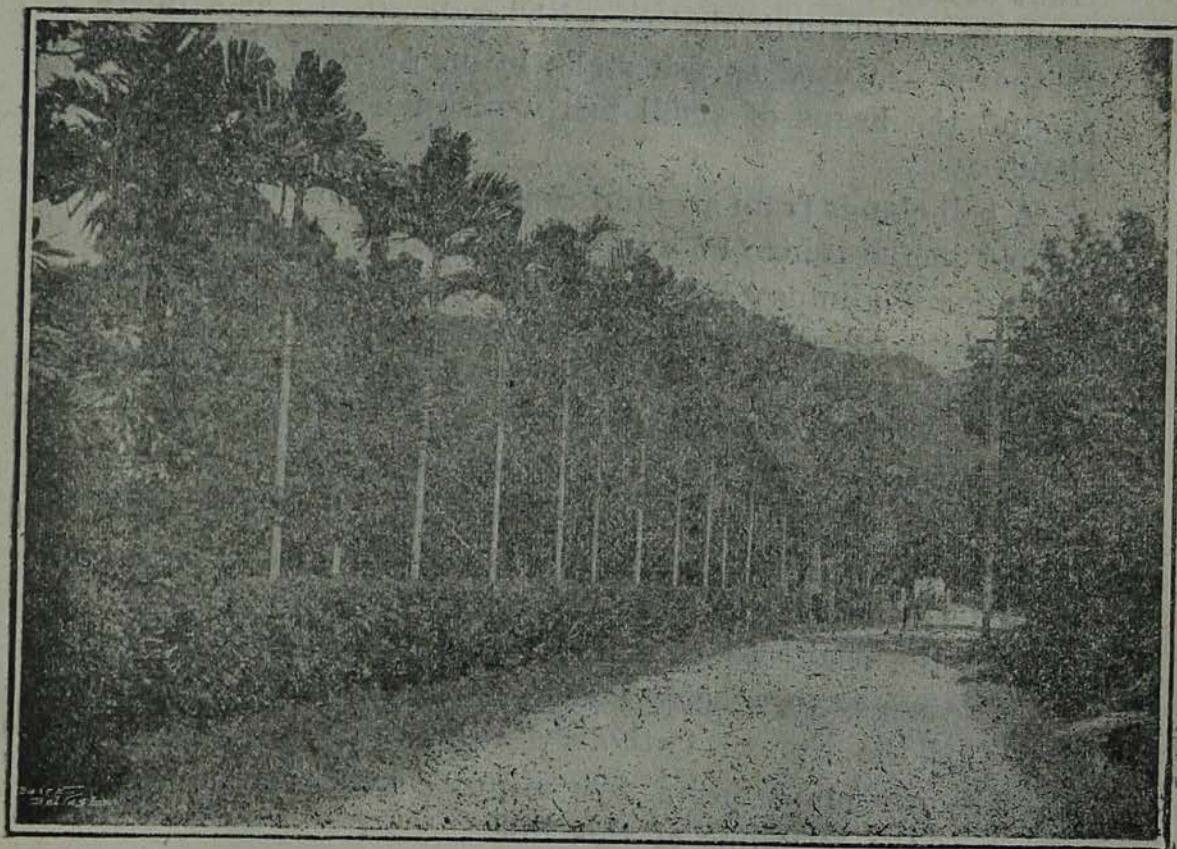
Fort George, the Signal Station, is built on a large conical shaped hill which rises over the village of Cocorite to a height of about 1,830 feet. The signal station is erected on a summit, built 1,120 feet up from the foot of the hill which may be arrived at in the Four Roads car or by motor. This walk, or rather climb, is certainly best undertaken in the afternoon, for the path lies exposed to the east, thus receiving the full force of the rising sun, but the beams of the afternoon sun are sheltered by the side of the mountain which rises on the left hand. Taken leisurely, this is a most delightful easy climb, with beautiful green foliage all around on which the eye may feast. The summit gained, a glorious breeze cools the climber—and a still more glorious view lies below and around—mountains in the distance, pasture land below and beyond all the sea, the islands and the mountain lands of the Bocas.

FOUR ROADS.

The Four Roads car leaves from the Railway Station and runs up Charlotte Street, passing the market on the



Scene on the Four Roads Line.



A Suburban Road.

right, then turns into Park Street. At the junction of these roads stands the old Church of the Rosary which is built entirely out of stone in the shape of a Latin cross. It dates back to 1866. Shortly after passing the office of the Electric cars and the junction of the four lines, the road bends and the car turns into Tragarete Road. The first building of any importance seen on this stretch is the Drill Hall, with the Methodist Chapel to the east; on the opposite side of the road is the Lapeyrouse Cemetery. The car line now runs through a portion of the town composed of small dwelling houses and small shops, which terminates on the right hand side at the Poor Houses, standing in their own grounds. An open space of grassy ground lies between these buildings and the Queen's Park Pavilion, and a fine view of the Northern Range is gained. In the roads surrounding are very pretty residences. The car now runs past the avenue opening into the barracks of St. James, and from this spot onwards for some distance lies a district inhabited mostly by East Indians. The pavements are turned into miniature markets. Trays of fruit and vegetables lie in front of the sellers who sit on stools or on the ground, and keep up a constant chatter with each other. The dusty footpaths are used as fish stalls by many, and dogs roam around the heaps of small fish whilst naked babies totter about.

A bell clangs from a round roughly built Hindoo Chapel erected in the centre of a yard to the right. Through the open doors glimpses of gayly decorated altars are seen with white robed priests in attendance.

Leaving this district the car runs between lands covered with low-growing shrubs and tall trees which tower overhead, shedding their brilliant blossoms on to the grassy paths beneath and strewing the dusty roads with colours.

The grim walls of the Leper Asylum are now passed. Within the sheltered grounds, the victims of this dreadful disease spend their days, attended by the faithful sisters of the Roman Catholic Faith.

The car stops for a few minutes at Cocorite which was once the terminus of this line.

MACQUERIPE.

Macqueripe Bay lies to the north of the town, a distance of twelve miles. This forms a pleasant drive at any hour of the day. The route taken runs through Diego Martin, passes Carenage and the scenery is very pretty, having on the right hand the hills and on the left the waters of the Gulf of Paria and the islands in the distance. At Carenage the road turns and runs inland beneath the shadow of the hills until the cliff above Macqueripe Bay is arrived at. The bay or sandy cove is gained by a descent of many easy stone steps cut in the side of the hill down which trickles a small stream of water half concealed by ferns and wild lilies. The beach is a mixture of sand and pebbles, with a gentle slope, and the bathing is exceptionally good, bathing-houses being erected on the beach which may be used by visitors at the charge of sixpence per head.

THE FLOATING DOCK.

The Floating Dock also provides a pleasant drive, the route being the same as that taken for Macqueripe Bay, only instead of branching inland at Carenage, the road continues. The scenery is again composed of sea, hills and distant highlands of the islands. The Dock lies under the hills of Chaguaramas Bay. It was towed out from England in 1907 by Dutch tugs, and is over 365 feet with a beam of 56 feet, and it has a lifting capacity of 4,800 tons. A well stocked store house is kept up on the shores of the bay, and a small tug boat. The Crown plies up and down to the town daily with the labourers. The Company's foundry is in Richmond Street, Port-of-Spain, and is said to be one of the largest in the West Indies. The bays around the vicinity of

the Dock are deep and very beautiful, providing the most delightful bathing. At a small cost boats may be obtained and permission is generally granted by the keepers of the different bays for visitors to bathe.

CARONI RIVER.

The mouth of the Caroni river may be gained by boat leaving any of the wharves in the town. The owners of these boats live mostly in the Corbeau Town district, the fishing village lying to the west of the city. In order to get up the river to any extent an early start should be made before the sun rises. The mouth is not perceptible to any but an experienced boatman, who also is familiar with the narrow channel. Should this be lost, it means over the side and pushing until the boat's keel is freed from the mud. For some distance up the river the banks are densely covered with mangrove bushes. Mangrove is used for firewood and in tanneries for staining the leather. When the first narrow portion of the river is passed the banks become visible and are covered with palms, possessing short, sharp black bristles. At the roots of these palms are large holes, the homes of the land crab. The low bush-wood of the banks soon changes and tall trees throw their branches skyward and across the water which reflects very vividly every leaf and bough. From the latter trail creepers covered with flowers. The calm of cloud-and-blossom-reflecting waters is often broken by the splash of a fish which sends a thousand sparkling drops of water up into the sunny air. A queer slight ripple is seen circling round a small black object protruding above the water; this is the nose of an alligator as he lies concealed beneath the dark green waters. From many a shelving bank is heard a gentle splash as one of these reptiles slides into the water. A flash of blue flits across the tree tops as a heron passes overhead. The gay coloured festoons of flowers are not

the only things that trail from the branches of the trees growing so thickly on the banks, for often a brilliant-hued snake suspends his body from amongst the green foliage. As the river winds and turns higher up into the country the scenery becomes more beautiful. Bamboos rustle their bright green leaves in the breeze. Tall palms tower over the thickly spreading mango trees. The sky is a clear blue flecked with small white clouds which sail on the green waters of the river as they move across the sky above. Birds rise from every bush, black vultures, brown hawks, frigate birds and scissors-tails, and the yellow-breasted little Kiskadee flits around repeating over and over again his sharply ejaculated question, *qu'est ce qu'il dit?* Dragon flies flirt over the stream and gorgeous butterflies fly around, resting for one moment on some green leaf or crimson flower. Lizards, nuge fellows, clamber up the trunks of trees, and squirrels run along the out-spreading branches. Everything teems with life, the trees, bushes and green waters.



An Arch of Bamboos.

FROM PORT-OF-SPAIN TO SAN FERNANDO.

San Fernando, the second largest town in Trinidad, lies about 35 miles from Port-of-Spain. The train runs down from the city to the station three times per day, the early morning, mid-day and in the afternoon, and the route lies through some pretty scenery and interesting country.

San Juan is the first small village, that the train stops at. It is said to be even older than St. Joseph. The road to the left leads to the beautiful valley of Santa Cruz, which is almost entirely cultivated in cocoa. At the entrance to this valley are the abandoned lots of two of the oldest of the sugar estates in the island. The road through the Santa Cruz Valley connects with the Maraval over the Saddle, and the scenery here is especially lovely, composed of high hills, green savannahs and many wide rivers.

ST. JOSEPH.

St. Joseph, the old Spanish Capital, founded about 1577, by Don Antonio de Berrio Y Oruña, is beautifully situated at the foot of the northern hills, and is full of historical interest. At Valsayn Estate which may be seen from the train, lying in a large green pasture, on the right of the line, was enacted the scene of Don Chacon's capitulation. Although in 1797 this town was no longer the Seat of Government, it was here that Don Chacon sent all treasures and valuable documents and himself retreated thither, and it was in the drawing-room of Valsayn, then owned by the Governor or Teniente de Justicia, Mayor of St. Joseph, Don José Mayan, that Don Chacon signed the treaty which gave Trinidad over to the British, in the presence of Sir Ralph Abercromby and Admiral Harvey. Sir Walter Raleigh was also in St. Joseph as far back as 1595, for history states that he rowed up the Caroni River and set fire to the town, thus passing through the orchard at Valsayn Estate.

The Roman Catholic Church, founded by Don Antonio de Berrio y Oruña, in 1591, the foundation stone being

laid by Sir Ralph Woodford, 1815, is surrounded by a graveyard, containing many curious old tombs. In the choir of this Church are buried several monks who were murdered by the Indians in 1733. Beyond the Church is the savannah in which the barracks formerly stood. A serious mutiny broke out here amongst the negro troops, in 1838. In the spot where the convent stands now, the ringleaders were shot, and a railed enclosure marks the graves of one or two English officers.

The railroad branches off at St. Joseph, one line running to Arima and the other to San Fernando ; the former passes by some of the best estates in the island. Here is situated the Caura Valley, one of the loveliest in the island, which is filled with huge trees from whose boughs hang fantastic creepers, many bearing brightly coloured blossoms; cool streams run gently along, their banks lined with green feathery ferns, then suddenly where larger boulders bar their course the quiet streams rush down in small rapids. There is a splendid cascade here, some miles from El Dorado Estate, with a fall of about 350 feet. A basin of clear, cold water lies at the foot which is excellent for bathing.

MOUNT ST. BENEDICT.

The beautiful monastery of Mount St. Benedict is built on a mountain of about 2,000 feet in height, which rises in the range that forms the northern boundary of the district of Tunapuna, and may be gained by train from Port-of Spain to St. Joseph or to St. Augustine, the morning train which leaves at 7.26 being the best to travel by in order that the ascent may be made early. The main road leading to the Monastery is a wonder of engineering and is certainly a credit to the Public Works Department. It winds around the mountain's side, and thus to the climber it is an easy matter to accomplish its 800 feet. There are several other excellent roads constructed by the Brothers of the Order. The view from the summit is very beautiful. Below the mountain lies the low lands of the Caroni plains stretching away to the green waters of the harbour in the far distance, whilst

around rise innumerable mountain ranges. Directly behind Mount St. Benedict tower Mount Tabor and Mount Hermon, the latter being fully 2,000 feet above the level of the sea. These mountains are connected to the monastery grounds by a bridge which spans a chasm of 100 feet, and which was the work of one of the Brothers, the design being made by the Lord Abbot. The scenery around here is wonderfully lovely, the high hill casting many shadows on the valleys that lie below, filled with rich foliage. The brilliant sun from a sky of deepest blue sends down glorious rays that tint the scene with a thousand colours. Erected on the hill-side is a very large cross which can be lighted by electricity at night. In the shade of this mighty cross are two buildings, the Rest and the Guest House. The fees at the former are very moderate, ranging from sixpence to \$1.20 (five shillings) per day; the Guest House is used chiefly by excursionists. The interiors of both church and Lord Abbot's private chapel possess beauty in their simplicity. A flower-decked shrine to Our Lady of Lourdes is situated on the southern side of the church, and here may often be seen earnest supplicants seeking the gift of health for themselves or their loved ones. The Grotto also becomes a blaze of lights at evening time. To the south of the church lies God's Acre, surrounded by willow trees, through which the winds pass with a plaintive sobbing sound, whilst towering up to the quiet sky is a huge concrete cross which was built by some of the monks.

The Brothers of the Order are comfortably housed, the Lord Abbot occupying a separate residence. There is a magnificent library containing a wealth of the world's best literature, amongst these being the works of Cardinal Mercier. At a short distance from the library is a beautiful flower garden where brilliant blossoms and fragrant roses bloom, filling the air with their rich perfume, whilst their radiant petals are bejewelled by the shining drops of water thrown on them from the fountain which stands in the centre of this pretty spot. Further on there is a large vegetable garden planted with everything necessary, which yields splendid return to the monks.

for their labours. Excellent honey is also being made at the monastery, and many acres have been planted in cashew trees, from the fruit of which is manufactured a very fine wine. In the monks' workshop is installed a Mietz and Weiss 18 h.p. engine which drives the motor for the supply of electric light, and which also works the lathe. From the lands surrounding the monastery native wood has been hewn which has provided all the furniture used in the institution.

It is eight years since the Right Reverend Mayeul de Caigny, O.S.B., the Lord Abbot of Mount St. Benedict, arrived in the island in his search for a spot on which to erect the monastery. Within a month his choice had fallen on this beautiful mountain spot, and on being joined by other monks the mighty task they had undertaken was commenced, with the grand results that may be seen any day by visitors to the beautiful monastery of St. Benedict, which crowns the green mountain summit of one of Trinidad's finest ranges.

CARONI TO GUARACARA.

To follow up the journey on the line to San Fernando, one must touch first on the Caroni River which flows under the iron bridge, crossed just before the station bearing the same name is arrived at. McLeod Plain, an estate not far from the station, is well known by all sportsmen, for many have their boats sent up the river early in the morning and meet it at this spot. Better sport is obtained at a small lake further up named Bejucal on which are found wild birds, and alligators abound in its waters, as well as the fish of renown, the cascadura, of which it is said if once eaten will in some mysterious way claim the consumer at some date or other, for he will surely return to lay his bones under the soil of Trinidad.

The villages of Cunupia, Carapichaima and Couva are not of note-worthy interest, though the scenery around each is pretty. At Jerningham Junction, the Clapham Junction of Trinidad, the line branches toward Tabaquite and the Central Oilfields. The brown waters of the Couva

river is crossed by the longest iron bridge in the island. After passing California Station the train stops at Claxton Bay. The waters of the gulf now lie in a gleaming expanse on the right hand, stretching for miles away to the westward. About one and a half miles out to sea is the dolphin erected by the Company of the Central Oilfields with pipe lines running out to it. Large oil tanks are seen on the shore.

At Marabella Junction the train crosses the Guara-cara River, one of the island's largest, noted for both breadth and depth. Here is the branch line for Princes Town. Skirting the Naparima hills, the train runs into the station of San Fernando, which certainly is far superior to the Port-of-Spain Station.

SAN FERNANDO.

San Fernando stands at the foot of the Naparima mountain which is fully 670 feet high. The word Naparima means no water, the truth of which the dwellers in this town can vouch for to their sorrow. The town was founded in 1786, by Don Chacon and probably derived its name from Ferdinand, the eldest son of Carlos IV.; it is built on a little recess, formed by two headlands which stretch out into the sea. The streets are few and run at right angles. The promenade bears the name of its projector, Lord Harris. Several fine trees grow along the centre and here may be found the principal buildings, such as the Carnegie Free Library, Town Hall, Police Station and the Convent. The Roman Catholic Church is also on this promenade and dates back as far as 1835. But a short distance from each other are the Episcopalian, Methodist and Presbyterian Churches.

High Street is the principal business thoroughfare and the stores are well stocked, if they are not spacious. Both the Colonial Bank and Royal Bank of Canada have branch offices in this town. A small cinema theatre has been built during recent years, and its attractions are appreciated by all those residing either in San Fernando

or in the country just outside the town. The hospital, a fine building and well conducted, overlooks the harbour and commands a very fine view. Manjak, a superior asphalt, is found in the Naparima district.

On the sea-board is an open space used as a landing place. A pier runs out into the sea about the length of 500 feet. Alongside of this lies the comfortably fitted up s.s. St. Patrick, which runs down the coast during the week, carrying cargo, mails and passengers. A fair sized boat-house lies on the right hand of this pier. The wharves of San Fernando on the first day of the year used at one time to be the scene of one of the island's greatest amusements, "The Regatta," which thousands attended, of every colour and class. Of late years it has died away completely, although several efforts have been made to revive it.

POINTE-À-PIERRE.

Point-à-Pierre is the shipping port of the Leaseholds Oil Company, the oilfields being at Fyzabad and Barracopore. The former may be gained by train or 'bus from San Fernando. Five years ago it was but a mass of bush and underwood, but now in the place of confusion, order reigns, and pretty, well-built bungaloes are scattered about the little colony which also lays claim to a fine tennis court and club house. The refinery, and earthworks done by the Company deserve great praise. An island jetty runs out to the distance of a mile and a quarter and the water is of such a depth that the largest man-of-war could run alongside. This is connected with a skeleton jetty on which run twelve-inch pipes, capable of loading three hatches at the same time. Years ago, as far back as 1808, it was under contemplation to remove the captital to Point-à-Pierre, its chief qualifications being the great depth of water and direct position from the Dragon's Mouth.

PRINCES TOWN.

Princes Town, originally an Indian Mission, is about miles from San Fernando and is connected with this town by tram and train, yet the most pleasant method of getting there is to go by motor, for in this way some very pretty country may be seen. Princes Town only took on its present name in 1880, in honour of a visit of King George and his brother, the late Duke of Clarence, then the sons of the Prince of Wales. The town's chief attractions lies in the mud volcano, which consists of a muddy circle of ground, about 100 yards in diameter. Dotted over this surface are some conical mounds about two feet in height, which possess miniature craters filled with bubbles of muddy water.

"The Devils' Woodyard," is the name given to this place by the negroes. The water is blackish and by the smell of pitch, many persons suppose that there is some connection between these volcanoes and the lake at La Brea. The story runs that about 4 o'clock on a February morning in 1887, the residents in the neighbourhood were greatly alarmed by terrible roaring and tumbling noises issuing from the woods, which continued for about thirty seconds, ceasing as suddenly as they started. Many persons hurried to the spot from whence came these disquieting sounds, and thus witnessed a remarkable sight. The surface of the ground had risen four to five feet above its former height, and the once small mud volcano had increased to twice its former area. The path leading to the spot was rent with large fissures and every tree around was besmeared with mud.

SOUTHERN COAST.

In order to see the Southern Coast of the island, it would be necessary to leave town by the early morning train on either a Tuesday or a Saturday, that is if the visitor be anxious to return to Port-of-Spain on the same day, if that is not so, the trip may be taken on a Wednesday, leaving town by the same train, 7.26 a.m. and sleeping on board the s.s. St. Patrick, at Icacos, then making the

return trip in the delightfully cool hours of the morning, and arriving in San Fernando on Thursday at 9.30 a.m. The boat on the two first mentioned days only goes as far Cedros. The Government steamer, St. Patrick, with a speed of 15 knots, is most comfortably fitted out, and meals may be obtained on board. There is a large saloon with broad, well-cushioned settees which provide admirable bunks for the one night. Even should there be (which is not likely), any slight inconveniences, this over-night trip is well worth it, for the silent beauty of the scenery surrounding Icacos at night, and the glowing glory of the breaking morning, are scenes which once witnessed will remain in the memory forever.

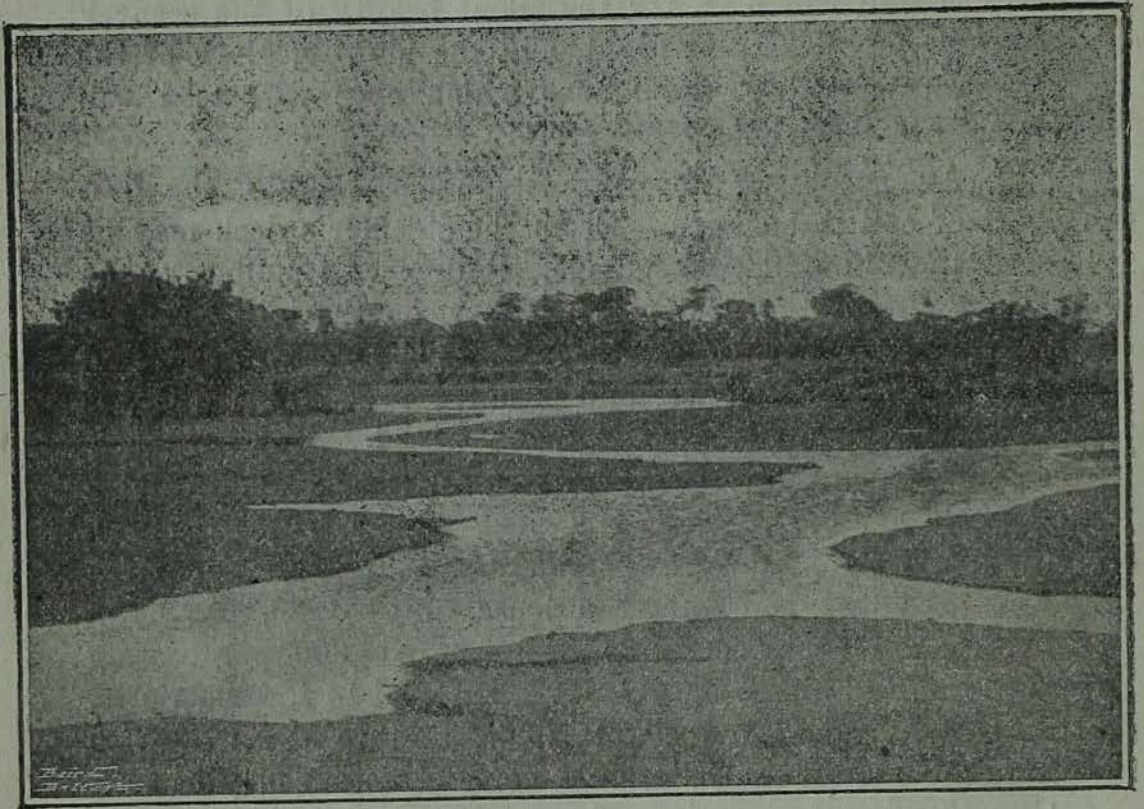
After leaving the jetty at San Fernando, the first port of call is La Brea. From the steamer's deck may be seen the old and new village, Stollmeyer's Refinery, the Court House, the doctor's residence, on the hill, with the Anglican Church and the vicarage to the west. Separated by a reef from the sea, and situated near Point d'Or, is Lord Dundonald's lake, now abandoned.

Ten years ago, Brighton was but dense woods and a hot-bed of fever. To-day a neat village meets the eye, the quarters of the New Trinidad Lake Asphalt Company, who have the lake under a lease, until 1930, paying a royalty to the Government of about £14,000 per annum and 5 to 7 shillings on every ton shipped to foreign ports. Bungalows cover the country-side, and to the west rise innumerable oil tanks. In the same direction may be seen Coon Town, the portion of the village set aside for the homes of the oil labourers. An extensive pier stretches out to sea at this port alongside of which steamers moor to take in their cargo of oil and pitch, the former being run to them by gravity in a 12 inch pipe and the latter brought down by buckets from the lake on an endless wire. This is, of course, the landing place for the world-famed lake of pitch.

The shore now becomes rocky and bare until the steamer arrives at Guapo. This is a cocoa district, and here is situated Stollmeyer's famous oil gusher, which spouted to the height of 70 feet for one week, completely filling the Bight with oil.

THE PITCH LAKE.

The wonderful and mysterious "Lake of Pitch" is one of the sights, or to be perfectly correct, is the sight of the island which no visitor should leave unseen. Saturday is the best day in which to visit it, by taking the 7.26 a.m. train from the city which connects with the Government steamer, St. Patrick, in San Fernando. Breakfast may be ordered by telephone, and it is best on



The Pitch Lake.

arriving at the steamer to see that this meal is served as soon as possible, as the run down to Brighton is by no means a long one. Boats take all passengers ashore. The road from the landing place leads over the crest of the hill, past the Company's large, well-built refineries and plant, then right down on the lake itself.

The lake is a plateau of something like 112 to 114 acres of black pitch, the surface of which is seamed by deep fissures of cool water. These fissures are crossed by planks. In many spots the pitch is absolutely firm, but in some places one's feet sink quickly, and here and there

the pitch is seen boiling. A silver coin dropped into a bubbling hole will be completely blackened. A handful of warm pitch may be moulded into any form without staining the fingers. The lake is said to have sunk, but ten inches in fifty years. Around the borders of the lake wild flowers bloom and green bushes wave their branches in the breeze, but the lake itself is comparatively bare of any vegetation seeming to correspond with the legend which tells of an Indian tribe who inhabited this region and who unfortunately offended the Good Spirit, by killing the sacred humming bird in whose bodies the souls of the departed were supposed to abide. As a punishment for this crime their village was suddenly engulfed beneath this huge desolate lake of pitch. The lake is at present leased to the Trinidad Lake Asphalt Company, whose average exportation is about 200,000 tons of pitch annually. A chain of buckets carries the pitch along the jetty, at which lie the steamers awaiting their cargo.

Refreshments may be obtained and also grateful shelter from the sun's extra fierce rays, at the Company's large hotel where every attention is given to visitors and sight-seers, whilst awaiting the return of the St. Patrick at 3 p.m.

POINT FORTIN.

The next port, Point Fortin, the rising and well known oilfields of the United British Oil Company, presents a scene similar to that of Brighton, but on a smaller scale. A strong pier runs out into the sea which is used for the purpose of loading the Company's barges. Bungalows are scattered over the hillside. Along the foreshore is to be found a spot which once caused much contention in the Company. Experts advised not to drill, but the drilling was carried on despite this. In the meantime the Company were anxiously arranging their water supply which presented considerable difficulties. The problem, however, was solved when the drillers, instead of striking oil, discovered beautiful fresh water at a depth of 600 feet.

The district now passed, that of Cap-deVille, is uninteresting, being but forests of native wood which grow more wild towards Irois, and here may be said to be the genuine virgin forest.

But four miles distant from Irois is Chatham, the scene of wild excitement some years ago when three miles out to sea there arose an island in a burst of flame and smoke, the phenomenon being accompanied by a loud crashing noise which was heard for miles around. After being formally annexed to the British Crown, it disappeared, but not before it claimed a victim, for when just awashed with the waves, a small sloop with a cargo of cocoa was wrecked on it, with the result that one or two lives were lost.

Granville Bay, the next port, possesses much highland, Coromandel Hill overlooking the bay. This is also a cocoa and coconut district. Several crafts put in here for water, there being a spring and pool just beyond the beach.

CEDROS.

Cedros forms the next stopping place of the steamer, and is the largest village after leaving San Fernando, possessing a church, school-house and a small concrete pier which was built by the Trinidad Government Railways. There are cocoa and coconut estates, as well as rubber plantations in this district. The scenery is very pretty around Cedros, and there is one bit of landscape which strikes the visitor at once, as pertaining more to English pastoral land than to the West Indies.

The largest estate in the district belongs to the Greig family. It stretches from the point into the village, a distance of over three miles. A fibre industry has been recently started here, which utilises the husks of the coconut. Excellent material has been produced. Mud volcanoes are found at intervals over the entire district.

ICACOS.

Icacos is the last port of call. Here are situated the two largest estates of the island, these being St. Quentin,

the property of Mr. A. S. Kernahan, and Constance, which belongs to Mr. Francois Agostini. On the latter, oil drilling was commenced some time ago, and the oil found was of so excellent a quality that it almost appeared to have been refined, yet for some reason, operations were discontinued. Around Icaocs there is a wonderful depth of water, in fact, there are fathoms, sufficient to float a Dreadnought along the beach. It was here that Columbus first approached Trinidad, anchoring for one night, during the hours of which he was terrified at the alarming rate the tide swept by his vessels' sides and at the seas which caused them to pitch so violently. From these turbulent waters rise the Los Gallos rocks, four in number, like grim soldier forms, keeping constant guard on the gulf within. Five miles due west from Constance Estate is seen the lofty Soldier's Rock, or El Soldado, which is fully 120 feet in height, and around which is excellent turtle fishing. The natives residing along the Icaocs shore fish with a rod, called a kolikhan, a most primitive affair, but yet one that requires a great deal of skill in its management, the fisherman having to be constantly on the alert to avoid the sharks which follow his boat closely. Experts have been heard to declare that for sport and excitement, this form of fishing is hard to beat. The scenery at this point of the Southern Coast, possesses much picturesque charm, the restless wildness of the sea, with its mighty currents, relieving the monotony of the low land. To the north rises the faint mauve coloured outline of the hill, overshadowing the capital, Port-of-Spain, and the Bocas standing out like open gates, whilst away to the north-west, the high mountains of the Andes tower, their misty forms silhouetted against the sky. Directly opposite Soldier's Rock, the land drops to the low line of mangroves, whose sea-soaked barks are covered with large oysters. Sailing by these bushes, Columbus' delight was unbounded in those years gone by, when he beheld, as he terms it, the oysters with their mouths opened to receive the dew which was to be transformed into pearls, the wondrous coveted gems he sought so vainly in this beautiful mystery enshrouded Gulf of Paria.

SOME INTERESTING MOTOR TRIPS.

To see some of the principal cocoa and sugar districts of Trinidad a drive should be taken from Port-of-Spain to Sangre Grande by motor car. The railway line runs parallel to the main road, which leads through San Juan, St. Joseph, Tunapuna and then enters Tacarigua, the district possessing the principal grinding factory for many sugar estates, Orange Grove being certainly the one of most importance. The next village, Arouca, is also a sugar district. D'Abadie is then passed through. The surrounding lands are laid out in coconut and lime plantations. Arima is the next stopping place. This was at one time the leading Indian Settlement. As civilization advanced, the tribes retreated, and here they had a government of their own, each head of a family over his allotment or conuco. The patron Saint of the mission was Santa Rosa, after whom the church is named, which dates back to the Spanish occupation of the island, Santa Rosa being the first canonised Saint of Latin America. On the feast day of this Saint, 30th August, dancing and sports took place in Lord Harris' Square, the Indians bringing with them to the gaieties their newly elected king and queen. Arima is now the centre of a large cocoa district and is growing in importance. On the large savannah on which is a Grand Stand, the annual races are held on 30th August which is still maintained as a public holiday. The name Arima means water, which is of exceptional purity in this district.

From Arima the road to Sangre Grande passes through the districts of Guanapo, Cumuto and Guaiaco, which abound in cocoa.

MANZANILLA BEACH.

The journey from Port-of-Spain to Manzanilla Beach contains scenes both of interest and great beauty. The road leads through the village of San Juan with its many

palm-thatched and mud huts, the homes of the East Indians, the small historic town of St. Joseph, the ancient Indian settlement, Arima, and the beautiful county of D'Abadie. Before arriving at Sangre Grande there is a stretch of road running absolutely straight for five miles through virgin forests. Having passed through the principal streets of Sangre Grande, the road divides, the one to the left leading to Salybia Bay and the other to the right to Manzanilla. The country from this point onwards lies under cocoa cultivation, several fine estate houses being seen on the crests of the hills, surrounded by the most beautiful green foliage. The first sight of Manzanilla Bay is one of almost indiscribable beauty. A long stretch of yellow sand lies gleaming and shining under the rays of the brilliant sunshine, with a veil of mist hovering over it which is caused by the wind blowing in the spray from the huge breakers as they roll in ceaselessly, tumbling over one another, their white crests, breaking and intermingling together in their wild race to the shore. Across their blue expanse, the gay wind dances, snatching at the white tops as they bend gracefully to break into foam, and fling skyward and shoreward the fine misty spray. The sands stretch upwards to meet the green lines of the coconut palms which fringe the beach for miles. About two miles distant from the Nariva River is situated the Cocal, a fine estate which stretches for many miles along the shore. The settlement of Manzanilla was first formed by the disbanded soldiers of the West India Regiment, fifteen acres of land being granted free to each settler. This dates back to somewhere about 1849. Manzanilla Point juts out into the sea for about one mile and ends in a group of cruel rocks half concealed by the rolling seas, on which, according to the stories of the past, a vessel was wrecked bearing a full load of coconuts. She was a total wreck, all hands being lost, but her cargo drifted ashore and was washed up by the breakers on to the beach, hence the luxuriant growth of coconuts for which the bay and the Cocal is noted. A phantom ship is said to have been seen by several persons whose stories differ in many ways. The idea seems to be that a vessel bearing

slaves had approached these shores centuries ago, and that a number of the unfortunate victims of slavery had been thrown overboard. Many maintain that they have seen a full rigged ship sail into the bay with one large light on her masthead, and then slowly disappear while cries of agony arise from the waves around. A phantom buggy has also been met with on the beach. The pretty Nariva ferry is gained by a short walk beneath the coconut trees. The ferry is worked by a hand manipulated pulley. The old ferryman pulls across the stretch of blue water on wire hawsers in response to the sound of a bell which he recognises as a summons, notifying him that passengers are waiting his boat on the banks of the river.

MAYARO BAY.

There are several routes by which one may proceed to Mayaro Bay. The train may be taken to Rio Claro or to San Fernando, then on to Princes Town and to Rio Claro, and from thence the journey may be completed by motor car. There is also another way which is one of exceptional beauty of scenery, and that is by driving through Montserrat and the Central Range, timing the journey in order that the bay may be arrived at when the tide is low.

Mayaro Bay is a sweep of fourteen miles of beautiful sand, on to which roll the great Atlantic breakers. The bathing is magnificent. The firmness of the sands affords the comfort of a perfect carriage road to motor cars and other vehicles. Mayaro is noted for its oysters, for they are both large and delicious. On the sands are found beautiful pink-tinted shells and also a small shell fish bearing the name of Chip Chip, which produces when cooked the most tasty of soups. The coco palm grows to perfection in this district which also abounds in cocoa and coconuts. In the forests around tower the monster trees of the West Indies. Point Radix which separates this beach from that of Manzanilla is very rugged, being rent by many a deep ravine. The scenery is ideal, being composed of green forests, gleaming sands, the bluest of seas sparkling under the most brilliant of sunshine.

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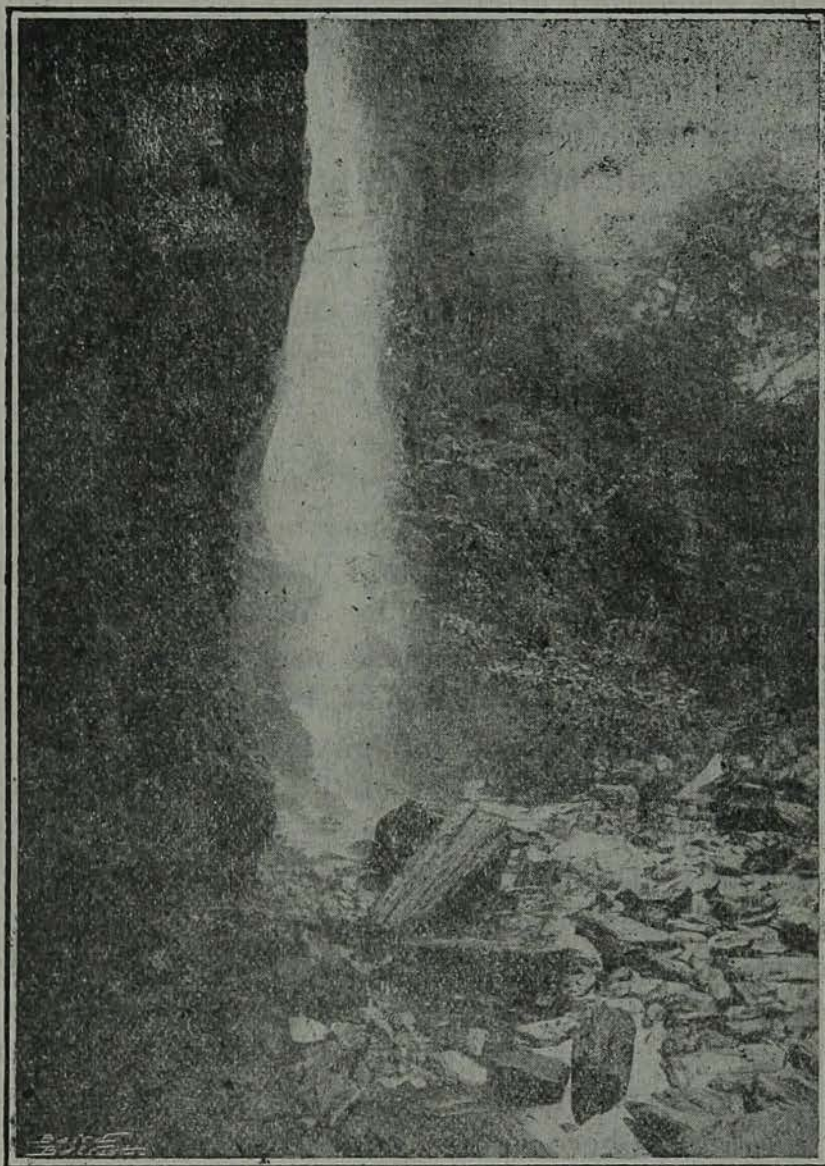
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MARACAS.

Maracas is the island's most beautiful waterfall, and is to be gained by taking train to St. Joseph and thence on by cab as far as it is possible. The road is rather hilly, and having been made on the old Indian Track, crosses



Maracas Fall.

the winding and beautiful river on about eight or ten occasions before the end of the valley is arrived at. The path to the Falls starts at Maranjo Road and must be traversed on foot for perhaps a matter of two miles. The surrounding scenery is lovely, composed of shady cocoa trees with their crimson and yellow pods, tall graceful

palms, and low-spreading green ferns. In the correct season, golden hued oranges hang invitingly downward from among their dark green leaves. The spray of the Fall may be felt at certain seasons at a considerable distance away. The water descends from a solid wall of rocks, and is fully 430 feet in height. The varied colours of the vegetation around the Fall is wonderful. Greens, browns, crimsons, purples, and yellows of every tint mingling in grand profusion. The water is clear and beautiful and there are many fine bathing pools. The bathe taken directly beneath the Fall resembles that of a gigantic shower.

About a mile from the Fall is said to be a mineral spring which contains hydrogen gas and Epsom salts.

SALYBIA BAY.

Salybia Bay is situated on the east coast of the island. The journey there may be accomplished by taking train to Sangre Grande and then on by motor, which will cost about \$5.00, or by driving out from town direct, a distance of about 44 miles, through very varied scenery and on a perfect road, the former being composed of forests, cocoa estates, and small quaint villages. There is a rest house at the bay erected by the Government. The beach extends for miles, a long sandy stretch providing 'excellent bathing and ideal spots for a picnic. Green hills encircle the sands, shady trees and bushes growing almost to the water's edge and offering graceful shade from the rather fierce sun which shines down from a brilliant turquoise sky. Across the tossing Atlantic waves a strong breeze blows, imparting a delicious freshness to the atmosphere, and catching the white foam lying on the wet sand to chase it wildly along the beach. The breakers roll in, tumbling over each other in their mad race up the sands, and away out to sea rises a small green island with the long stretch of blue water beyond.

BALANDRA BAY.

The beautiful Bay of Balandra lies seven miles northward of that of Salybia and certainly out-rials the

latter in many respects. The road that leads along the hill-side is gained by crossing the bridge spanning the Salybia River, which has but lately replaced the old-fashioned ferry which once plied across the quiet green waters. Along the side of the hill set in grand scenery the road leads due north, then turning sharply downward descends to the bay beneath which is rendered exceptionally beautiful by a fine expanse of gleaming sands and restless blue-green sea. An isthmus runs out from the bay to a distance of 400 yards, being fully 100 yards in width, which forms a natural breakwater, with the result that on one side lies a sea absolutely still except for a gentle little ripple which crosses its tranquil surface at times, whilst on the other the mighty Atlantic breakers crash relentlessly down on sand and pebbles with a wild triumphant sound as if in a vain endeavour to awaken the sleeping waters that lie in undisturbed serenity such a short distance away.

TUCUTCHE.

Tucutche is situated between Las Cuevas and the end of the Maracas Valley, and is said to be 3,100 feet in height, presumably the highest mountain in the island, though there are many who maintain the Aripo hill in Arima to be a few feet higher. There are two ways of arriving at Tucutche, and these are by Maracas or by the Cañara Royal Road. Going by the former route, it is necessary to travel by train to St. Joseph, then on by cab. Motoring from the town itself is of course, the most pleasant method and is by no means expensive, the cost being something about \$5.00. Once the Police Station is arrived at it is compulsory to engage horses for the remainder of the journey, and arrangements can be made in the district. The hill-side is ascended by a bridal path which is sheltered by shady trees and surrounded by beautiful vegetation. A portion of this path, leading through a forest of Mora trees, whose gigantic trunks rise straight and tall towards the brilliant blue of the sky. Nearing the summit the rocks on either hand are covered with beautiful green mosses, growing to the thickness of 2 inches

to 3 inches, varying in shades, from the silvery sheen of an eau de nil to the rich darkness of an olive green. Streamlets pursue their way down the hillside with a soft musical noise as they tinkle over small pebbles, or in absolute silence as their waters flow over the green moss and between the feathery fronds of the graceful fern. Green leaved begonia wave their pretty white blossoms in the breeze which gradually grows cooler and cooler as the valley is left behind. There is a small Rest House at the junction of the Maracas and Caura Roads, which occurs just where the mountain ranges meet and Tucutche towers sky-ward in the centre.

It is of course a matter of luck, whether or not, on gaining the mountain top, the visitor will be doomed to bitter disappointment by mist or whether the glorious panorama which greets the fortunate will be granted to him to behold.

To the north stretches the magnificent beach of Las Cuevas with dark green curling breakers crashing down on its gleaming sands, whilst out at sea dance the boats of a small fishing fleet.

The fine bay of Maracas can be clearly seen lying to the west with cool, shadowed mountains, extending for many miles in that direction.

The east commands a view of the northern mountain range as far as Arima. The green plains of Caroni with its river like a silvery line winding away to the sea, can be seen to the south, and here also the Montserrat hills rise, lifting their rich green heights to the brilliant sky. The wind on the summit is sharp and cold, causing many to retreat behind the shelter of the two-room hut which is erected here, with stabling accommodation at some little distance away.

The Caura route to Tucutche necessitates taking the train to Tacarigua, and then on by cab to the estate of Messrs. Nettinho and de Silva, thence it is of course, necessary to continue the journey on horse-back. The way to the hillside leads through the village of Caura with its beautiful little chapel, dedicated to Saint Veronica which was built in 1813. The interior contains many paintings by Mr. Parodi. The road continues beneath cocoa trees,

which are planted up the hill's slope and beneath which grow in wild profusion, a scarlet leaved plant, in fact, so thickly, that in many places it stretches out like a glorious crimson carpet.

The Caura ascent to Tucutche takes about two hours and is thus a half hour shorter than that of the Maracas, and is by some, considered to be by far the easiest method of gaining the summit.

THE ISLANDS.

The island-besprinkled gulf, forms the pleasure-ground of Trinidad. The scenery is wonderfully picturesque in its fine tropical beauty. The s.s. Naparima runs down the gulf towards the Bocas, on Mondays, Wednesdays, Fridays and Saturdays. The Wednesday trip is certainly the best to take advantage of, if one is desirous of seeing the entire route. The boat leaves the Lighthouse Jetty at 8.15 a.m., returning at 4 p.m., having touched at every island and bay in the gulf, from the Five Islands to the last port of call, La Tinta, in Chacachacare. Excursion route fares are charged on this day, as also on the Saturday afternoon run, which leaves town at 2 p.m., returning from Chacachacare at 7 p.m. The s.s. Naparima, is a comfortable boat and is fitted out with every convenience. She carries a stewardess, who is always at the service of the passengers. There is a bar on board, a comfortable dining saloon, but no meals are provided. Hot water may be obtained for tea and any cookery which may be required.

The Five Islands form the Naparima's first stopping place. These islands were formerly owned by private individuals, but are now the property of the Government to be used when necessary for quarantine purposes, otherwise they are obtainable by the public for a day or a longer stay, as desired, on application to the Surgeon General's Office, with the exception of Nelson Island which is used by the Immigration Department. On each island is built a comfortable and roomy house, in which open verandahs play a prominent part, with the usual out-houses and servant rooms attached. Both linen and silver

are included for the use of any one engaging the island, and the Government boat and boatmen are at the services of the visitors. The scenery surrounding these islands is beautiful in a quiet way. The town and shipping lies to the east, to the south, the sea stretches away to the low-coast line of Cedros, to the north rise the hills of Diego Martin and Maraval whilst to the west rises range after range of hills, and many islands whose rocky shores form narrow openings through which a glimpse is seen of the sea and still larger islands, which lie beyond.

The next port is Carrera Island, or the Convict Station, which is well kept and which possesses premises large enough to hold 180 to 190 prisoners. To the west, across the wide opening lies the island of Cronstadt, the health resort of the Trinidad Constabulary. Directly opposite is Pointe Gourde, and the beautiful bay of Chaguaramas, in which lies the Floating Dock. On the highlands of Pointe Gourde are built many houses, owned by private individuals and rented out by the month. Behind this point lies a narrow passage, bearing the name of Hart's Cut, which is used by small fishing crafts as a short-cut to the town. Recently, amongst the thick foliage of these hills has been discovered the remains of what probably was once an old Spanish fort. The steamer now turns southward and approaches the rugged and beautiful island of Gasparee, which is almost completely built up with charming sea-side residences, owned by different firms and private persons in Port-of-Spain, and either kept exclusively for the use of their owners, or rented out by the month. These houses differ from the Five Islands in the fact that no linen is provided for the use of the visitors by the owners.

There is a hotel situated on Point Baleine, at the end of the island of Gasparee, which faces due west, and which has, lying to the north, the grand opening of the First Bocas. At this portion of the island are also to be found wondrous caves, both those possessing a sea entrance or those which lie inland and which are gained by the descent of ladders. To those anxious of visiting these caves and yet unable to remain over-night at the hotel, it would be well to take the steamer which leaves town at 9.30 on a Saturday morning, and which does not

return again until the afternoon, thus allowing an entire day to be spent exploring the strange and interesting caves. The scenery around Gasparee loses the quiet of that which surrounds the islands nearer the town, and a touch of wildness renders it more than fascinating. In the early morning, before the sun rises, when the east is aglow with golden light, it is delicately beautiful, imparting a sense of calm and quiet, capable of soothing the most jagged of nerves ; mid-day brings brilliancy to the sky, the sea, and the once dark greens of the islands and hills become shimmering and vivid in the bright sunshine. Sunset, and the peace descends once more, calmness gleams out from the crimson portals of the dying sun's domain and with it comes a sense of sadness, "which resembles sorrow only, as the mist resembles rain," which lingers as the softness of the evening daylight dies and the stars come slowly out into the violet sky. The night brings strange shadows and weird sounds, which sob beneath the shelving rocks and echo in the forest covered hill beyond. It would take but a little flight of fancy to bring up the visions of the fabled "phantom boat" which is supposed to pass silently with muffled oars between the Mainland and Gasparee. Whither it goes or what freight it bears, no one can tell, or if its history be interwoven with that of the many ruined forts to be seen on the island. Be it what it may, there are several persons who claim to have seen its dim outline at some time or other.

Making away from picturesque Gasparee, the s.s. Naparima runs into the wide and open bay of Teteron, also of fabled fame. There is a small fishing village here and a little wooden Roman Catholic Chapel is built beneath the shade of the almond and mango trees. Across the mouth of Bocas Monos, the steamer now ploughs her course, whilst the touch of freshness in the breeze becomes more than delicious. The island of Monos, like that of Gasparee, has many houses to be rented out by the month, but unlike the smaller island, each residence stands on a wide sandy or pebbly beach, and beneath the shadow of high towering hills. The houses here are larger and therefore more expensive. The opening of the Second Bocas is now crossed, and the motion of the steamer becomes more apparent. The breeze also gains in strength, imparting a

glad vigour to the senses. A glimpse of a world beyond is caught from between these bold headlands and over the tossing waves, then once again the open sea is shut out from view by the hills of Huevos. This island possesses like Monos, beautiful bays, each with its house, bath-houses, and boats, which are also rented out to visitors. The land breaks off once more, and the grand wondrous beauty of the Third Bocas is seen. Across this stretch the steamer runs towards the island of Chacachacare, and from the height of its hills, looks down the old lighthouse, fully 800 feet above sea level. Chacachacare has only four to five bays, but all very beautiful and in each there is a fine house, which is also obtainable by the month.

The steamer now drops anchor in the wide beautiful bay of La Tinta, which is surrounded by high hills and deeply indented with several pebbly beaches. In a large opening to the north lies the small fishing village with its innumerable roughly built huts and well stocked grocery shop, at whose counter the gostsips of the community congregate during many hours of the day. On the shelving beach lie boats of various sizes, and from the branches of trees are suspended seines drying in the warm sunshine. Opposite to this village a tiny Roman Catholic Chapel stands out prominently against the green hillside. Here on Sundays and week days the humble fishing folk invoke the aid of the star of the sea. From the summit of the highest hill the tower of the Chacachacare lighthouse is seen gleaming white under the brilliancy of the sunshine which fill the long hours of the day; and when darkness enshrouds the scene the radiant light flashes out over hill and quiet seas. La Tinta might almost be termed an isthmus, on account of its possessing two bays, the one to the outside of the Gulf and the other on the inside which is gained by a few moments' walk under low-spreading almond trees. The outer bay is a long stretch of yellow and shining white stones which sparkle as a hundred gems beneath the dazzling beams of the sun. High, bold cliffs enclose this bay, and directly opposite the land of the Spanish Main rises clearly and distinctly. The water is particularly cool and refreshing, thus the bathing is delicious.

A few miles to the south of Chacachacare lies Goose

Island, which has no civil inhabitants, the home of a tribe of wild goats, but on which the British flag is flown constantly and a solitary guard is always posted. Around the shores of this lonely but pretty spot there is excellent fishing.

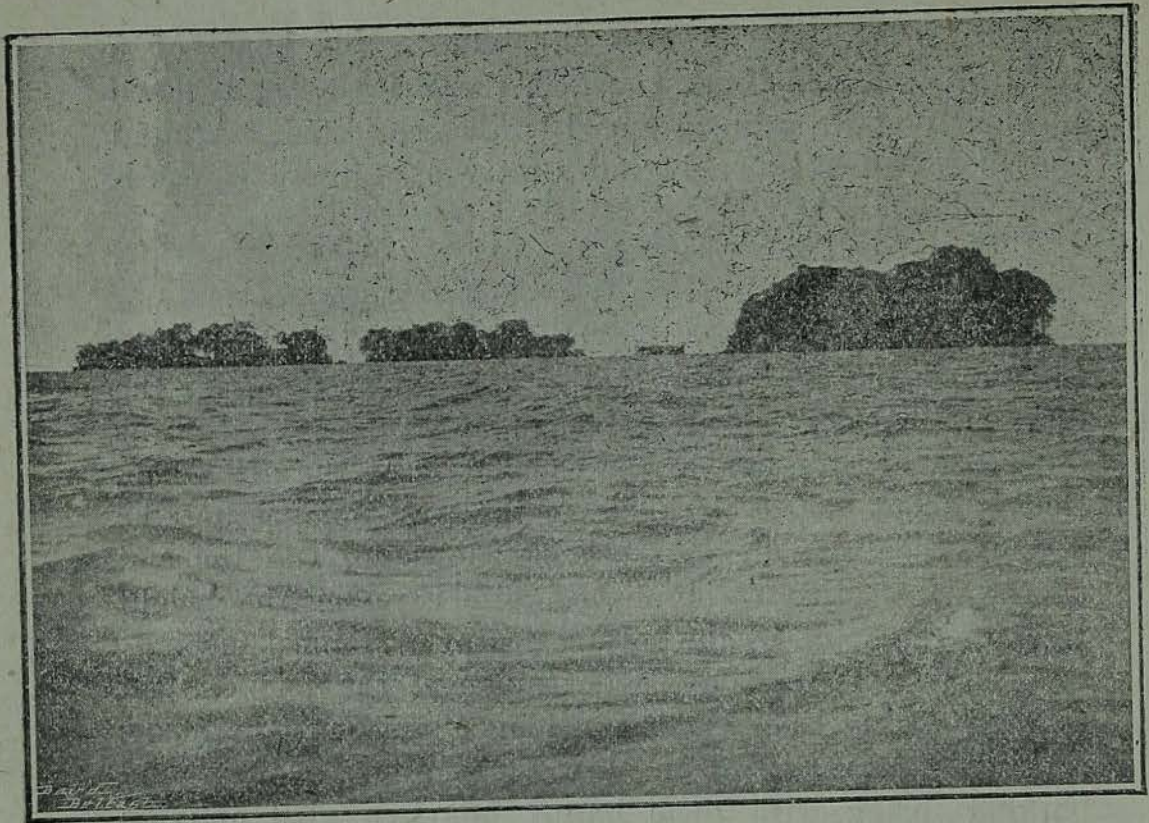
The trip to town is most enjoyable, for the lights and shades of the approaching afternoon beautify the scenery, yet for beauty and enjoyment, nothing equals the run up on the Saturday afternoon, for the steamer then does not drop anchor at La Tinta, but turns on her homeward run in the cool hours of the afternoon, that is about 4.30 o'clock. On the way up, passing the islands, the tropical night quickly closes in, and the end of the journey is accomplished, either under the bright light of the stars, or the soft beams of a tropical moon.

Thus ends one day, spent amongst the Islands, but to realise fully their charms, a longer stay must be made. Days of leisure, spent in eating, sleeping, fishing and bathing, bring with them happy hours, a glad oblivion from the cares and worries of the work-a-day world, mind and body being recuperated by the restful tranquillity. In the glorious sunshine, troubles "fold their tents, like the Arabs and as silently steal away."

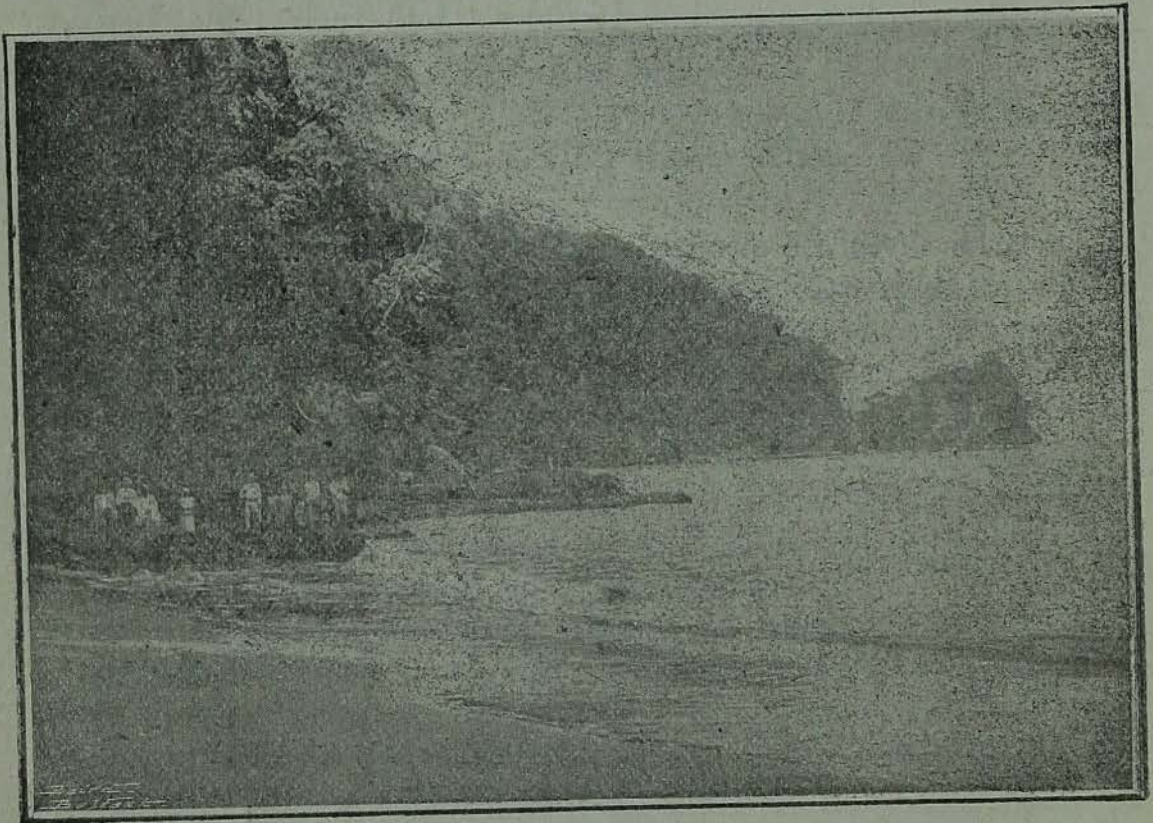
THE GASPAREE CAVES.

The caves are situated on **Pointe Baleine** which forms the western extremity of the island of Gasparee, and can best be visited on a Saturday by leaving town by the 9.30 steamer which arrives at St. Mary's Bay, the port of call for Pointe Baleine at about 11 a.m. and returns at 5.40 in the afternoon. Thus an entire day may be spent on the island. It will of course be necessary to provide a pic-nic basket, and torches must not be forgotten, nor the bathing suit omitted, for the descent is made in this costume as the most comfortable and convenient.

The caves are but half an hour's walk from the landing place, and the path is flanked on either side for a considerable distance with slender guinea grass which bends with every puff of wind, producing a soft, gentle rustling noise. When the path turns a trifle up hill, huge silk



The Five Islands.



Macqueripe Bay.

cotton trees and the mighty boughs of the starry-blossomed Scotchman throw a grateful shade across the path which is covered with trailing vines, bearing light blue and purple flowers. Through the thick foliage is caught an occasional glimpse of the sea beyond.

Along the path, partly concealed by bushes and vines are the openings of several minor caves. The grassy track ends suddenly at the mouth of the cave which is about 75 to 85 feet in circumference. The descent is made by ladders through different sections until the large cave is arrived at, and is best made at mid-day when the sunlight falls directly through the openings above into the cave. The scene presented here is weird and grand and one which may be seen over and over again without palling, or without the visitor failing to find something never noticed before to call forth the keenest of interest and admiration. Below the largest of the three openings lies a pool of clear still water which reflects every passing shadow. The water is very deep and icy cold, and it is claimed, possesses a wonderful virtue for any suffering from rheumatism. After a dip in this pool, the bather invariably breaks out into the most profuse perspiration. The rocks lying on the sandy bottom appear to be very near the surface, even the small pebbles beneath the water are strangely magnified. The stalactites and the stalagmites are very large and of many queer shapes which have been named by those familiar with the interior of the caves. About the centre of the caves, slightly to one side rises the shape of a church organ with mighty pipes, which, when struck produces an excellent imitation of the notes of that instrument. Opposite the organ appears what is said to resemble the form of a pulpit and which possesses rough steps by which it may be ascended. Away in the distance is the Virgin's Grotto, and in some lights a recumbent figure may distinctly be seen in it which is supposed to bear a likeness to the Madonna. Over the pool hangs the altar which is also gained by steps formed in the rocks. At some distance from the organ rises a Basaltic pillar to the roof which is fully 15 feet in height. It is formed by the union of the stalactites and stalagmites and under torch light shines with the brilliant

sparkles of a myriad diamonds. Every rock and pillar, whatever the shape may be, gleams with the most wonderful shades. On penetrating further into the cave, into a portion which lies in total darkness a wonderful sight is disclosed when a lighted torch is held on high, and this is a small chamber surrounded with fantastically shaped rocks which shine with a strange and marvellous whiteness. There is little water here, and it bears the name of the White Chamber. A short swim across the pool and along a little strait by the pulpit reveals a beautiful little panorama, formed by a shelving beach on which rise miniature mosques, towers and minarets and which certainly does not take a very large stretch of imagination to find for it the name of Constantinople.

To one end of the pool rises a large archway about 20 feet wide and 12 feet high which leads whither no man knows. Many view the black aperture with interest, but no one has been found sufficiently venturesome to penetrate into the mysterious beyond. There must be an opening somewhere to the sea, for the water is never stagnant and the tide rises and falls within the pool, which is never stirred by a ripple. Not a fish swims in its depths nor hides among the rocks. All is still and devoid of life within the cave. Sounds echo hollow from the towering walls of rock. Instinctively one's voice is lowered and it hardly needs the geologist to warn the visitor against raising the voice too high for fear the walls above may crack and collapse, for one stands gazing around in wonder and moves with quiet steady tread from one weird dark corner to the next. Again and again curiosity draws the visitor towards the black archway, or the swimmer to approach the opening. The anticipation of the discovery of some wild buccaneer's hidden treasures colours the dive into the unknown with interest. But fear strikes coldly in the mind when the visions of the clinging wet tentacles of some monster octopus are conjured up. What lies beyond? Wrought by nature and maybe used by man, being perhaps the torture chamber of some Indian chief or the hiding hole of a smuggler in the days of plunder and adventure, the Gasparee caves have become now but

one of the wonderful sights possessed by the Island of Trinidad, teeming with varied interest to the different people who visit it, whether viewed with the matter of fact or the romantic eye.

COASTAL SERVICE AND TOBAGO.

This service was introduced and encouraged by Sir William Robinson, Governor of the island, during the years 1885—89, mainly for the purpose of establishing a fruit industry, and the first contract was with the Trinidad Shipping & Trading Company, Limited, and remained with this firm for a period of about ten years. At present it is held by the Royal Mail Steam Packet Company, who, before the war, had two steamers on the service, but at present they have only one running—the Belize—which is a fine boat, possessing excellent passenger accommodation, every attention being shown to those travelling by the Captain and officers. The R.M.S. Belize leaves Port-of-Spain every Monday at 9 p.m., returning on the following Friday. The route varies the steamer going one week to the north, arriving at the island of Tobago on the following day (Tuesday), and on the other week sailing to the south, making several ports of call before dropping anchor in Tobago on the Wednesday evening. On the northern route the first port called at is that of Blanchisseuse, a bay with a beach of yellow sand on which roll huge waves, their snowy crests curling over and breaking to rush up on to the gleaming sands in white foam, thus gaining for itself the name it bears, the “White Washerwoman.”

Two beautiful bays lie on this northern side of Trinidad, Maracas and Las Cuevas. The latter is semi-circular in shape, and on the eastern front, hidden by the brushwood lie the remains of an old fort used by the British in the early days of their occupation of the island. An old history gives the following account with regard to this fort, which bore the name of Abercromby: “In 1805 this fort was garrisoned by a small party of the Royal Artillery, under an officer of the same corps. Early on

the morning of 7th June of that year, the commander of the fort perceived a large number of vessels bearing down from the north-east. Whether these vessels carried no colours or were too far off for them to be distinguished, is not upon record, but the officer came to the conclusion that he saw before him the allied fleets of France and Spain. He dismantled the guns, blew up the fort, and mounting his horse, galloped off to report at headquarters that the enemy's fleet was in full sail for the 'Bocas.' The supposed invaders turned out to be the British vessels under Lord Nelson's command. History repeats itself, for in the early days of the present war, the inhabitants of Port-of-Spain were thrown into a state of dismay and alarm, when it was announced that a German raider was approaching from the south. The awe-inspiring vessel of the enemy turned out to be a cattle-boat from the Spanish Main.

Next in order comes picturesque Matelot with its hill-encircled bay. Perched on the sloping hillside is a small red-roofed chapel, adding to the tranquility of the little scene. At certain seasons of the year the hill-sides become a blaze of crimson as the trees of the immortal unfold their vivid petals.

The next ports in succession, Grande Riviere and Sans Souci, possess a certain amount of beauty, the latter having only a small landing place. From thence the steamer proceeds to Toco. There is a very good landing place here and an interesting little village which is built on the incline of a hill from which a grand view is obtained. Toco has made rapid strides in advancement during the last few years, and possesses some very fine cocoa estates. The road from Port-of-Spain by which Toco may be gained is being rapidly opened up, and will be, when completed, a distance of about five-eighths of a mile. If permission is obtained from the Director of Public Works, accommodation may be had at the Rest House belonging to that department at Mahant, which is three miles from Balandra Bay, at Toco and at Grand Riviere. But certainly the best method of arriving at Toco is by the coastal boat.

From Toco it is about two and a half hours' run before the steamer drops anchor in the pretty little har-

bour of Scarborough, the principal town of the beautiful island of Tobago, which was discovered by Columbus in 1498 and became a British possession in 1580. James, Duke of Courland, apparently obtained a grant of this island in 1642 as the Earl of Pembroke had done in the reign of Charles I. Both these names exist in the island to this date. It was until 1814 that Tobago was finally ceded to the British, having passed into the hands of the Dutch, French alternately.

TOBAGO.

The small, but beautiful island of Tobago, lies to the north-east of Trinidad. The Royal Mail Steam Packet Company's steamer, Belize, sails for that port every week on Monday, at 9 p.m., returning on the following Friday. The route taken varies, the steamer going one week to the north, arriving at Tobago on the following day, Tuesday, and on the other week, sailing to the south, making several ports of call before dropping anchor in Tobago on the Wednesday evening. The round trip proves most interesting, the scenery being magnificent, and there is ample time for passengers to land and have a delightful bathe from the sandy beaches on to which roll the white crested breakers. Should any desire to remain in Tobago for a longer period, there are one or two excellent boarding houses in Scarborough, situated at a pleasant distance from the town.

The island of Tobago is but 26 miles in length and about seven in breadth with an area of 114 square miles. The formation is volcanic, and the soil very fertile. The principal town, which is Scarborough, formerly Port Louis, is beautifully situated on the side of a hill, and possesses a population of about 2,500. An old fort stands on the summit of this hill, which overlooks the harbour. Fort King George is about 400 feet above sea level, and from the ruins around and guns still to be seen must have once been the scene of many a gallant defence. The climate of Tobago is very healthy, as the trade winds sweep the island. Excellent fishing and bathing are obtainable, also fine pigeon shooting in its season.

Amongst the game is a specie of pheasant called Cocrico, which makes a most delicious dish.

Many persons claim the island to be that made famous by Robinson Crusoe, but surely the first entry in his journal which runs after this manner "I am cast upon a horrible desolate island," does not in any way appear to be an adequate description of one of the loveliest spots in the West Indies. To be sure, the cave said to be the one used by Robinson Crusoe is one of the sights of the island, but even the description of that does not quite agree with its present aspect, yet, one proof remains, that is, the island abounds in goats, and we all know that these animals formed the food and clothing of that poor unfortunate ship-wrecked individual.

The names of the beautiful bays around Tobago stir one's imagination, for they breathe forth a world of romance and mystery. Pictures of wild, fearless Buccaneers, perhaps commanded by the very Blackbeard himself, flit before our minds as such names as Bloody Bay and Pirates' Bay fall on our ears. Tranquil and peaceful times have now fallen to this beauteous little island which was once the sport of kings, the rendezvous of pirates, and the home of the Caribs.

Tobago's prosperity is now assured as several wealthy men have purchased estates and also have made the island their headquarters. The Colonial Bank and the Royal Bank of Canada both have branch offices in the town of Scarborough, which also possesses several well stocked dry goods and grocers' shops. Fine roads lead over the hilly surface of the island from one picturesque town to the other, and where once but the foot of wild beasts and Caribs trod, roll many motor cars.

About one and a half miles to the north-east of Tobago lies a small island which rises about 490 feet above the sea level, and is richly covered in the most beautiful of tropical vegetation. Little Tobago is but one mile in length and has an area of about 500 acres. It is the property of Sir William Ingram, and was once the home of an old hermit. Beautiful birds are to be found on this island, and are said to be the descendants of the Bird of Paradise which was introduced here in 1909 by Sir William Ingram.

After a day's stay in Scarborough the steamer proceeds round the island of Tobago. The visitor is wise who arranges his round trip on the Belize to the time of the month that there is a moon, for in this way none of the beautiful scenes are lost. Excellent surf bathing may be had at Milford and Castara, two amongst the many beautiful bays which surround Tobago.

The steamer returns to Scarborough on Thursday and leaves that afternoon on her return trip, touching at the same ports as on her outward voyage. If anyone is desirous of making a longer stay in Scarborough there are one or two excellent boarding houses, and certainly a week spent in this little island would prove to be one of interest and enjoyment.

On the southern route the steamer passes through the Serpent's Mouth and runs along the coast-line of Icaos, the low lands of the Venezuelan coast and the mouth of the Orinoco being visible in the distance. The green encircled bay of Erin is the first port of call and the village lies about a quarter of a mile from the sandy beach. Moruga is the next port. From this spot the West India & Panama Telegraph Company's cable enters the sea. An excellent road leads from here to Princes Town.

Leaving Moruga the steamer runs past the bay of Guayaguayare, and in sight of the three-peaked hills which brought such joy to Columbus, and from which he is said to have given the island the name it bears. This bay is very deep but large vessels are prevented from approaching near to the shore by the presence of a reef which stretches almost across from Point Galeota, round which Columbus first sailed, to Point Calle. As far back as the seventies oil was discovered in Guayaguayare. The Trinidad Shipping & Trading Co., then the old firm of Turnbull, Stewart & Co., had the contract of running their two boats, the Alice and Arthur, along the southern coast of Trinidad. It was during one of these trips that a pan of oil was brought from a stream on the beach, and which, when examined, proved to be crude petroleum. Years passed and many vain attempts were made to start oil fields here, but it was due to the perseverance of Mr. Randolph Rust that the scheme to

which he devoted so much energy became an ultimate success.

The steamer now rounds Point Galeota, and the beautiful beach of Mayaro comes into sight with its ten-mile stretch of coconut trees which grow down to the water's edge, and whose brown trunks invariably incline sea-ward. The bathing here is excellent. Round the point lies the fine bay of Manzanilla which has been described among the principal picnic spots of the island. The water here is very shallow and the steamer has to keep out to sea. Mount Tamaña which rises in the centre of the island, may be seen from here, and the famous Cocal, with its long line of coconut trees which extend for fully fifteen miles. From here the steamer heads for Scarborough, Tobago, arriving on Wednesday evening and returns to Trinidad, calling at the ports of Toco, Sans Souci, Grande Riviere, Matelot and Blanchisseuse, previously mentioned. The landing along the entire coast is one of excitement for the boat has to run into shore on the top of the racing waves. The embarking also possesses its quiver of excitement; one may say it is here that it reaches its pitch, for the bow of the boat rises almost perpendicularly as she climbs up over the curling top of some monster breaker and then glides down the smooth green incline again to lift her wet nose over another frolicking white topped wave. It is with a sigh of relief that one sees the last roller slide away to the stern and smooth water ahead.

Both routes form a pleasant trip, many preferring the southern run. The cost is small, being only \$12.50, compared to the pleasures of the trip and the branches of the scenery which lies round both the islands of Tobago and Trinidad.

Visitors to Trinidad are requested to apply at the **TRINIDAD INFORMATION BUREAU**, which has depots in the Queen's Park Hotel and at 22 St. Vincent Street, for all further information with regard to trips and sight-seeing in the island.

FISHING IN TRINIDAD WATERS.

Followers of the art of Isaac Walton will find ample scope for their sport in the sea surrounding Trinidad, but of an entirely different type to what they have been used to in the lakes and rivers of Europe and elsewhere, and though at first sight it may appear to them to lack the same amount of skill, further acquaintance with the game fish that abound in these waters will show them that what the sport lacks on its more subtle side is amply made up for in the increased excitement and the endurance required.

It is not proposed in a short article like the present to give much notice to what is known as "banking," as full information with regard to this mode of fishing can be obtained from the local boatmen, whilst the tackle required is of the simplest. The fish mainly caught by banking are small red fish, grouper, different species of grunt, crapeau fish, etc.

The true sport of fishing, however, is trolling and this is practised both with hand lines and rod, and while when fish are plentiful and bite freely the hand lines will prove more successful, the rod with its lighter tackle and finer wire will more than hold its own when fish are scarce or shy at biting. There is little art required in trolling, which simply consists in towing a suitable bait some 15 to 20 fathoms at the stern of your boat; there is, however, considerable skill and some strength required in landing big fish which are frequently met with.

A few words as to tackle may here not be amiss. My first advice is that nothing but the best is good enough and even that fails one at times. Assuming a sportsman elects to use a rod, which in the writer's opinion is by far the most sporting method of fishing, one about six to seven feet in length and weighing from 12 to 16 ounces is suitable. It should be moderately stiff and should bend evenly from tip to butt, and preferably be made of green-

heart. A really good reel is essential, and the American type of multiplying reel with adjustable brake is nearly ideal, the only disadvantage being that it is comparatively expensive, although, should the reader intend to do any amount of fishing, the satisfaction obtained is certainly well worth the expense. 200 yards of No. 24 Cuttyhunk linen line are required, and from 6 to 8 feet of fine tin steel wire, say about No. 24. The bait that is most attractive is undoubtedly a fish bait, and the small fish known locally as sardines come first in order of merit, but are at times difficult to be got and also go soft very quickly; a good substitute are strips of mackerel or other white fish; for Barracouta a deadly bait is a medium size garfish.

While acknowledging the superiority of natural bait, considerable sport, and at times equal success, can be secured with artificial bait, and undoubtedly the best of these is the Wilson's spoon, whilst for convenience there is no comparison. Inside the Gulf Nos. 5 and 6 are probably the best size to use, while for outside No. 6 or even 7 is preferable, although the writer has caught some of his biggest fish on the smaller size spoon.

Rowing boats can be obtained at almost any of the places down the islands and at Chaguaramas, Carenage and elsewhere on the mainland. It is necessary to have at least two good rowers, and it is advisable to carry an additional man who could relieve one of them rowing from time to time, as well as steering the boat, fixing the bait if natural bait is used, and assisting in landing the fish.

The best sporting and most difficult fish to be caught trolling is undoubtedly the tarpon or grande écaille, as it is known locally. This is the same fish which is so eagerly striven after in the Gulfs of Mexico and Florida, and is probably the most difficult fish it is possible to get in one's boat. The whole upper palate is a mass of bone as hard as steel, while in addition to great strength and indomitable courage, this fish is full of guile and will jump time after time and endeavour to break the wire by every conceivable means; a man is lucky if he lands one fish in ten.

The king fish, or tazar, is another fine game fish,

and in addition is a first class eating fish; when on the feed it will bite in no undecided fashion. A sportsman must be prepared for surprises when he has hooked a king fish; sometimes after fighting desperately for a short time the fish will appear to be dead beat and come in easily until within a few yards of the boat, when he will make the most lightning rush, and if one is not expecting this it is probable the fish will break away.

On the other hand the king fish is very much appreciated by the barracouta and shark, and it is no uncommon thing for a king fish weighing 40 pounds or more to be attacked by these monsters of the deep while on the line.

The writer has actually seen a king fish of over four feet and weighing 40 pounds which had a huge piece bitten out of it while bringing it up to the boat.

Space will not permit a detailed narrative of the various fish that are to be caught trolling, but brief mention may be made of the *cavalli*, which, though not so fast a swimmer as many of the others, is undoubtedly the gamest fighter of them all, as he continues butting and fighting and endeavouring to get down to the bottom the entire time he is on the line.

The barracouta, which resembles an enormous pike both in appearance and character, is a great fighter, but the intensity of his exertions tires him more quickly than one would expect, though whilst his rushes are on they are of lightning-like rapidity. These fish are generally taken close to the rocks and off the various points jutting into the sea, and are one of the few fish that will bite readily during the heat of the day.

The sorb is a fine game fish, and is also taken trolling, as occasionally is the *pargue*, which runs to extremely large size, the writer having known of two weighing over 100 pounds which were caught comparatively recently.

The best times for fishing are certainly the early morning and the evening, and in the writer's opinion the falling tide is preferable to the rising tide, although this is a moot point. A curious co-incidence the writer has observed, and which has been confirmed by the professional fisherman, is that the new moon and full moon usually

provides better fishing than does a waning moon; what the reason of this is it is impossible to say.

As to the localities for fishing, these are numerous, and probably the First Boca and the northern waters to Macqueripe Bay are some of the best in Trinidad; Point Current in the Second Boca and the stretch of 200 yard or so from there to Domus Bay are also places where large fish have been taken. Point Baleine and the south-western point of Cronstadt are also points for big fish.

The local boatmen have a wonderful knowledge of the fish and their habits and are very keen sportsmen.

In conclusion, the writer must mention that in late years a number of amateurs have made it a custom to fish from small motor boats, in which they obtain great sport, and which have the advantage that should a selected spot draw blank, one can with little difficulty and in a short space of time transfer one's scene of operations to another locality, which probably in the case of a rowing boat would be out of reach. Strange as it may appear, the motor boat does not seem to frighten the fish in any way, the only difference being that it is advisable to fish with an extra 20 to 50 feet of line than in the case of a rowing boat. The row boat has the advantage that it can go closer to the rocks, and so secure a number of the big fish which very frequently lie under the same.

The keen fisherman would be well advised to get a copy of a book entitled, "The Sea Fish of Trinidad," written by Mr. Harry Vincent, where full particulars of the various fish, their habits and their scientific names are given.

The writer knows of no more fascinating or more enjoyable time than a day's fishing in the Bocas, and while he has on many occasions had extremely good sport, he must confess that here, as in other places he often draws a blank, but this is part of the attraction of the sport and gives zest to the true fisherman.

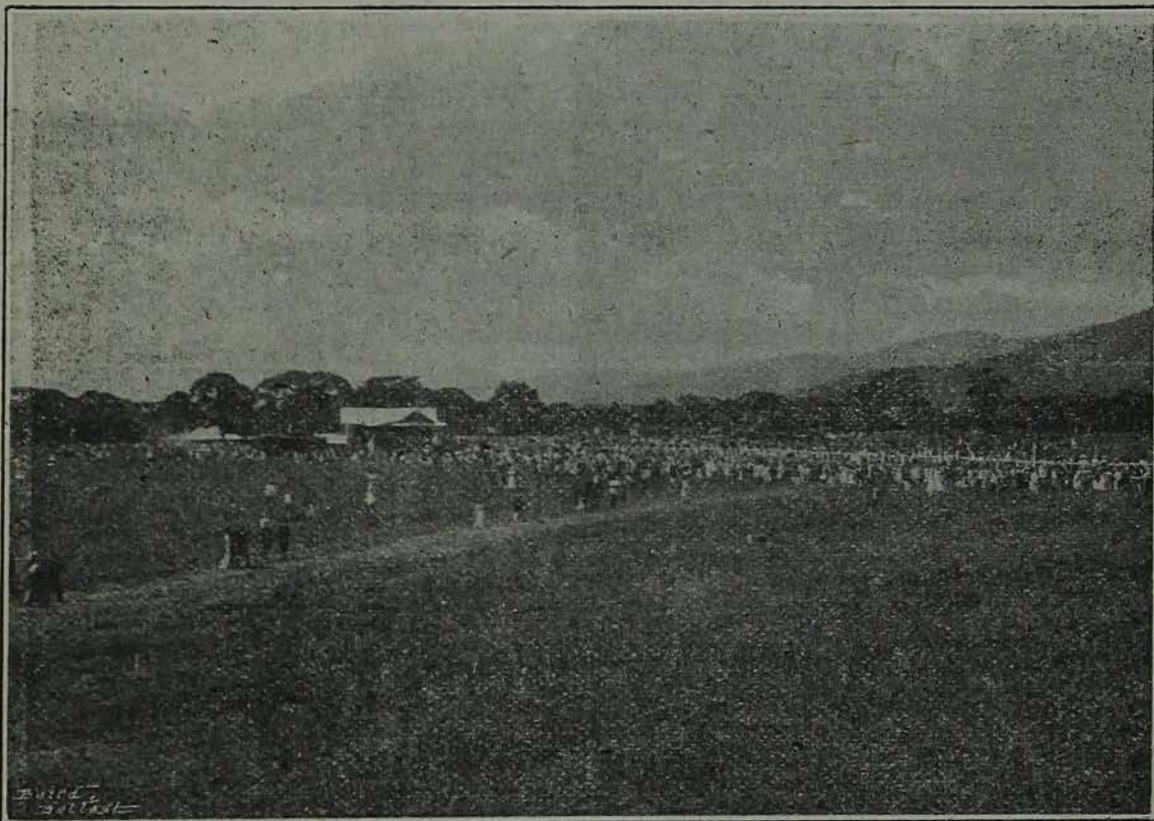
H.S.F.

SPORTS.

Cricket may be said to be the premier field sport of the island. The Queen's Park Cricket Club with a large

membership is situated in the pretty and cool district of St. Clair. The grounds are large, possessing a fine pavilion and visitors' stands. The race meetings of the Trinidad Turf Club take place on the course in the Queen's Park, or Savannah, twice a year, at Midsummer and in December. The St. Andrew's Golf Club has its small but well kept links also on the savannah. During the cooler months of the year, football is played here as well. The Shamrock Cricket Club is situated to the eastern side of the savannah with its Club House a short distance from the cricket pitch. Tennis courts may be found at Tranquillity Square, at the St. Clair Club and at St. James.

The roads are excellent for cycling, and the Gulf supplies endless sport for the yachtsman and fisherman. The Motor Boat Club, which is but of recent organisation, has its headquarters at Cocorite.



A Race Day Scene.

THE COLONY'S TRADE.

EXPORTS OF TRINIDAD PRODUCTS FOR THE YEAR 1918.

	QUANTITY.	VALUE £.
Asphalt---Crude, dried and manjak (tons.) - - -	49,875	70,003
Asphalt (epure) tons - - -	6,924	18,822
Bitters (gals.) - - -	25,960	25,960
Cocoa (lbs.) - - -	58,638,562	1,547,085
Coconuts (No.) - - -	22,200,385	145,721
Copra (lbs.) - - -	5,231,991	77,947
Fruit Value - - -	-	989
Molasses (gals.) - - -	897,168	169,363
Rum (gals.) - - -	145,038	29,590
Sugar (tons) - - -	35,104	811,068
Petroleum---Crude (gals.) - -	40,856,298	400,610
Petrol Spirit---Gasolene (gals.) -	2,741,622	141,968
Total		£ 3,439,126

IMPORTS FOR THE YEAR 1918.

Live Stock - - -	£ 56,577
Foodstuff - - -	1,851,506
Spirits - - -	23,672
Wines - - -	13,313
Malt - - -	35,661
Tobacco - - -	47,601
Opium and Ganja - - -	8,933
Raw Materials and Articles (Mainly un- manufactured) - - -	548,915
Articles (Wholly or mainly manu- factured) - - -	1,717,100
Miscellaneous and Unclassified articles -	15,478
Total	£ 4,318,756

GOODS ADMITTED FREE.

Coal and Patent Fuel - - -	£ 104,724
Cocoa (Raw) - - -	268,052
Gums, Balata - - -	239,248
Hides and Skins - - -	23,148
Manures - - -	34,687
Vegetables - - -	49,296
Government Stores - - -	49,338
Sundry and Other Free Imports -	127,325
Total	£ 895,818

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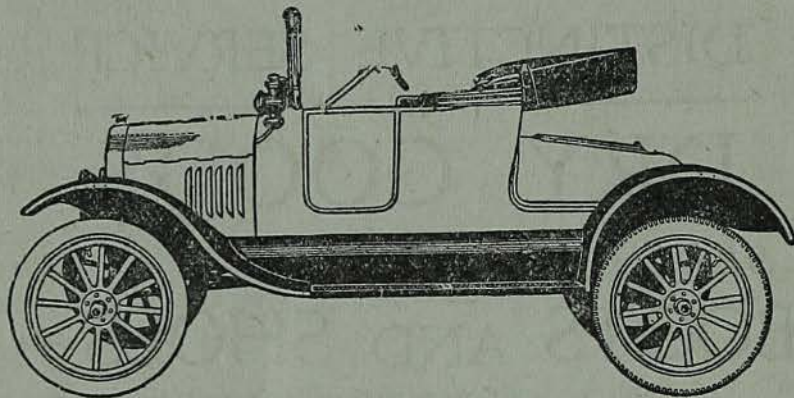
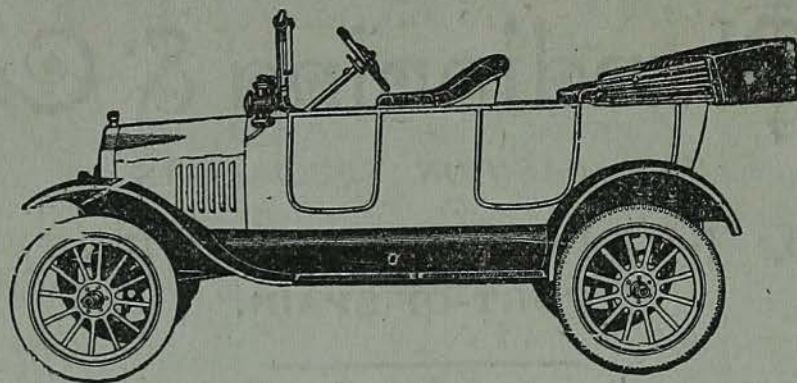
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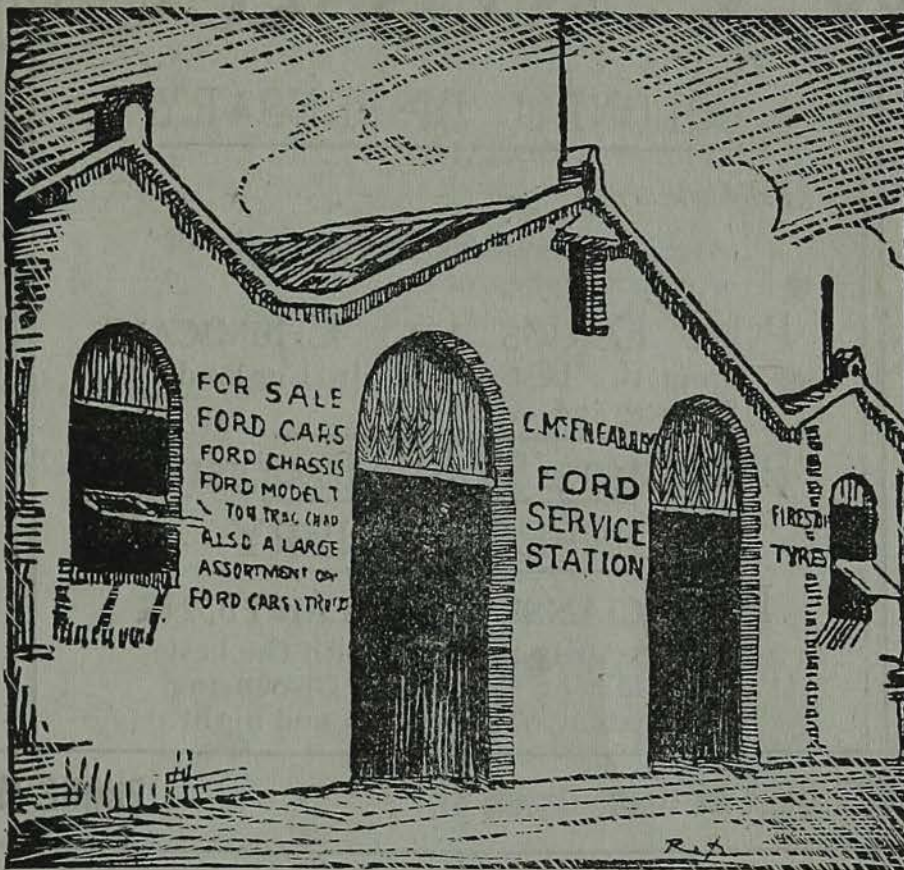
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The Hackney Carriage Ordinance, No. 18 of 1913.

SCHEDULE OF FARES.

Carriages Drawn By Horses.

FARES BY DISTANCE :—FROM 6 A.M. TO 9 P.M.

A.—From any one part to any other part of Port-of-Spain, for one passenger not more than 1s. and for each additional passenger not more than 6d. Provided that the fare from any one part to any other part of Port-of-Spain included within the following boundaries :—

On the East—Charlotte Street.
On the North—Park Street.
On the West—Richmond Street.
On the South—The Sea.

shall not exceed 6l. for each passenger.

B.—In addition to the fares mentioned in A, for every half mile, or proportion thereof, beyond the limits of Port-of-Spain for every person carried—6d.

For every child under the age of 10 years - 3d.

No charge will be made for infants in arms.

FROM 9 P.M. TO 6 A.M.

The charges to be 50 per cent, extra in each case.

FARES BY TIME.	6 A.M. TO 9 P.M.		9 P.M. TO 6 A.M.	
	s.	d.	s.	d.
For any time not exceeding 15 minutes ...	1	0	1	6
Above 15 minutes and not exceeding 30 minutes	2	0	3	0
About 30 minutes and not exceeding one hour	4	0	6	0
For every 15 minutes or portion thereof above the 1st hour ...	1	0	1	6

Provided that :

If a hackney carriage is hired by distance and in the course of the hiring the driver is at the request of the hirer made to wait (including waiting before starting) the driver shall be entitled to charge (in addition to what is due to him for distance) an extra payment of 3d. for each period of 10 minutes completed whether in one stoppage or in several stoppages ; but the driver shall not be entitled to receive any extra payment for waiting, if such waiting has not exceeded in the whole 10 minutes.

If the total fare by distance, together with the extra payment of 3d. for stoppages for every 10 minutes amounts to less than 1s. 6d. for half an hour, then such driver shall be at liberty to make a total charge of 1s. 6d. for every half hour so completed.

If the hiring be for conveyance within the distance fixed for 6d. fares, such fares by time to be in full for the hire of the whole of such hackney carriage, and the driver shall be compelled to carry, if required, the full number of persons the hackney carriage is permitted to carry. But, if the hiring be to a place or places beyond such distance, then the driver shall be entitled to be paid, in addition, one-half of the above fares by time for each additional person.

PASSENGERS' LUGGAGE :—For every package over 20lb. in weight 2d.

MOTOR CAR RATES.

The following schedule of charges for hire of motor cars to convey visitors to various places of interest in Trinidad has been compiled with the assistance of several of the principal Port-of-Spain garages. In one or two instances the rates charged by some garages are slightly below the figure quoted, and for the largest Seven-seater cars a higher price is asked for the long trips. In every case the price quoted is for the run from Port-of-Spain and back.

					\$	C.
Over the Saddle to Santa Cruz	..	..	..	..	6	00
Carenage	..	..	..	..	4	00
Floating Dock	..	..	..	..	6	00
Macqueripe	..	..	..	..	6	00
Blue Basin	..	..	..	..	5	00
San Fernando	..	..	..	..	18	00
Pointe-a-Pierre	..	..	..	..	18	00
Manzanilla	...	..	..	..	18	00
Mayaro	..	..	..	...	30	00
Maracas	..	..	..	..	10	00
Salybia Bay	..	..	..	..	20	00
Balandra Bay	..	..	...	...	20	00

ISLANDS AND BOCAS SERVICE. FARES.

STATIONS.	CABIN.			
	SINGLE.		RETURN.	
	\$.	C.	\$.	C.
Port-of-Spain and Five Islands	..	40	..	60
Port-of-Spain and Gasparee (or Pt. Gourde)	..	60	..	90
Port-of-Spain and Monos (or Teteron Bay)	..	78	1	20
Port-of-Spain and Chacachacare (H'vos)	..	96	1	50
Five Islands and Gasparee (or Pt. Gourde)	..	20	..	30
Five Islands and Monos (or Teteron Bay)	..	40	..	60
Five Islands and Chacachacare (or H'vos)	..	60	..	90
Pointe Gourde and Gasparee	..	20	..	30
Pointe Gourde and Monos (or Teteron Bay)	..	40	..	60
Pointe Gourde and Chacachacare (H'vos)	..	60	..	90
Gasparee and Monos (or Teteron Bay)	..	20	..	30
Gasparee and Chacachacare (or Huevos)	..	40	..	60
Teteron Bay and Monos	..	20	..	30
Teteron Bay and Chacachacare (or H'vos)	..	40	..	60
Monos and Chacachacare (or Huevos)	..	20	..	30
Huevos and Chacachacare (or Monos)	..	20	..	30

N.B.—On Wednesdays and Saturdays Cheap Return Cabin Tickets will be issued at single fares available for the day only. Fares to intermediate stations not scheduled will be charged as for the next fixed stopping place. Children under twelve half fare. All Return Tickets, except Excursion, are available for one week from the date of issue. On Saturday afternoons Excursion Tickets for the trip to Chacachacare and back are issued at 60 cents.

COINAGE AND CURRENCY.

The coinage in Trinidad is British currency, all the ordinary silver and copper denominations being in circulation, but prices and quotations are in dollars and cents, the value of the dollar being four shillings and two pence. Paper notes of the value of one dollar and two dollars are issued by the Treasury, and notes to the value of five, ten, twenty and one hundred dollars are issued by the Colonial Bank and the Royal Bank of Canada.

BANKS.

There are four banking institutions in the colony, the two banks mentioned above, Messrs. Gordon, Grant & Company, Limited, and a branch of the National City Bank of New York, at any of which visitors to the colony will be afforded every facility for the arranging of drafts and exchanges with places abroad.

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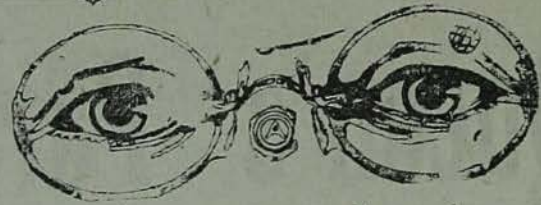
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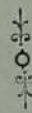
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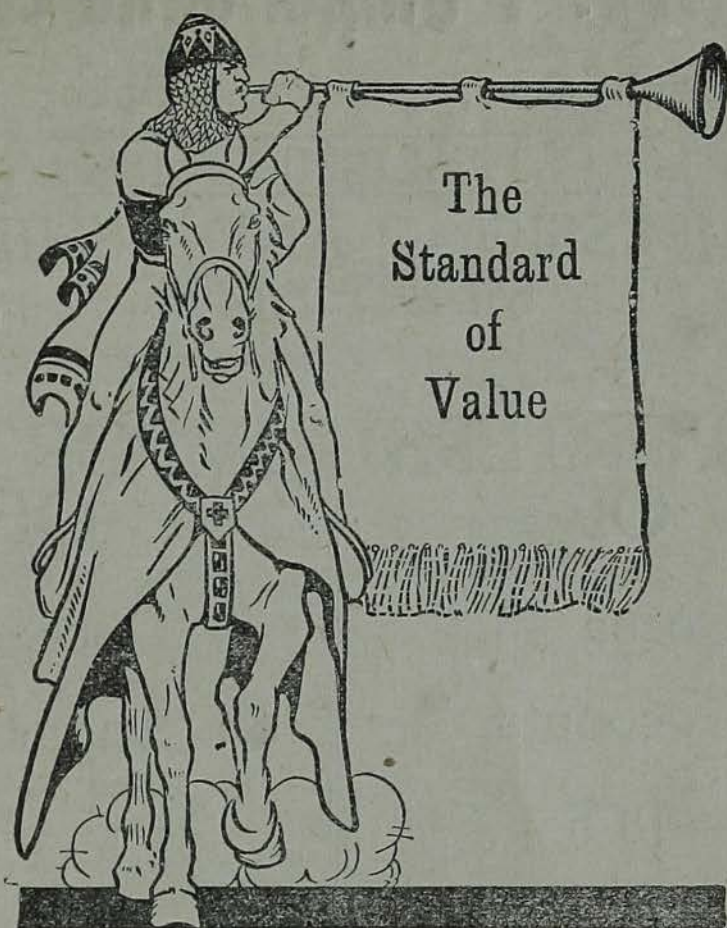
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