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STARK'S History



AND

GUIDE TO JAMAICA.

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PORT ROYAL.

STARK'S
JAMAICA GUIDE

(ILLUSTRATED)

CONTAINING

A DESCRIPTION OF EVERYTHING RELATING TO
JAMAICA OF WHICH THE VISITOR OR RESI-
DENT MAY DESIRE INFORMATION

INCLUDING

ITS HISTORY, INHABITANTS, GOVERNMENT, RESOURCES,
AND PLACES OF INTEREST TO TRAVELLERS

Fully Illustrated

WITH MAPS, ENGRAVINGS, AND PHOTO-PRINTS

BY

JAMES H. STARK

BOSTON

JAMES H. STARK, PUBLISHER

EQUITABLE BUILDING

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PREFACE.

THE purpose of the writer in presenting this book to the public is to bring to the notice of those unacquainted with Jamaica some of the many attractions to be found there, and a brief history and description of the same. It may be truthfully said that there are few spots on the globe more beautiful than some parts of this island. The wonderfully blue water that washes its shores; the stretches of grass land, alternating with the tropical foliage of a vivid green never seen in a northern climate; the background of mountains, whose tops are lost in the clouds; and, over all, a tropical sky with its peculiarly soft and voluptuous coloring, — all these combine to form a picture of such exquisite loveliness that they are a revelation to the traveller.

In compiling this work the author is indebted to such works as “Bryan Edwards’s History of the West Indies,” “Government Handbook of Jamaica,” “The New Jamaica,” “Jamaica at the Columbian Exposition,” “Tourist Guide to the

Island of Jamaica." Also numerous magazines and other articles too numerous to mention.

The author has also, by the aid of maps and numerous reproductions of photographs and rare prints, been enabled to present the best illustrated work on Jamaica ever published.

James H. Stark
Lewin Hill
Boston

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STARK'S ILLUSTRATED JAMAICA GUIDE.

CHAPTER I.

THE VOYAGE.

TRIPS to the Tropics during the winter season are being so generally recommended by physicians, both European and American, and are such an attractive and pleasant means of escaping our bleak and inclement winters, that the writer has been induced to issue this book for travellers wishing to visit and enjoy the genial climate and superb scenery of the fairest of the West India Islands, "Jamaica, the Gem of the Antilles." Nowhere else so accessible to Americans can be found such a delightful tropical winter resort with a summer climate. Unquestionably it is the most picturesque and attractive island of the West Indian group. Lying as it does within the zone of perpetual summer, it possesses a climate unsurpassed for geniality and charm as a winter resort, at a time when the icy north bears its most blustering and chilly aspect. Jamaica also has a varied and at the same time a very equable climate. In the low

lands it is tropical, but on the higher lands and mountains it is much cooler, almost temperate, changing from an average of 78° on the seacoast to between 50° and 70° in the mountains; but it differs from our climate in this—there are none of those sudden changes which are so trying in a northern winter.

No other island in the West Indies possesses such frequent communications with the United States and Canada, and at such a moderate cost, as Jamaica, on an average one steamer a day leaving Jamaica for the American continent. The oldest and best line from New York to Kingston is the Atlas line, and from Boston to Port Antonio the steamers of the Boston Fruit Company. From England the principal line is the Royal Mail Steam Packet Company.

The restorative effect of a sea voyage is recognized so universally that it is not necessary to further emphasize it. The drawback to most sea voyages is that they are either so short as to lose half their salutary effect, or so long as to become monotonous and tedious. A trip to Jamaica strikes a happy medium. It is also entirely free from fog, and the traveller is exempt from the suffering so frequently attending voyages upon the storm-tossed North Atlantic. The West India trip is truly “a voyage upon a summer sea.” Leaving the snow-clad hills and the icy blasts of a coming rigorous winter, the traveller hastens away to the home of sunshine and flowers. Like dreams seem the last farewell, as he sees over the taffrail be-

neath the chill December sun, the fading form of the well-beloved shores, and turns his head due south to chase the health-giving sunbeams of the Tropics. In two days we are traversing summer seas, and begin to look up our light summer clothing. So far we have probably experienced no rough weather, unless we happen to start during a northwester; before us we have the more tranquil waters of the South Atlantic and Caribbean Sea. Flying-fish begin now to be a source of interest and amusement, as they skim from sea to sea, dipping their wings ever and anon to plume themselves for farther flight. Then we pass through large masses of gulf-weed, and think of the memorable day when Columbus's ship first plunged her bows into the tangled ocean meadow now known as the Saragossa Sea, and the sailors were ready to mutiny, fearing hidden shoals. This gulf-weed probably has its origin on the great Bahama banks, and by the great ocean river that flows across them is thrust away to the northeast, where it lies in a vast eddy or central pool; here it revolves continually, carrying with it floating wrecks and *débris* of every description, attached to which are whole families of fish, — crabs, cuttlefish, and mollusks.

The first land sighted is Watlings Island, which was the first land discovered by Columbus on this continent. On a headland, about two hundred yards from the beach on which Columbus is supposed to have landed, a monument has been erected to commemorate this great event. It was built by the Chicago *Herald* at the time of the World's

Fair, held in Chicago to celebrate the four hundredth anniversary of the discovery of America by Columbus. A few hours more bring us to "Bird Rock" with its picturesque lighthouse. It is connected with Crooked Island by a low coral reef. This island is one of an extensive group of islands, of which Acklin and Fortune Islands are the largest. Many of the Loyalists from the Southern colonies settled here after the American Revolution. In the course of fifteen years after their arrival here there were forty plantations, with about three thousand acres of cotton and one thousand negroes. Large quantities of cotton were raised here; but the lands gradually wearing out in the absence of proper fertilizer, the planters finally abandoned its cultivation.¹

We next come to a low lying island on our left; this is Fortune Island. It is separated from Crooked Island by a small channel. The Atlas line steamers stop here to leave the mails, and to embark negroes to assist in discharging cargoes in Central American ports. Castle Island, with its lighthouse and flourishing cocoanut plantation, presents a very picturesque appearance. As mariners pass through Crooked Island passage and by the lighthouses, they are thankful that the Bahama Islands belong to Great Britain, for no other country, except the United States, would think of erecting such costly structures as these lighthouses are in such a remote locality.

¹ For further information concerning these islands see "Stark's History and Guide to the Bahamas."

We do not see land again till we sight Cuba, which is about a half a day's run from the Bahama Islands. The steamer runs quite close to Cape Maisi as we round the eastern end of Cuba. The lighthouse stands on a low, flat point of land, behind which rise the bold, precipitous shores of Cuba, rising in a series of terraces and beetling cliffs to the mountains, which rear their lofty peaks in the background until lost in the fleecy clouds that drift about their summits. Then we see in the distance on our left the splendid mountains of Hayti, the famed turbulent negro republic. We are now steaming through Spanish waters, the scene of the halting of numerous steamers by the Spanish gunboats that patrol this end of the island, on the lookout for filibustering expeditions, and shipments of arms and supplies to the insurgents. For half a day we steam along close to the Cuban shore, so near that we can see the trees and plantations without the aid of a glass. The mountains of Jamaica now loom up directly ahead, clothed with luxuriant verdure from foot to crest, the latter showing many sharp outlines and peaks. Viewed from any point, Jamaica, as regards scenery and verdure, is a magnificent island, and surpassed by no island in the world. Its volcanic origin gives grandeur and sharpness to the outline of the mountains which is quite unique. Mountains rise one above another, clothed here with the banana and cabbage palm, rent there by the fissures caused by the floods of the tropical rains; here rises a bold crag, there a wooded hill; they extend from the

seashore to the lofty summits of the Blue Mountains. The breeze blowing from the land brings with it a spicy and aromatic odor as we approach the island, and our voyage, so pleasant and wonderful, is at an end; and it is not without a pang of regret that we hear the rattle of the chain as it spins through the hawse-hole as the anchor plunges to the bottom.

CHAPTER II.

DISCOVERY AND SETTLEMENT BY THE SPANIARDS.

THE island of Jamaica was discovered by Columbus in 1494. On the 25th of September, 1493, Columbus left the Bay of Cadiz on his second voyage of discovery; and on the 3d of May, 1494, while sailing in a southerly direction from Cuba, he came in sight of "the blue summit of a vast and lofty island at a great distance, which began to arise like clouds above the horizon." Two days later he anchored in the harbor off the town, now known as Port Maria, on the northern coast of Jamaica. Some slight resistance was threatened by the Indians who flocked in their canoes around the strange Spanish ship; but they were soon appeased, and Columbus anchored in the harbor, which he thought the most beautiful of all he had seen, and to which he gave the name of "Santa Gloria." Leaving his anchorage to seek more sheltered waters, he put out to sea, and sailed a few miles in a westerly direction to Ora Cabecca, now written Oracabessa. The landing was not effected without opposition and protest on the part of the natives, who were treated to a shower of arrows from the Spanish crossbows, and terrified into confused flight by a huge bloodhound keen to scent human blood.

On reaching the shore, Columbus, in the name of Ferdinand and Isabella, took formal possession of his new discovery, which he named Santiago, though it has always been known by its Indian name of Xaymaca, modernized in spelling and pronunciation into Jamaica. A few days sufficed to repair his ships and to establish friendly intercourse with the Indians, and again the voyage was continued as far as Montego Bay.

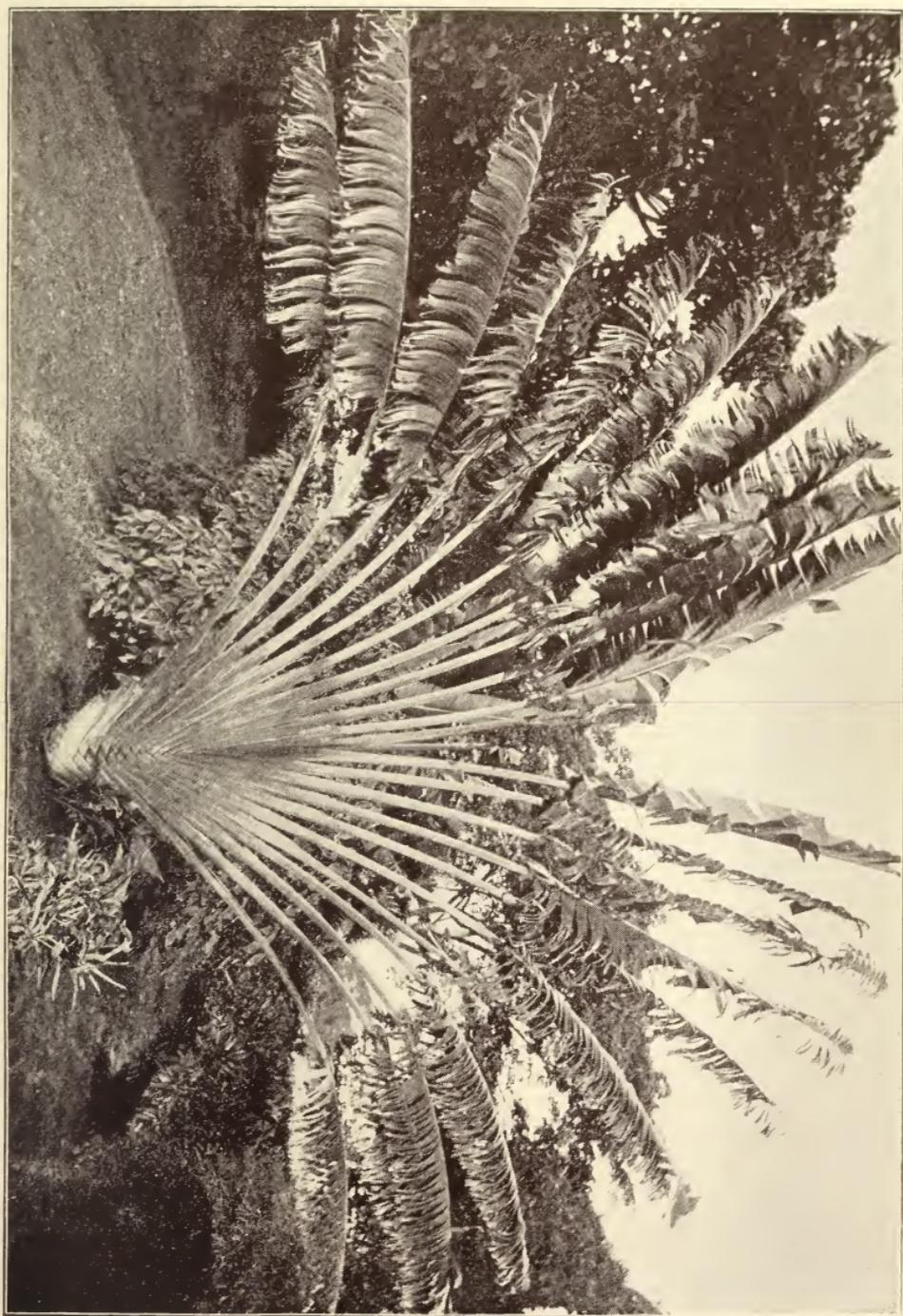
Two months later he sailed leisurely along the southern coast of Jamaica, receiving kindness and hospitality from the natives, but making no attempt to explore the country. At Old Harbor Bay the chief, or cacique, boarded his ship, accompanied by many members of his family and staff, and in the course of an interesting interview, proposed that he himself and all his family should return with Columbus to Spain. The offer was courteously declined; and the journey was continued till, on the 19th of August, Columbus passed out of sight of Jamaica to the southeastern extremity of what is now known as Morant Point, to which he gave the name of Cape Farol. Thus ended the first visit of Columbus to Jamaica.

On the 9th of May, 1502, Columbus started on his fourth and last voyage, with a fleet of four ships, and crews of a hundred and fifty men. He was then sixty-six years of age, and his body bore traces of the toil and trouble of a hard life.

But more trouble was to come, and Jamaica was to be the scene of its patient endurance. With the details of the earlier portion of the voyage we are

not here concerned, and pass on to the 23d of June, 1503, when, as he himself wrote, with "his people dismayed and down-hearted, almost all his anchors lost, and his vessels bored as full of holes as a honeycomb," driven by opposing winds and currents, Columbus put into Puerto Bueno (Dry Harbor). On the following day, failing to find either sufficient food or fresh water, he sailed eastward to another harbor, since known as Don Christopher's Cove. His forlorn and desperate condition is thus described by his greatest historian: "His ships, reduced to mere wrecks, could no longer keep the sea, and were ready to sink even in port. He ordered them therefore to be run aground within a bow-shot of the shore, and fastened together side by side. They soon filled with water to the decks. Thatched cabins were then erected at the prow and stern for the accommodation of the crews, and the wreck was placed in the best possible state of defence. Thus castled in the sea, he wished to be able to repel any sudden attack of the natives, and at the same time to keep his men from roving about the neighborhood and indulging in their usual excesses. No one was allowed to go on shore without especial license, and the utmost precaution was taken to prevent any offence being given to the Indians. Any exasperation of them might be fatal to the Spaniards in their present forlorn situation. A firebrand thrown into their wooden fortress might wrap it in flames, and leave them defenceless amidst hostile thousands."

Fortunately the natives turned out to be well dis-



posed to their visitors; and for a time there was little difficulty in obtaining, by exchange of ornaments and other trifles of European manufacture, sufficient food to support the shipwrecked crews. But the supply was not inexhaustible. The country indeed was fertile; but on the other hand, the population was large, and Columbus's men were both hungry and fastidious. Dreading the time when the supplies of the district should be exhausted and his followers reduced to famine, Columbus determined on what we may consider the first exploration of Jamaica. Diego Mendez, one of the bravest and most loyal of his officers, was sent on a foraging expedition with three other men. They travelled along the coast, and a few miles inland, through the present parishes of St. Ann, Trelawny, St. James, and Hanover. Friendly terms were made with different chiefs, — the names of two of these, Huarco and Ameyro, are preserved; and a regular supply of food was guaranteed in exchange for fish-hooks, knives, beads, combs, and such like articles. The food to be obtained would largely consist of cassava bread, fish, birds, and small animals somewhat resembling rabbits.

Mendez returned from his mission only to be called upon for more important services. The supply of provisions was of course an immediate necessity; but the greatest need was that of means to get back to Spain, or at any rate to get into communication with Spaniards who could send ships to the rescue of the wrecked mariners. Accordingly, with a small mixed crew of Spaniards and

Indians, Mendez was sent in a canoe to Hispaniola, to seek assistance from Ovando, and to continue his journey to Spain with despatches from Columbus. The first attempt to accomplish his hazardous undertaking was a failure. Mendez was captured by Indians, and barely escaped with his life, his companions being put to death. The second attempt was successful, but many weary weeks elapsed before Columbus heard of its success. In the meantime his troubles rapidly increased. In addition to the ordinary infirmities of old age and the effects of a life of peril and exposure, he lay helplessly crippled with gout on board his stranded ship. His men lost faith in him. He had been banished, they said, from Spain. His ships had been forbidden to anchor in the harbors of Hispaniola. Mendez, it was true, had gone; but he had been sent on a secret mission to procure pardon for Columbus, who was otherwise exiled for life to Jamaica. If he were willing to attempt to escape, his age and sickness incapacitated him from risking a voyage in an Indian canoe, the only available vessel of transport. They must take the matters into their own hands, and at any rate secure their own personal safety. They were beyond doubt ungrateful and unreasonable, but men contemplating mutiny take little account either of gratitude or of reason. The mutiny was headed by two brothers, Francisco and Diego de Porras, the former of whom was captain of one of the caravels, and the latter occupied the position of purser and accountant-general of the expedition. It is useless to argue with determined

men. Columbus was for a moment in personal danger, but his life was saved by the intervention of his brother. The mutineers were permitted to embark in ten canoes, which had been purchased from the Indians. They coasted the north of Jamaica, sailing in a westerly direction, landing here and there, pillaging, and outraging, representing themselves as acting under the orders of Columbus. Two attempts to cross to Hispaniola failed; and the mutineers "wandered from village to village, a dissolute and lawless gang, supporting themselves by fair means or foul, according as they met with kindness or hostility, and passing like a pestilence through the island." To return to Columbus, the weight of his troubles was daily increasing. No news came of or from Mendez; the supplies of provisions began gradually to decrease, until actual starvation was within easy reach. Under these circumstances it was that Columbus had resort to what has since become in fiction, if not in fact, a hackneyed and familiar trick. His knowledge of astronomy enabled him to predict that an eclipse of the moon would take place at a certain hour. This eclipse, he represented, was to be a sign that his great Deity was angry with the people for not continuing to supply him with food. The eclipse came; the Indians were amazed, alarmed, terrified. Later on, apparently in reply to the prayers of Columbus, the moon resumed her wonted functions, and a plentiful supply of provisions was secured for the future.

Months passed before news came from Mendez.

At last a ship anchored some distance from the shore, and put off a boat. It promised badly for Columbus when, as the boat approached his wreck, he caught sight of the ill-omened features of Diego de Escobar, whom years ago he had condemned to death, who had been pardoned by Bobadilla, and partly in consequence of whose false and vindictive evidence Columbus had been displaced from his command in 1500. The ill omen proved true; for Escobar's relief consisted of a cask of wine, a fitch of bacon, and a letter containing vague promises of future succor. The wine and bacon were finished long before the promises were kept. Escobar's functions, in fact, had been those of a spy, not of a friend.

Columbus took advantage of this reopening of communications with the outer world to bring back into allegiance his rebel followers, who were disheartened and worn out by the miseries and toils of a lawless and predatory life. Most of them would long before have willingly returned, but they were prevented from doing so by the elder Porras.

A sort of conference was held at the Indian village of Maima, now known as Mammee Bay, — a conference which ended in a free fight, in which the rebels were defeated, and Francisco de Porras was taken prisoner.

At last suspense was at an end, as two vessels were seen entering the harbor, — one sent from Spain by the faithful Mendez, and the other from Hispaniola by the treacherous Ovando, whose neg-

lect of Columbus had so roused public feeling against him that he was driven to assume a virtue, if he had it not, and to send genuine help to the unfortunate discoverer.

Thus on the 28th of June, 1504, after a visit which was almost an imprisonment of upwards of twelve months, Columbus left Jamaica. There is much that is pathetic about this twelve months' stay in Jamaica. It is extremely doubtful whether Columbus ever left the shelter of his stranded ships. He was an old man when he came; toil, injustice, anxiety, disappointment, had intensified the natural infirmities of old age; gout kept him crippled in his cabin; and, leaving Jamaica, he went home to die.

Coldly received by the people for the pride of whose nationality he had done so much, almost friendless, poverty-stricken, his health ruined, and his spirits crushed, he lingered for two years before death mercifully set him free to embark on the last and greatest of his voyages.

Columbus died at Seville on the 20th of May, 1506, in the seventieth year of his age, not knowing, even to the last, that he was the discoverer of a new and vast continent, which was to take its name not from him, but from one of his companions.

CHAPTER III.

CONQUERED AND SETTLED BY THE ENGLISH.

JAMAICA, thus discovered and acquired, remained in the possession of Spain for upwards of a century and a half. It has been said that the transactions of the Spaniards during this period, as far as Jamaica is concerned, have scarcely obtained any notice in history; to this may be added, that, when the island was added to the British possessions in the west, there were few traces that any solid and reasonable effort had been made by the first conquerors of Jamaica to utilize their opportunity for the good of the conquered province. This period is mainly memorable for the complete annihilation, often by methods pitilessly cruel and revoltingly ruthless, of the aboriginal inhabitants of Jamaica, of which more will be said in another chapter.

Turning now from the original inhabitants to the first conquerors of Jamaica, the actual remains at the present day of the Spanish occupation are almost entirely confined to a few names and a few stones.

The site of the first capital of the island, Sevilla Nueva, founded by Diego Columbus, son of the discoverer, is marked only by a few stones on the estate of Seville, near St. Ann's Bay. In the town of Porus we have perpetuated the name of the two

brothers Porras, who headed the mutiny against Columbus. In the Pedro Plains and the Pedro River survives the name of Don Pedro de Esquimel, one of the most brutal and cruel of the oppressors of the Indians; and many other names, both of Spanish and of Indian origin, remain, among the latter being the name Jamaica itself. The abandonment of Sevilla Nueva, for reasons which can only be conjectured, led to the settlement and building of Spanish Town, or, as it was then called, of St. Jago de la Vega; but the Spanish Town which we now know contains few traces, if any, of its original buildings.

The Spaniards themselves seem to have been happy and contented. The climate was pleasant and unoppressive; the soil was rich, and yielded delicious fruits in abundance. If the Spaniards in Jamaica did not make the huge fortunes acquired by their countrymen in Cuba or Hayti, or by those who settled in the mining districts of Mexico and South America, at any rate they were satisfied to live a lazy, luxurious, lotos-eating existence, far away from the home troubles and turmoils, looking on Jamaica rather as their actual than as their adopted home.

In 1590 Sir Anthony Shirley, an Englishman, attacked the island and burned St. Jago, the capital, but did not choose to follow up his conquest. Upon the retirement of the English, the Spaniards repaired Spanish Town, and were then unmolested by foreign foe till 1635. That year Colonel Jackson sailed with a small fleet to the Windward Islands,

and thence to Jamaica, where, with five hundred men, he attacked a garrison of two thousand Spaniards at Passage Fort, and after a hot fight, in which seven hundred Spaniards are said to have been killed, utterly routed the settlers.

Having visited Spanish Town and extorted ransom, Jackson followed Shirley's example and retired. But a few years later Jamaica was again taken, and this time to remain in possession of the English.

To inquire minutely into all the causes which led to the acquisition of Jamaica by Great Britain, would necessitate a close review of the relations between England and Spain during the first half century of the Stuart dynasty. It is enough here to state, that James I. and Charles I. had both given way too tamely and too timidly to Spanish claims and pretensions, and that the honor of England, the protection of her commerce, and the safety of her subjects, made it imperative on Cromwell's government to protect British interests and lives in the West Indies. Accordingly an expedition was equipped and armed, and left England in the fall of 1654. The general instructions given to the leaders of this expedition were "to obtain establishment in that part of the West Indies which is possessed by the Spaniards."

A fine fleet was fitted, aboard of which were "two thousand old Cavaliers and as many of Oliver's army." The commanders were Colonel Venables and Admiral Penn, the father of William Penn, who got one thousand three hundred more

adventurers at Barbadoes and the Windward Islands. With such an army, good ships, and able officers, they attacked St. Jago, after an unsuccessful expedition against Hispaniola. In May, 1655, St. Jago capitulated to this force, its forts and defences proving all inadequate against the munitions of the invaders. But while parleying and amusing the English with fair speeches and presents, the Spaniards contrived to remove much of their treasure from St. Jago; and the same is supposed by treasure seekers and other romantic people to be hid to this day in wells and other safe places in the neighborhood.

After the English had gained the city, they were afraid of the foe, who still retained possession of the country, and greatly harassed them by sudden sorties and skirmishes. At length, however, the conquest was complete. The last Spanish governor fled to Cuba from a point on the north side of Jamaica still known as Runaway Bay. From this time British rule was permanently established.

When Admiral Penn and Colonel Venables returned to England, they left in charge of the colony Colonel D'Oyley, whose command included nearly three thousand men and twenty war vessels. D'Oyley was a brave and excellent leader. It was through him that the last remnant of the Spaniards was driven from the island. But they left behind them a number of slaves, probably of mixed Indian and African blood, who, being fierce and warlike, took to the mountain fastnesses, and became bandits, preying upon the fields, and endangering the per-

sons of the new settlers, D'Oyley succeeded in subduing them for a time ; but he left a few individuals, who in later years grew to be powerful, and greatly harassed the colony. A remnant of them is still left, peacefully enjoying the privileges and immunities which they formerly wrested from the government. They are known as the Maroons.

Cromwell fitted a second squadron, and sent Major Sedjwick to relieve Colonel D'Oyley. Before Sedjwick's arrival, D'Oyley suppressed a mutiny among his men, shooting the ringleaders.

The new governor lived but a few days after his arrival, and the popular Cavalier again resumed the direction of affairs.

Cromwell then appointed Colonel Brayne of Scotland, with orders to colonize one thousand Roundheads from Port Patrick to balance the Royalists of D'Oyley's party. But Colonel Brayne followed Sedjwick, and for the third time D'Oyley ruled. He was a wise and energetic leader, governing with forethought and prudence. Having been twice supplanted by Cromwell because he was a Royalist, he was finally removed by Charles II. upon his accession to the throne to make place for the royal favorite, Lord Windsor ; leaving so good a reputation, however, that he was long looked upon as the best of the governors.

The new governor did little ; but to quote Charles Leslie's venerable history, " In my Lord Windsor's government the Island was in a very flourishing condition, for by this time the buccaneers had begun their trade of pyrating *and made money plen-*

LLANDOVEY FALLS.



tiful." About this time, too, there were many wealthy men who came from other islands to settle in Jamaica. Among these was Sir Thomas Moddiford, afterwards governor.

Sir Charles Littleton followed Windsor, the latter being removed finally at the earnest protest of the Spaniards, who complained bitterly of the part he took in protecting the pirates. Under Littleton the first concessions were made to the Maroons, grants of land and magisterial power being given to Juan de Bolas, their leader. The governor also issued writs for the first general assembly held upon the island.

Members were returned from twelve districts, and met at Santiago de la Vega (now Spanish Town), where they indulged in great conviviality, if we may trust the older histories.

This first assembly was dissolved by Deputy Governor Sir Edward Morgan. Following him came Moddiford, whose rule, says one of the chronicles, "brought the Island to its greatest perfection." The population was then 17,298 inhabitants. Money was plenty, immigration increased, and affairs were generally in a prosperous condition. Writs were issued for a new council, which proved to be rather combative in its temper than deliberative. One of its members murdered another at a state dinner.

While the assembly were quarrelling, the governor, on his own responsibility, was amusing himself by granting commissions and letters of marque to the pirates who already swarmed the Spanish Main. These were to annoy the fleets of Spain.

No chapter in the world's annals presents more appropriate material for modern melodrama than the lives of the buccaneers.

Bartholomew, a Portuguese, was the first buccaneer of note, and achieved some brilliant successes, but was soon overshadowed by others. Brafiliano, a Dutchman, took some valuable prizes, and greatly harassed the Spaniards. Lewis Scott was the first to land a force on Spanish territory, and engage in terrestrial warfare, one of his acts being the sack of Campeche. Mansvelt took the Island of St. Catharine, and wanted to hold it under colonial protection as a pirate rendezvous. He extorted a great ransom. The redoubtable John Davis carried fire and sword into Nicaragua and St. Augustine, retiring with immense booty. But the greatest of all the buccaneers was Henry Morgan. The son of a poor Welsh farmer, sold into servitude in Barbadoes, and serving his term of slavery as a laborer, he impressed upon his time a romantic enthusiasm for his deeds and personality. Although greatly admired and copied by other privateers, Morgan is said by his biographers to have been unlike them, though in what the dissimilarity consisted we of a later day may be too dull to discover.

By his followers were committed cruelties unexampled; yet he is spoken of as being on a moral plane far above such men as Mansvelt, with whom, by the way, he sailed as vice-admiral in the latter's successful expedition against St. Catharine. Morgan, upon the death of Mansvelt, became the great pirate leader. He never sailed without a commis-



S^r. HEN: MORGAN

This portrait was reproduced from a work published in London in 1684, by John Esquemeling, one of the Buccaneers.

sion, however; and so over his colossal barbarities was thrown the cloak of authority, and expeditions for pillage and rapine were dignified as naval encounters and invasions.

In 1670, with an army of twelve hundred men and a numerous fleet, he attacked the town of Panama, then very rich, was victorious over the army that was sent against him, and secured one hundred and seventy-five mule loads of precious metal. Of this plunder his crew received only two hundred pieces of eight each, and mutinied; whereupon this intrepid leader stole away with treasure to the value of £25,000.

The immense wealth at this period brought into Port Royal, the thousands of freebooters whose money, bought with blood, was spent in crime, the cargoes of merchant fleets brought to its stalls, and the ransom of provinces paid into its coffers, made this city enormously wealthy. Its state was barbaric, but splendid. No form of vice was wanting, no indulgence too extravagant for its lawless population.

One of the curious contradictions of history occurred about here. Sir Thomas Moddiford was relieved, and sailed for England as a prisoner, to answer for the offence of exceeding his authority in commissioning Morgan. About the same time Morgan was knighted for his victory at Panama, and was thereafter known as Sir Henry Morgan, the wealthy planter, the foe of the pirates, and the friend to law and order.

Six years later Morgan, as lieutenant-governor,

assumed control of Jamaica's affairs, and was exceedingly popular.

Over a thousand Dutchmen immigrated from Surinam in South America to the island in 1672. They were of industrious habits, and added to the colony's prosperity. A general awakening to industry resulted in the first shipment of sugar to England, the beginning of a trade which was for years the fruitful source of wealth to the colony, and which a century later brought Jamaica to the zenith of her prosperity.

The final crushing of the pirates, and the unpopularity consequent upon the financial depression which followed, belonged to Lord Vaughn, who recalled the buccaneers' commissions, and hung a great many of these marauders, thus effectually suppressing the dreadful business. It was at that time that the Royal African Company gained their charter, which gave them every advantage upon the high seas, so that the Jamaica slave-trade was seriously interfered with, and the price of human flesh rose enormously.

In 1678 the Earl of Carlisle summoned a new assembly. Both he and his successors were perpetually in hot water, standing often between the colony and the mother country on questions of financial policy principally.

When the Duke of Albemarle came, he established a claim to historic mention by bringing with him a great man, Sir Hans Sloane, the naturalist. The work of this extraordinary person, though accomplished before the discovery of our modern

system of classification in natural history, was of immense benefit to science, and stands to-day a monument and a landmark in the history of moral degradation, intellectual barrenness, political errors, and mercantile obliquity.

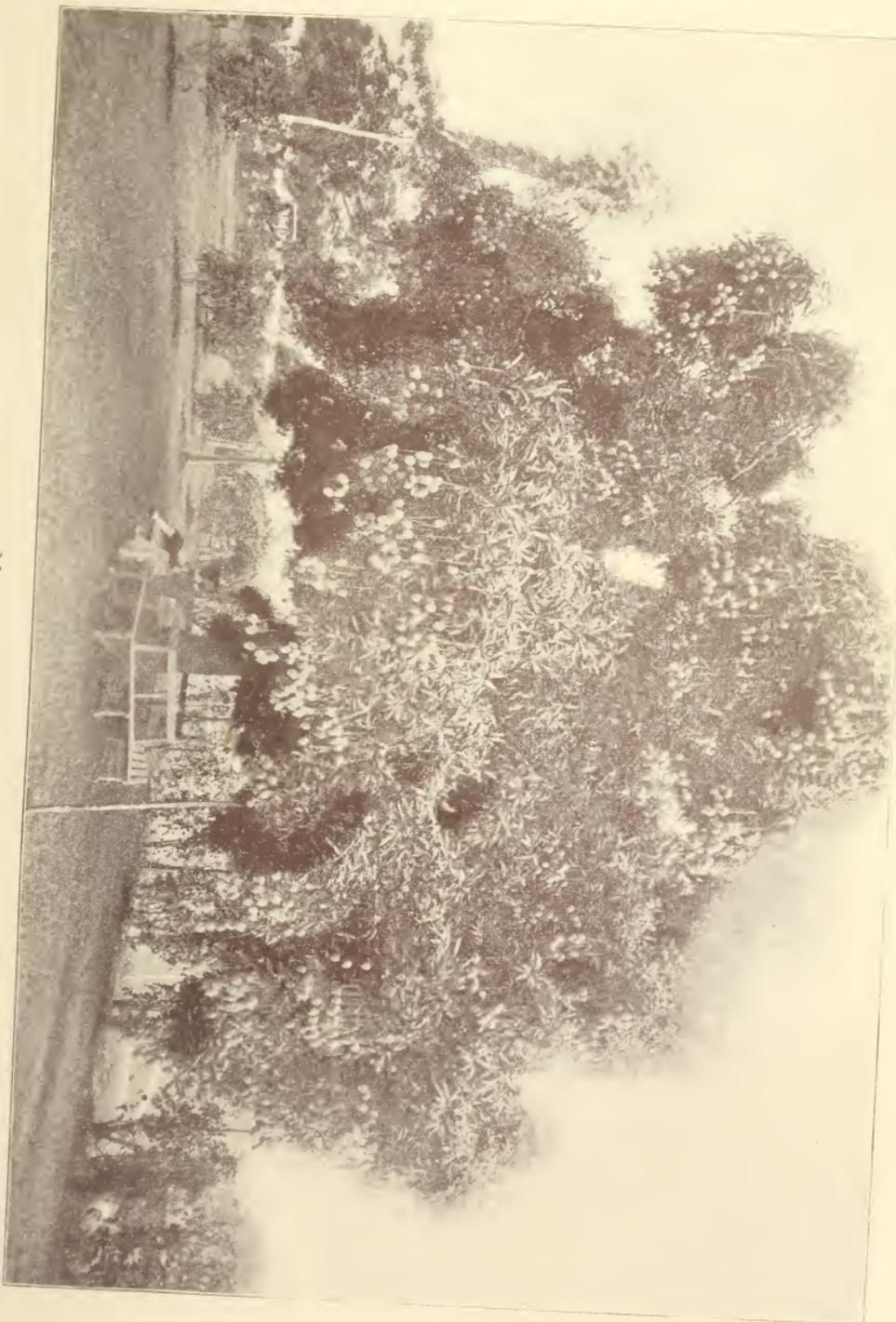
The flight of James II., and the accession of William and Mary to the throne of England, intensified for a time the political differences, which never were allowed to die. Certain acts, inimical it was claimed to the interests of Jamaica, were repealed, and the constitution restored, which had been changed in Albemarle's time. To give the details of the perpetual wrangling which agitated Jamaica's rulers year after year would be neither interesting nor instructive.

The Earl of Inchequin, who took charge in 1690, varied the usual order of quarrel by sending the war-ships *Severn* and *Guernsey* to retaliate upon the French, who had been annoying the seacoast inhabitants of the island. These vessels took valuable prizes in Hispaniola. But Inchequin did not live to enjoy the prestige which such success usually brings.

We now come to one of the most memorable events in Jamaican annals. On the 7th of June, 1692, a great earthquake shook the island, and almost totally destroyed the metropolis. Mountains were riven; earth and rock fell upon the valleys, burying the people; hamlets were engulfed; plantations obliterated; and rivers turned into new channels.

The terrible retribution that overtook Port Royal

MANGO TREE.



in three or four brief minutes of time can be only compared in magnitude to the unexampled record of her debauchery. It was a disaster which in a moment transformed the richest spot on earth to the poorest. Even Lisbon's fate could not compare with the complete overthrow of the Jamaican capital. Leslie says: "At the Time when the Island was full of Gay Hopes, Wallowing in Riches, and Abandoned to Wickedness, the most dreadful Calamity befel it that ever happened to a people, and which many look upon as a tremendous judgment of the Almighty. On the 7th of June, 1692, one of the most violent earthquakes happened that perhaps was ever felt. It began between 11 and 12 o'clock at noon, shook down and drowned nine-tenths of *Port Royal* in two minutes time; all the wharves of *Port Royal* sunk at once. There were soon several Fathoms of Water where the Streets stood; and that one which suffered the least Damage was so overflowed that the Water swelled as high as the Upper Rooms of the Houses." Added to all the other horrors, the unburied dead which lay in heaps upon the land or floated in shoals in the harbor became in a little while, under the tropic sun, horrible masses of putrefaction; generating a pestilence from which thousands of those who had survived the earthquake died.

The overthrow of Port Royal led to the establishment of the city of Kingston, on the Liguanea Plain, upon property belonging to Colonel, afterwards Sir William, Beeston. The city was laid out by Sir Christian Lilly, of the Royal Engineers.

Shortly after these events Beeston assumed the government (in 1693). It was then that the French were peculiarly active and annoying. They had burned plantations in Jamaica, and taken away slaves to the value of £65,000. The colonial militia finally succeeded in defeating these invaders on the land, driving them back to their ships with loss; but on the water the French were victorious, and the great English Admiral, Benbow, was defeated, dying from his wounds in Kingston shortly afterwards.

During several administrations the usual succession of legislative troubles engaged the attention of the governors. The picaroons from Cuba created a diversion in the time of Sir Nicholas Lawes, by committing many depredations; and the embarrassment thus caused to agriculture was further augmented by a hurricane, which destroyed both lives and property. Yet the government could hardly leave its wrangling over the question of a permanent revenue-bill long enough to take proper measures for the relief of the sufferers.

Then followed a ruler whose course of conduct, being in marked contrast to those who had preceded him, demands recognition. Major-General Robert Hunter, learning that he was about to receive the appointment to Jamaica, actually took pains to inform himself of the condition of the country and people to which he was going; and so effectually presented their case and cause to their Majesties' ministers as to win certain concessions for them. The Jamaica assembly, feeling that the

country had a friend in the new governor, promptly passed the much discussed bill, granting a permanent revenue of £8,000 per annum to the crown; receiving in return the confirmation of their laws for which they had been fighting. Besides this, the governor's salary was increased from £5,000 to £6,000 as a token of gratitude for his services, at which sum it has remained to the present time.

In 1739 the war between England and Spain called out a volunteer force from Jamaica to assist against the South American ports. The expedition in which they engaged led to the surrender of the Spanish American towns of Chagres and Porto Bello.

During Trelawney's administration in 1744, another earthquake shook Port Royal, and a great hurricane and tidal wave swept Savana la Mar, so that the place, people, houses, and cattle were utterly destroyed.

Governor Knowls, in 1751, was burned in effigy for some differences with the House. In 1760 a slave insurrection broke out in the parish of St. Mary; whole families of white planters were butchered by the insurgents; and it was only after a battle in which four hundred of them were killed, that peace was restored. The ringleaders were shot or hung in chains, and many of the others transported.

In 1762 Governor Lyttleton brought news of another war between Spain and England. An expedition sent against Havana was successful, and the city capitulated. Besides this victory, the capture of twelve ships of the line and a fleet of merchantmen swelled the amount of booty to £2,000,000, and made Jamaica rich once more.

In the time of Elletson, who succeeded Lyttleton, another negro outbreak occurred in Hanover and Westmoreland ; it was stamped out, and thirty ring-leaders were hanged. Soon after this the political world was agitated over the American War for Independence, the recognition of the United States by France, and the consequent war between that country and Great Britain. Martial law was proclaimed in Jamaica, and the principal ports of the island were fortified. Nelson, who was then commander of Fort Charles, volunteered in an expedition against Nicaragua, and nearly lost his life. Admiral Rodney, Jamaica's best loved hero, won a great victory over the French Admiral, De Grasse ; saving the island from a troublesome foe, and winning for himself the thanks of his sovereign and his elevation to a peerage. Rodney's statue, by John Bacon, now occupies a prominent position in the public square at Spanish Town.

Following these troublesome times Jamaica was plagued with famine and swept with hurricanes for the space of several years.

CHAPTER IV.

RECENT HISTORY.

DURING the eighteenth century the population of the island had greatly increased ; and, as towards the close of the seventeenth, the great wealth brought by the buccaneers had given a dazzling, though temporary and fictitious, prosperity to Jamaica ; so the closing decades of the eighteenth saw this wealth and luxury repeated upon the apparently more staple foundation of agriculture and commerce.

In spite of legislative brawls, the dangers resulting from an isolated, almost defenceless condition, the "Gem of the Antilles" was enjoying her age of gold at the commencement of the present century.

During the eighteenth century the importation of human cattle from Africa reached six hundred thousand souls. The mortality among them must have been very great ; for in spite of their natural tendency to increase, the close of the slave-trade found barely half that number on the island. Bryan Edwards says : "It appears to me that the British slave-trade had attained its highest pitch of prosperity a short time before the American war" (the War for Independence is referred to). The number of ships that sailed from England to the coast, engaged in the nefarious business of slave-trading, in 1771 was

196; and the total number taken to British colonies in that year (of which Jamaica took the lion's share) was 47,146. The treatment these poor creatures received at the hands of their masters was often brutal, and nearly always, to state it mildly, unsympathetic. This will be referred to later on as one of the potent causes of difficulty between the different classes of the population.

A mutiny among the troops occurred during William, Duke of Manchester's administration of the government, and troubles multiplied. Wars interfered with commerce, storms devastated the plantations, and the agitation over the slave question became more and more violent.

The bitter feeling of the planters against the Imperial Government on account of the slave question resulted in a threat to unite with the United States. The excitement spread to the slaves. An outbreak and bloodshed was the result, and martial law was proclaimed. During the Earl of Musgrave's rule, the colony denied the right of the Imperial Government to legislate for Jamaica. A long controversy ensued, resulting in the passing of the Emancipation Act, which provided that, "From and after the 1st of August, 1834, all the slaves in the colonial possession of Great Britain should be forever free, but subject to an intermediate state of six years apprenticeship for prædials, and four years for domestics."

In 1838 and 1840 the negroes of Jamaica, through the exertions of the venerated Wilberforce and others, became freedmen. In the early years of one of the greatest reigns that England has known,

this attempt was made to right a great wrong. In the fifty years that had intervened, the experiment has been working, at first very slowly because of dense ignorance and great misunderstanding on both sides, but latterly more rapidly toward its legitimate conclusion.

Emancipation found the planters in a pitiable condition financially. The majority were debtors to English houses. The £5,853,975 sterling awarded as compensation for the loss of their human property, insufficient as the sum was, went for the most part into the hands of their creditors. They were left without resources, with over-worked estates, antiquated machinery, scarcity of labor, and a poor market.

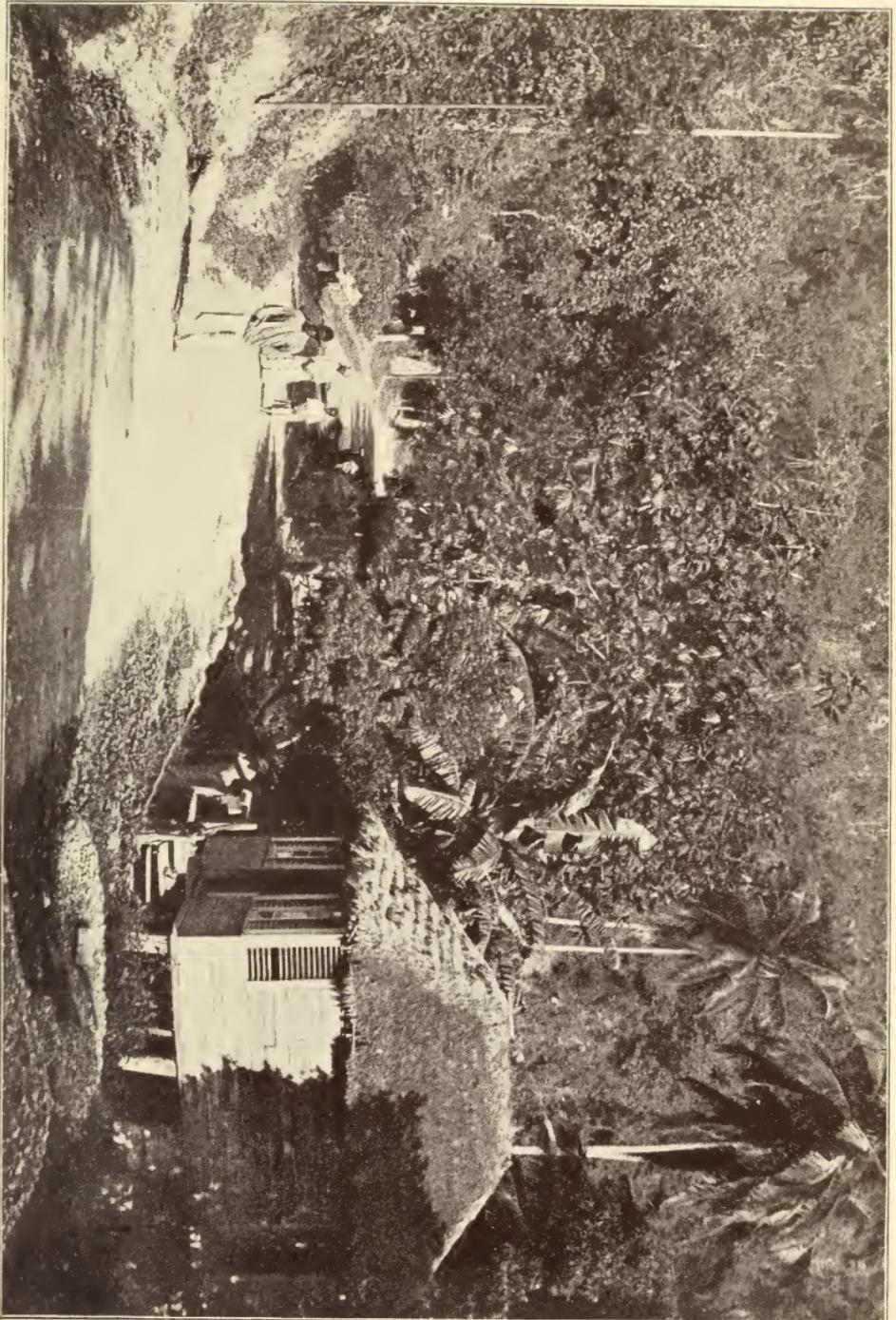
Lord Sligo, who arrived in 1835, found his part in an impoverished country a thankless one. He soon gave place to Sir Charles Metcalfe, who succeeded in restoring peace between Jamaica and the mother country. He retired in 1842.

During these years further misfortunes visited the planters. In slavery times the English Government, by heavy differential duty on foreign sugar, protected Jamaica. But the adoption of a free-trade policy a few years after the emancipation reduced the price of sugar one-half to the English customer, and made the planter's profit correspondingly lighter at a time when he could ill afford any diminution of income. Abolition had cut down the labor supply. Free trade had further diminished the chance for profit in sugar-growing. Estates were heavily mortgaged, and many were abandoned.

The history of the colony from this time on to the outbreak of 1865 consists of little else beyond a series of political disputes and disagreements between the Executive and the Legislature, accompanied with a bitterness which could not fail to have a disastrous result on the well-being of the country. When Sir Charles Metcalfe was governor, it is true, much was done to reconcile these differences: he succeeded in restoring the affection for the mother country, which, in the case of a large number of colonists, had been alienated by recent events; and he left the colony, after passing a number of useful laws, greatly regretted by all. He was succeeded by Lord Elgin, during whose administration much was done to improve the general condition of the island. Coolie immigration was commenced, new breeds of cattle were introduced, and the Jamaica railway was opened.

In 1865, while Mr. Edward John Eyre was governor of Jamaica, a storm which had been long gathering burst upon the island in the shape of a negro uprising, which will be more fully described elsewhere in this work.

The year of the insurrection, financial affairs were at their lowest ebb. In September, less than a month before the outbreak, the colonial treasury showed a deficit of about £80,000; and this was followed by unusual expenses due to that affair. To cover this a rum-duty, house-tax, and various tariff burdens were imposed. Trade licenses were required to be purchased by those engaged in certain branches of business. The result of these



BOG WALK ROAD.

necessary enactments was a temporary revival of the treasury. Three years after Governor Eyre's departure, there was a surplus of £5,599.

The year 1868 should be a red-letter one in Jamaican annals. It was the turn of the tide, the dawning that came after the darkest night, the year of the first surplus, the year of the first fruit-shipment from Port Antonio, of the revival of coolie immigration, of the first cinchona-planting on the Blue Mountains.

Sir Peter Grant was then governor. Throughout the whole of his administration of government, there was an annual surplus in the treasury. Reporting on the financial situation in 1871-1872, he says: "The continuing surplus accrues from no increase of taxation, and is in the face of a large expenditure on public works of utility and importance, of a largely increasing expenditure on such departments as those of education and agriculture, and of some increase of expenditure in those administrative and revenue departments which necessarily require development as the population and wealth of the colony become developed." About the time that the report just quoted from was written, the import duty levied in the early part of 1868 was removed, and certain tonnage dues and taxes on live stock taken away.

1871 saw the disestablishment of the Church of England, the repeal of the granting power to the governor to proclaim martial law in times of insurrection, and the taking of the census. The population was then estimated at 506,154. The seat of

government was at this time removed from Spanish Town to Kingston, a move which was decidedly against the experience of nations, and could hardly be defended on the plea of convenience. Not only were the commodious buildings and government property abandoned, and allowed to go to decay, but the defence of a retired position, the advantage of comparative isolation from the centre of business activity, and the value of historic association, were alike given up for a position of small advantage to the routine of public work, whatever benefit it might be to the merchant or professional man.

Sir J. P. Grant had an opportunity to test the value of an island statute, relating to the confiscation of munitions of war landed in Jamaica.

The *La Have*, cleared for Kingston and loaded with arms, was captured by a Spanish man-of-war, and brought to Jamaica, where the cargo was duly seized. The owners brought suit for £33,000 against the governor, who found himself so hard pushed that he was fain to compromise for £7,920, giving his note therefor. The colonial council redeemed the note, and the Imperial Government finally refunded the money.

Sir William Gray superseded Sir J. P. Grant in 1874, and ruled till 1877. Though these years were disastrous in many respects, being marked by drought, floods, destruction of roads, and the small-pox, besides a financial crisis in which several prominent houses went under, yet there was also the establishment of the Kingston street-cars, and the completion of the Rio Cobre irrigation

canal, a work of which it would be difficult to over-estimate the value.

Lieutenant-Governor Rushworth succeeded Sir William Gray in the management of the government, 1877. Kingston was lighted with gas that year; Jamaica was admitted to the postal union; and the commission to inquire into the condition of the juvenile population appointed, with results decidedly beneficial, as it led to the establishment of the system of education now operative, besides calling attention to certain other necessary reforms. Before the end of the year the lieutenant-governor died, and Sir Anthony Musgrave succeeded him. At the beginning of his administration financial affairs were not in good shape. The transfer of a large immigration debt, together with hospital and other expenses, added to a deficit for 1878 of £2,683, burdened the treasury. To meet the exigency, the governor recommended that the poll-tax on cattle, removed seven years before, should be reimposed, and a loan raised. This was enacted; and thus began an administration, which, while not always brilliantly successful financially, was still marked not only by the adoption of some necessary expedients in raising the revenue, but by a generally wise and enlightened policy, and the institution of a number of public works and reforms by which the island is still benefited.

A reduction in the expenditure on public works during the first year enabled the treasurer to report a surplus, but the new loan remained as an addition to the public debt. But afterwards the measures

already alluded to were carried through with judgment and vigor.

The railway and telegraph facilities now enjoyed by the island are due to Governor Musgrave, as is also its cable communication with the rest of the world. The judicial system was improved, and the consolidation of the superior courts accomplished. The Victoria Institute, for the promotion of literature, science, and art, was established. The cinchona plantations were laid out in St. Andrews; and an annual scholarship founded in Kingston, which made possible to the holder admission to either of the English universities. Besides these things, a change in administration of the high school, and in the efficiency of the teachers' training-schools, was inaugurated. In 1879 a new marriage-law was passed, making civil marriages legal.

Nature, during this administration, did not act as the supporter of the governor and his council in the efforts for the advancement of Jamaican interests. The great Kingston fire, floods, a drought, a cyclone, earthquakes, and other calamities caused considerable distress, some loss of life, and injury to commerce. By wise management much of the ill effect of these things was averted, however.

The Kingston fire just referred to occurred in 1881, on the 11th of December. It swept over the town, destroying property to the value of £150,000. Great distress was occasioned, but the temporary injury was more than balanced by subsequent improvement.

The retirement of Governor Musgrave was the

cause of sincere regret on the part of the people of Jamaica, who recognized his wisdom, and appreciated the earnestness of his efforts for their advantage.

Major-General Gamble succeeded him as governor in 1883. During his administration, promises were made by the crown that constitutional changes should be made for Jamaica, and that the charter surrendered during Governor Eyre's administration should be restored in a modified form.

These promises were carried into effect in 1884, while Sir Henry Wylie Norman was at the head of affairs. On June 20 of that year an order in council by her Majesty was issued, reconstituting the Legislative Council of Jamaica. On Jan. 2, 1889, Sir Henry Norman left the island amid demonstrations of esteem and regard from the inhabitants of Kingston and surrounding districts.

Sir Henry Arthur Blake, late governor of the Bahama Islands, was the next governor. His Excellency, accompanied by his accomplished wife Lady Blake, and family, arrived on the 9th of March 1889, and was received with a loyal and hearty welcome. Many important undertakings and enterprises have been carried through to a successful issue during Governor Blake's administration, notably the extension of the railway to all parts of the island, the construction of roads, an underground system of drainage for Kingston, and the construction of hotels in various parts of the island on the American plan. One of the most important events of his administration was his initiating a movement for the

holding of an Exhibition in Jamaica, illustrative of the natural products and manufactures of the island. On Jan. 27, 1891, the Exhibition was opened by H. R. H. Prince George of Wales, who commanded H. M. S. Thrush, one of the ships of the visiting squadron. The Exhibition remained open until May 2. It was the means of bringing Jamaica to the notice of the outside world, and went far to remove the erroneous impression as to the climate of the island. Financially it met the usual fate of Exhibitions, it failed to pay; and the guarantors and General Revenue were called upon to make up the deficiency.

During the latter part of 1892 and the earlier months of 1893, one of the results of the Exhibition was seen in the visits to the island of tourist steamers, which have been coming in increasing numbers every winter since.

Events more recent than those which we have so briefly noticed are not yet history, and will be treated in future editions of this work.

CHAPTER V.

COMMUNICATION AND TRANSPORTATION.

To a person going to Jamaica, the first question that naturally arises is, "How shall we get there?" Therefore it comes naturally within the scope of this work to publish minute information regarding the means provided between England and Jamaica and the American continent, and also the means of transportation on the island when arrived there.

The first steamers to go to Jamaica were the Royal Mail Company's, who began their contract with the British Government in April, 1842, for carrying the West India mail, of which they enjoyed a monopoly for twenty years. Under the present mail contract with the Imperial Government the transatlantic mail steamers of the Royal Mail Steam Packet Company are despatched from Southampton to the West Indies every alternate Wednesday, going direct to Barbados, where they are due on the second Monday after leaving Southampton; thence by branch steamer to Jamaica, where they are due on the following Friday at 7 A.M. The homeward steamers leave Kingston on every alternate Tuesday at 2 P.M., and are due at Plymouth on every alternate Wednesday at 9 P.M. Saloon fares between Southampton and Kingston, £25 and £35,

according to position of cabin. Return tickets available for twelve months, £40 and £56.

Besides this line of steamers, there is the West India and Pacific Steamship Company (Limited). The steamers of this line leave Liverpool for Kingston, via St. Thomas and Colon, every fourth Thursday; average time from Liverpool, twenty days. Saloon fare, £20.

The most frequent, direct, and cheapest way to reach Jamaica from England is by way of the Leyland Line from Liverpool to Boston; thence by the Boston Fruit Company's steamer to Port Antonio. These steamers sail weekly, and can make the trip in about two weeks' time.

Connections can also be made in New York, via the Allan and Anchor Line to Glasgow. Single saloon fare, £23 10s., and return ticket, £43 15s. Through tickets can be procured of this line available on all the principal European steamers sailing from New York.

The Caribbean Line is the only direct line running between London and Jamaica. Steamers leave London once a month.

The Prince Line sails from Antwerp and Glasgow to Jamaica once a month.

There are steamers departing from Jamaica for the United States almost daily. No other island in the West Indies has such frequent communication, good service, and low rates for passage. The principal line running to New York is the Atlas Line, which flies the familiar blue flag with its white centred cross. This line comprises nine steamers,

TOM CINCLE'S COTTON TREE.



fitted up specially for the conveyance of passengers; the accommodations are of the best description, and the steamers are furnished with every requisite for making their trips safely and agreeably.

As regards the table, the passengers are supplied with all the delicacies of the season and everything that might be necessary on a voyage. A trip to Jamaica by this line takes five and a half days; the boat leaves New York every Saturday for Kingston, Hayti, and Central American ports. Fare to Kingston, \$50, or \$80 excursion.

The Boston Fruit Company have now in their service sixteen steamers running between Port Antonio and Boston, New York, Philadelphia and Baltimore; the Beverly and Belvidere have just been built, and are on the Boston line. They are like yachts in all their appointments, and are very fast. The staterooms are forward of the engines on the main deck, and removed from the noise of the propeller and smell of the engines, and are especially well ventilated, of ample dimensions, and lighted by electricity. Steamers are provided with stewards and stewardess. The table service is good, and is well spoken of by passengers. Gentlemen are provided with a smoking-room on the main deck. As these steamers carry only fruit, there is no offensive smell from the cargo; this, together with the advantage of having the saloon on deck, is appreciated by passengers subject to seasickness.

The passage to Jamaica is \$40, or \$75 for the round trip. Steamers leave Boston every Wednesday, and sometimes twice a week; the run to Port

Antonio is made in less than five days. The Boston Fruit Company sends on an average one steamer a day to the United States.

Pickford and Black's West India Steamship Line sends a steamer with good passenger accommodations once a month to Jamaica. The steamer leaves Halifax on the fifteenth of the month, Bermuda on the twentieth, and Turk's Island on the twenty-ninth, arriving at Kingston the twenty-third of the month. Fare, single ticket, £12 10s.; return, £20 15s.

The Tweedie Trading Company leaves New York every fortnight for Kingston and Central American ports. Passage to Jamaica, \$50, and \$80 for the round trip.

TRAVELLING IN JAMAICA.

Travelling in Jamaica is easy and safe. The government has constructed good roads throughout the island; and the railway system, now one hundred and eighty-five miles in extent, reaches nearly all the important centres of population, traversing as it does, or at least touching, nine out of the fourteen parishes. It was in the year 1843 that the Jamaica Railway Company was incorporated. The line was opened for traffic in November of that year. It was at first only operated as far as "The Angels," near Spanish Town, a distance of fourteen miles from Kingston, at a cost of £222,250. It had but one track, and went through a level country. From then to 1867 work was virtually at a standstill; it was too expensive to carry it through the moun-

tains. Then an extension from Spanish Town to Old Harbor Market was carried through at an expense of £60,000, being opened to the public in July, 1869. After the opening of the extension the business of the company gradually increased, till in 1875 its revenue reached the sum of £24,200, a gain of £13,478 in six years. In 1877 Sir Anthony Musgrave interested himself in the affairs of the railway, and effected the purchase of the road by the Government. At that time the capital represented was £267,250. The permanent way was relaid and ballasted; water-ways and conduits were opened to drain those parts of the road which were apt to be submerged; twenty-eight bridges were built, and general improvements carried on all along the line; which with stations, walls, culverts, and numerous other additions amounted to £107,260. This, with the purchase, cost £201,192.

The next move was the extension to Porus in Manchester. On the 2d of May, 1885, the extension was open to traffic, at a cost of £280,924. In 1888 a report was made on the proposed extension of the road from Bog Walk through Annotto Bay to Port Antonio. The length of the proposed line was fifty-five miles, and the estimated cost, £723,072, or an average of £13,206 per mile. An extension was also proposed from Porus to Montego Bay, a distance of sixty-five miles, at an estimated cost of £832,399, an average of £12,893 per mile.

Pending the action of the Legislature on the scheme of carrying out these extensions by the Government, a proposal was made by Mr. Frederick

Wesson and other American capitalists for the purchase of the railway. It was sold to them for £100,000 cash and £700,000 secured by second-mortgage bonds on the railroad at four per cent interest. The company pledged itself to extend the line as projected, and was empowered to issue bonds to the extent of £320,000, and to make further issues £200,000 on the completion of each twenty-five miles of extension till the full amount £1,500,000 was reached. The transfer of the line was made Jan. 4, 1890. In 1894 the Montego section was completed, and work commenced on the Port Antonio part, which was finished in 1896.

At the Kingston station the visitor is at once struck with the unique character of the place and the people, especially the latter. The train-shed into which the station building proper opens is about three hundred feet long, and wide enough to admit several trains abreast. Beyond this structure are the shops, engine-houses, etc. The cars drawn up to the platform are built mostly upon the American plan. Under the former management they were built upon the English pattern, divided into traverse apartments; some of these are still in use. In place of the various phases of English or American life, we find here a mixed assortment of humanity, with great contrasts of color, character, creed, and costume. The white of position, with the visitor from Europe or the American continent, takes his place in a first-class carriage. There are colored people, black people, white people; there are faces that show Castilian origin, others of a Caledonian



MARKET-WOMEN, KINGSTON MARKET.

cast; many that are browned by more than exposure to a tropic sun. Here is the bare-armed, brace-letted, long black-haired coolie woman, with her babe wrapped in the gaudy shawl that is thrown half around the mother's head, half over her shoulder. Her wealth is apparent to the eyes; for she carries it where all may see, displayed upon her wrists, forehead, breast, ankles, in fact, anywhere that there is a chance to place a hoop or a bangle. Then there are others, — black and white soldiers, the negro dressed in Zouave uniform, negro market women with large bundles on their heads, news-boys and porters. These all speak a language that they pretend to be English, but which is impossible for the stranger to at once understand.

After passing the suburbs of the city, among the first things to attract attention are the extensive stock-yards, or pens as they are called here. Many of these stock-farms were once sugar plantations; but the low price of sugar, and the difficulty of obtaining sufficient labor after the abolition of slavery, led to their abandonment. The largest of these is the Cumberland Pen, one of the largest properties on the island, where great herds of horses and cattle are bred and grazed. This pen embraces a good race-course, and its turf events are always looked forward to with interest by both natives and visitors.

For fifteen miles or more the line runs through a level country, and on leaving there the iron horse mounts the hills. Here the scenes are entirely different from those already noted, but they are a constant charm. Now the passenger gazes through a

vista of cocoanut- and mango-trees upon a tangle of rank tropical plants and flowers, or upon some mountain hamlet with its thatched African huts. Plunging from the mouth of some tunnel, he finds himself high upon a mountain shelf with a densely wooded ravine beneath his feet, while tall mountain forms tower above him on the other side. The picture is ever changing, and never commonplace or familiar.

CARRIAGE AND CAB FARES.

Besides the railway, there are mail-coaches that communicate with all the principal towns that are not connected by rail. These coaches usually run three times a week. The rates are less than those of carriage-hire. The general practice is for long distances, and where the hirer has the use of a buggy and horses for a period of twenty days, to charge at the rate of £1 a day. The hirer can arrange before starting on his journey whether he or the livery-stable proprietor shall pay the cost of feeding the driver and horses as he goes along. The rate paid for the driver's food is usually 1s. 6d. a day, and the cost of feeding the horses varies according to the current price of corn and grass. The usual price is 3d. per quart for corn, 3d. per bundle for grass, and 6d. per night for pasturage.

If hired for a day or for short trips, the rates of course are much higher; 30s. is the usual price when taken for a single day, and 6d. per mile for short distances, saddle ponies for morning or evening rides, 8s.

RIO COBRE RIVER.



The main road encircles the island, and is about five hundred miles long. The island is intersected by splendid roads, the best in the world, which were built by former governors, who, by the aid of convict labor, ran wide macadamized thoroughfares across the island, connecting every village and town. These grand routes make driving perfectly delightful, and are the admiration of visitors from the United States. A road-tax of £3 per year is levied on each buggy, which is used to keep the roads in repair. Strange to say, Kingston, the capital, has the poorest roads on the island. Kingston is well supplied with cabs. The fare is 6*d.* within the limits of the city, or 3*s.* per hour.

The tram-cars afford the means of travelling in the parish of Kingston, and as far as Constant Springs in St. Andrew's Parish. The fare within Kingston is 2*d.* by tickets; to Halfway Tree, 6*d.*; to Constant Springs, 1*s.*; return tickets to and from Constant Springs, 1*s.* 6*d.* each. One-third more is charged if cash fares are paid. When electricity supersedes the mules that are now used to draw the cars, better service and more reasonable prices will probably be charged.

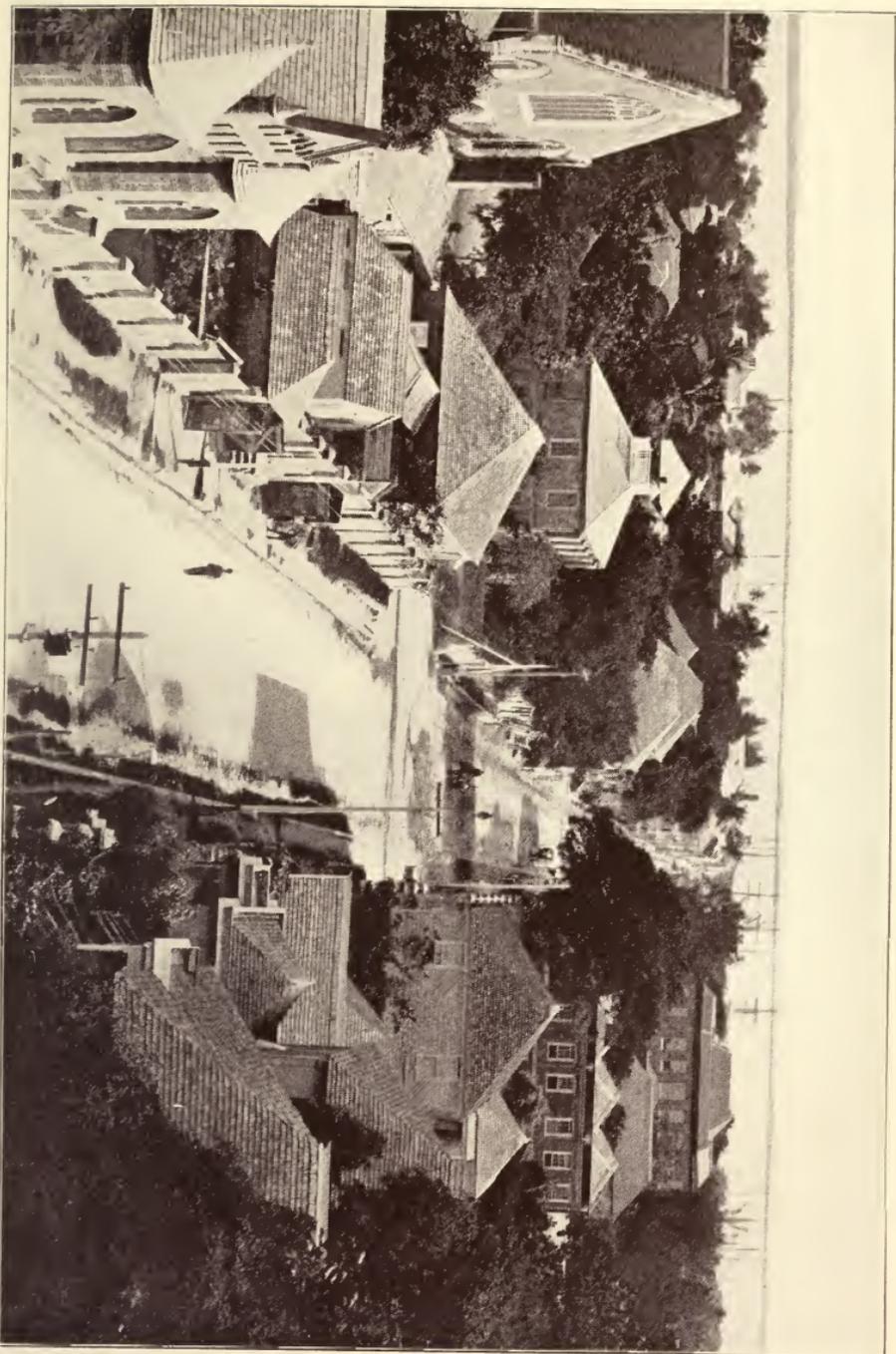
CHAPTER VI.

KINGSTON.

KINGSTON is not only the metropolis and capital of Jamaica, it is also the most important city in the British West Indies.

It is situated on the northern shore of one of the finest harbors in the world, which is formed by a long coral reef called the Palisades, covered with cocoanut palms, which shuts out the Caribbean Sea, leaving only a narrow entrance to the harbor. On the end of this point of land was situated the famous city of Port Royal, destroyed by the great earthquake of 1692. The waters of Kingston Harbor now cover its site.

Kingston owes its origin to the destruction of Port Royal. Many of the survivors of that dreadful catastrophe settled on the Liguanea plain, which rises by a gentle slope to the foot of the mountains at the northern limits of the plain. The city is built on a gravelly soil, formed of the *débris* brought down by rains and rivers from the mountains. Kingston was originally built in the form of a cross. King Street, running north and south, crosses Queen Street, which is laid east and west. At their intersection is the Parade Ground, a pleasant little park, which is a favorite resting-place for



DUKE STREET.

the people after the heat of the day is over. It is profusely adorned with tropical plants and ornamental shade-trees, many of which are interesting to botanists, and novel and curious to visitors from colder climes. The gardens contain fountains and tanks, in which grow water-lilies and other aquatic plants. At the King-street entrance to the Parade is a fine statue to Sir Charles Metcalfe, a former governor.

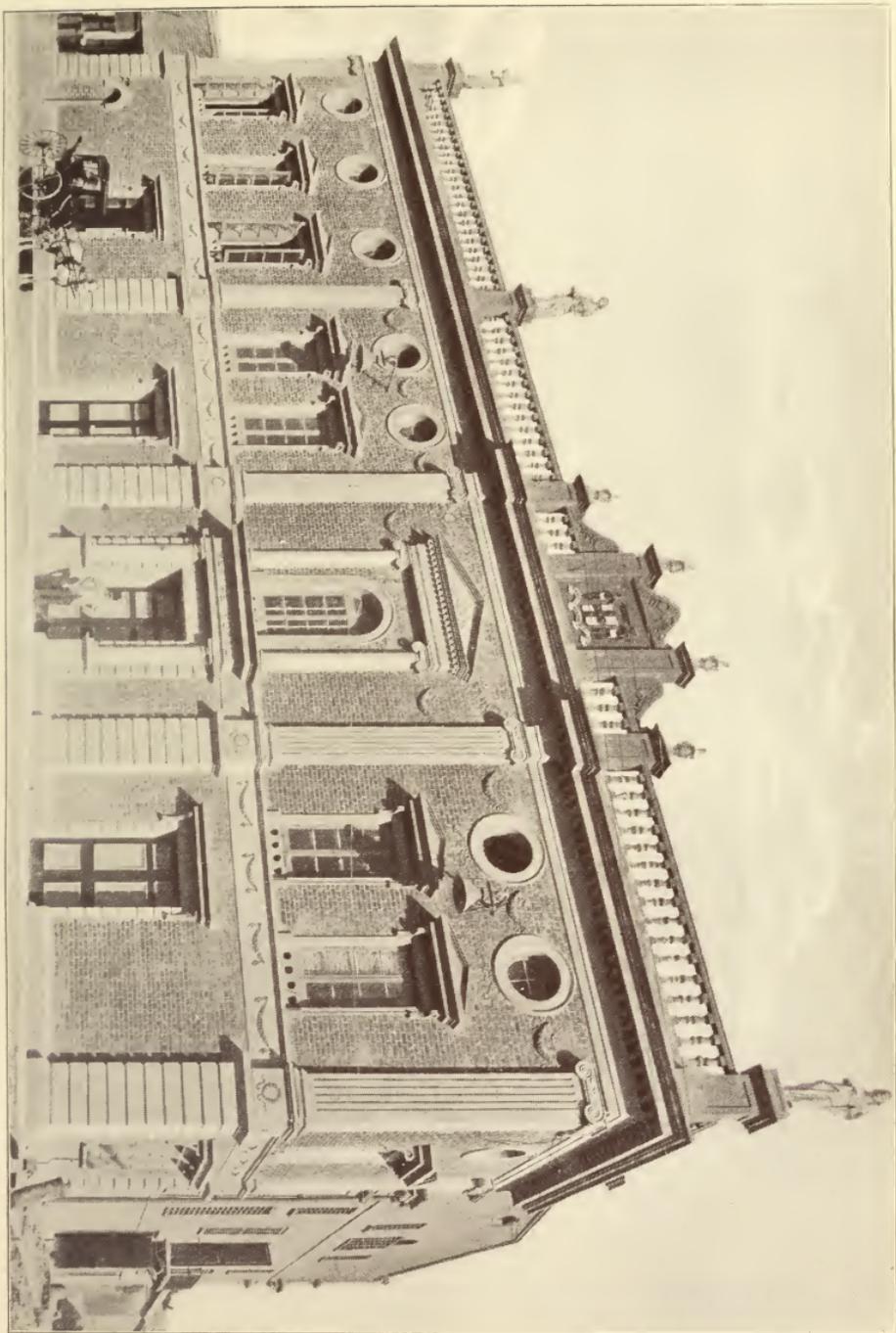
Kingston is a quaint and curious dusty old city, a strange combination of the Spanish and Old English style. The buildings are built of stone, brick, and wood. The city has been visited during its history by four great fires. The first, in 1780, caused a loss of £30,000. The second, in 1843, swept the city from the east end of Harbor Street to the Catholic chapel at the end of Duke Street. The third fire occurred in 1862, and burned down stores, wharves, and other property valued at £90,000. The fourth, in 1882, rendered six thousand people homeless, and burnt a large portion of the business part of the town. The danger from fire has been greatly lessened since the introduction of a new water supply from the Wag Water River. The pressure is sufficient for all fire purposes; and the system of filtration used results in a supply for drinking purposes, in place of the former precarious supply from wells and cisterns, that probably no other tropical city in the world can excel, and few can equal. Kingston holds an important place in the commerce of the world, and a vast amount of trade is carried on through this port. Its water-

front teems with shipping, and there are always here steamers and sailing-vessels from all parts of the world. Vast quantities of merchandise, products of this island, are shipped from Kingston, — sugar, rum, coffee, logwood, fruits, and pimento; and the imports consist of manufactured and food products of Europe and America.

Banks, life and fire insurance companies, building societies, and discount associations flourish here, and do a large business. Electric lights are fast taking the place of gas in the principal buildings and streets. Ice is manufactured by two different concerns, and sold much lower than it can be imported.

Amongst Kingston's buildings the finest are the new Theatre Royal; the hospital on North Street; the Colonial Bank on Duke Street; the old parish church on King Street, near the Parade, in which Admiral Benbow is buried, and where half the historical events of the last two centuries centre; the colonial secretary's office; and the library and museum buildings on East Street. The Court House on Harbor Street, though externally very unlovely, is not without its points of interest. On the walls of the Court House are two striking and well-executed paintings of Sir Joshua Rowe and Sir Bryan Edwards, two former chief-justices of the colony.

Kingston is not the hot, unhealthy city that many people think it is. The fact is, there has been a wrong impression created by some writers in times past; for certainly a large and contented white population make Kingston their habitation the year



THEATRE ROYAL.

round, and with a little attention to the commonest hygienic laws, they are not only able to exist, but to be comfortable.

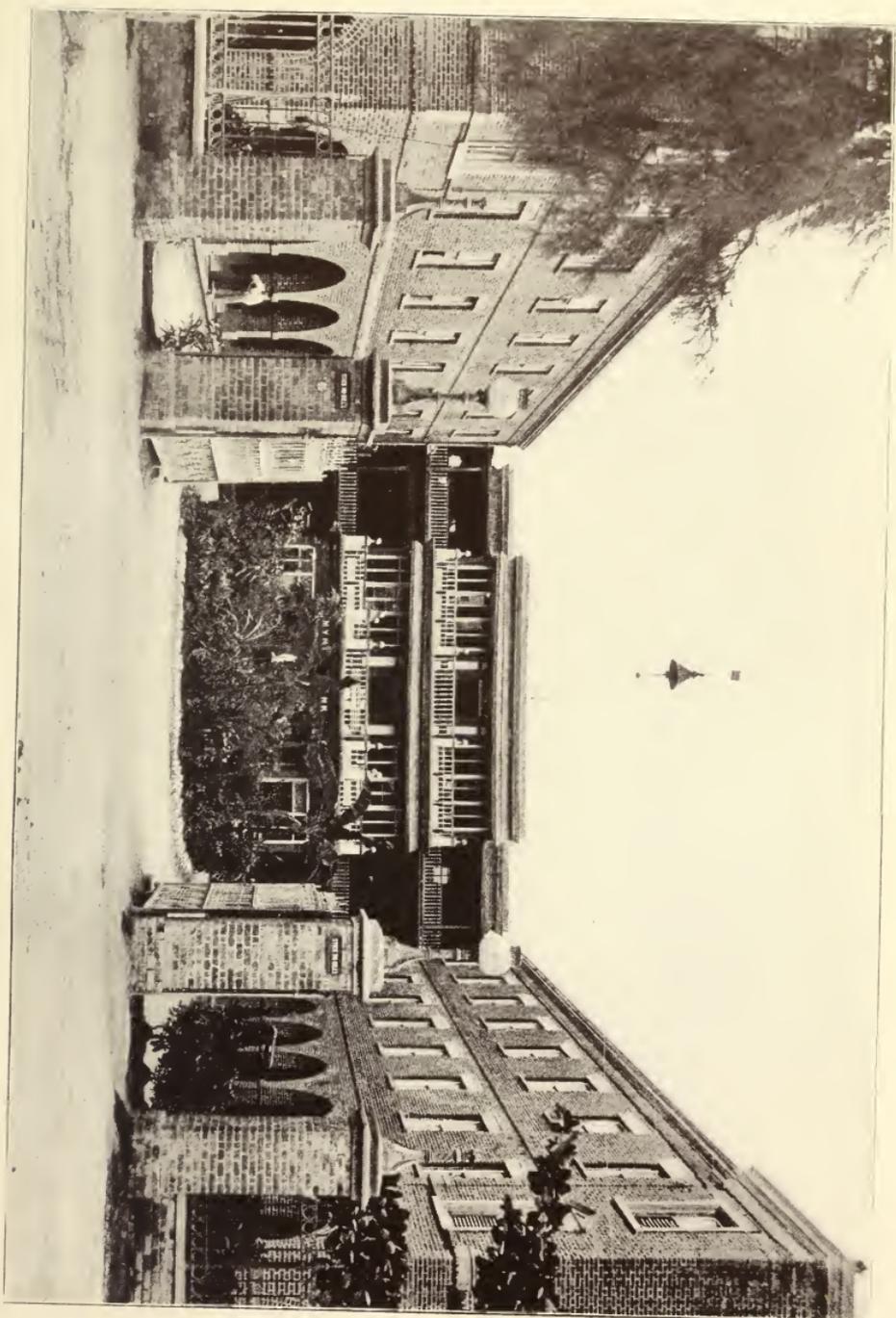
Nature has provided the old city with an agent to purify it and make it comfortably habitable—this is the “Doctor.” By that the Jamaican means the strong south wind that comes in from off the ocean at about ten o’clock every morning, and lasts till about four in the afternoon. Then after sunset there is a cool breeze from the mountains on the north that descends to the low lands on the coast. The immediate and pleasant results of the “Doctor’s” visit is the preservation of health and the conservation of comfort.

It is very interesting to walk about the streets of Kingston, and observe the people going about in their every-day life. Vehicles of all kinds are seen in the streets, — stylish turnouts from the equipages of the governor to those of the citizens’ mule-carts and drays; and the ever-present hacks, whose drivers are the most obtrusive and most offensive hack-drivers on earth, Barbados only excepted. Yonder comes a negro soldier with turban, tight jacket, and Zouave rigging below. Near him is an East Indian coolie woman, who is gorgeously apparelled, her small hands and feet ornamented with silver bangles, and her lithe body wrapped in party-colored garments. There are many beautiful residences in Kingston. In driving through the suburbs the traveller may notice unattractive high dusty walls; but if he were to step through the door of the wall, he would find himself in the midst of

charming grounds, gardens, and lawns, made beautiful with rare tropical plants, with the great sumptuous house and wide verandas, typically tropical surroundings; and here, too, the traveller would find the truest and freest hospitality.

CHURCHES.

Various religious sects have their places of worship in Kingston, but none of them claim to be grand or great specimens of ecclesiastical architecture. The Presbyterian kirk on East Queen Street, and the Wesleyan chapel adjoining it, and known as Coke chapel, in memory of Dr. Coke, an eminent and honored Methodist missionary a hundred years ago, are perhaps the best and most complete to look at. The Roman Catholic church or cathedral is a handsome structure. Almost opposite to this last-named building is a striking and ornate Jewish synagogue. The first place, however, must be given to the old Kingston parish church, facing the Parade Gardens. The church was built shortly after the destruction of Port Royal. A memorial tablet placed near the font at the west door records the interment of William Hall on the 18th of September, 1699, seven years after the earthquake. This is probably the oldest building in Kingston, and has successfully withstood all the great fires that have devastated the city in the past. The church has of recent years been much enlarged and improved, and as it now exists it is almost twice the dimensions of the original edifice. Under a black



MYRTLE BANK HOTEL.

marble slab in the chancel rests the bones of Admiral Benbow, who lost his life, Nov. 4, 1702, in defence of Jamaica, in his engagement with Du Casse, admiral of the French fleet. Another stone records the prowess of Samuel Philips, who departed this life the 16th of August, 1757. He commanded the *Alexander* private sloop-of-war out of Bristol, and cut his Majesty's ship *Solebay* out of St. Martin's Road the 16th of April, 1746, for which he had the honor to kiss his Majesty's hand, and received a gold medal and chain—*Alexander* 140, *Solebay*, 220 men.

The walls of the church are decorated with some exquisitely beautiful mural tablets, which keep fresh the memory of names associated with the naval, military, and civil service of the colony.

HOTELS AND BOARDING-HOUSES.

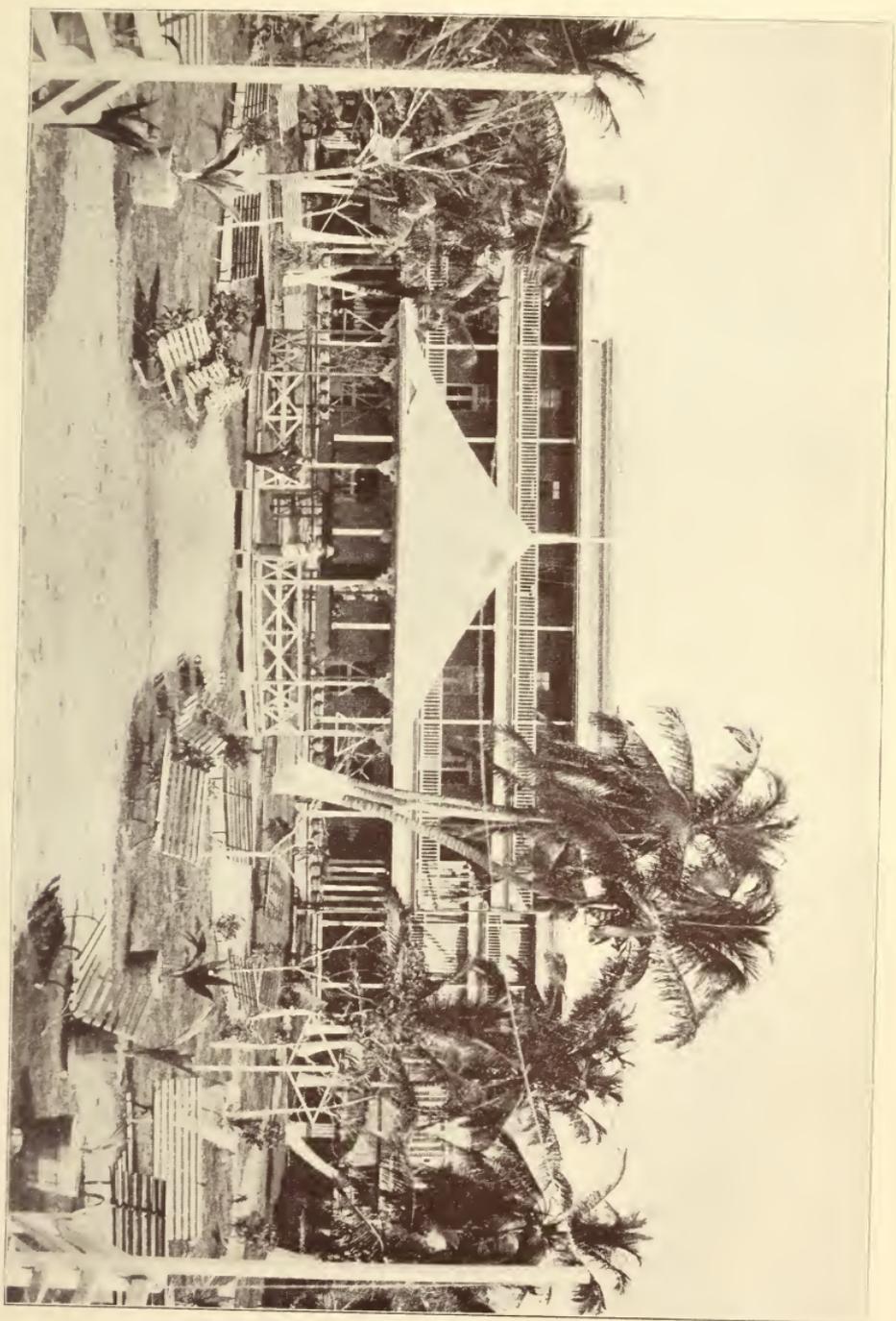
Until within the last few years the insufficiency of hotels and boarding accommodations was a great drawback in Kingston, but any ground for complaint of this sort has now been removed.

Myrtle Bank is the largest and best hotel in Kingston. It is situated on Harbor Street, the principal business street of the city, and about five minutes' walk from the post-office and stores. Situated as it is upon the seashore, with a beautiful tropical garden between it and the shore, in the centre of which is the band-stand, it has all the advantages of a city, country, and seashore residence combined. The building is a massive-look-

ing structure, three stories high, built of brick, on three sides of a square, in the centre of which is a flower-garden. On the water side it is surrounded with roomy, cool, shaded piazzas which overlook Kingston Harbor, with the Palisades in the distance. During the hottest part of the day, there is always a cool breeze blowing from the water, which makes this hotel the coolest spot in Kingston. To a person that has visited the Riviera, this hotel and its location will very forcibly remind them of the ones seen at Mentone, only the climate is much more delightful here. On the first floor are the reading- and dining-rooms; on the second floor, taking up the whole block of the main building, are the magnificent drawing-rooms, that open with long French windows on all sides onto the verandas. Above this room are the bedrooms, opening upon the wide piazza. The charges at Myrtle Bank are quite reasonable, — \$2.50 and \$3.00 per day, and less by the week. Mr. De Pass, the proprietor, is a very courteous gentleman, and no guest is forgotten or neglected, or goes away dissatisfied.

There are various other hotels and boarding-houses in the city, such as the Park Lodge, Waterloo Hotel, Clarendon House, and Streadwick's Marine Garden, adjacent to the Myrtle Bank.

Marine Garden contains a number of single cottages furnished; they are cool and airy structures, shaded at all times of the day by luxuriant palms and other trees, which give the place a truly syllvan aspect. The frontage is seaward, and a fine esplanade and landing-wharf offer admirable facil-



MYRTLE BANK GARDEN.

ities for yachting and boating. The houses in the garden during the summer months are patronized by many of the best families in Kingston. A dining-hall is run in connection with the houses.

The following is the tariff established by the Government, which applies to all hotels built under the Hotels Law of 1890. Approved by the Governor in Privy Council, March 4, 1893.

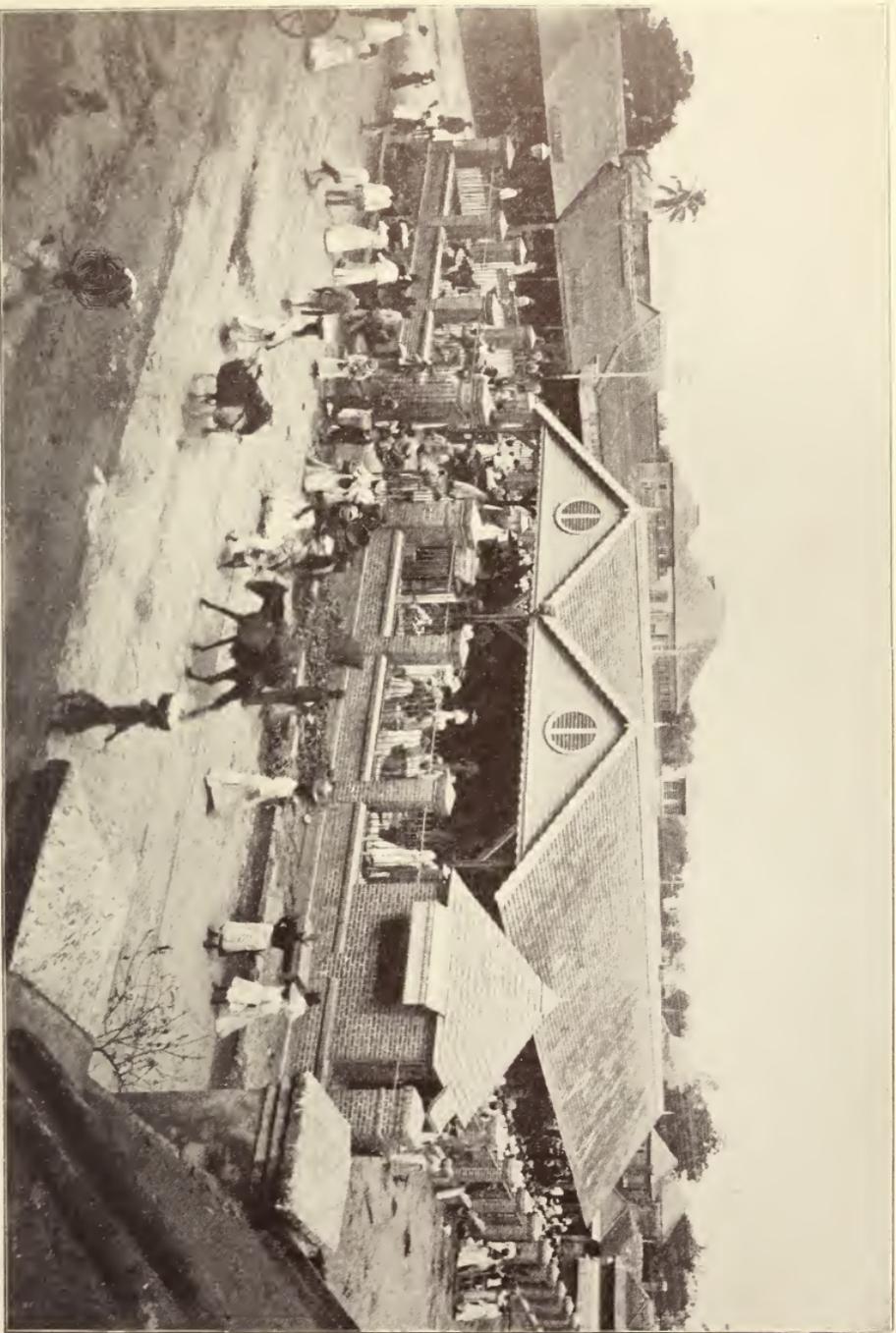
	£ s. d.		£ s. d.
Board and lodging for one		Sandwiches from . . .	0 1 0
per day	0 12 0		
For one per week	3 10 0	Pasturage.	
For two in one room per		Guinea Grass, per day . . .	0 0 6
week	6 0 0	Ditto, per night	0 0 6
Special arrangements for		Grass, per bundle	0 0 4
families and parties.		Corn, per quart	0 0 4
Single beds	0 4 0	Transient baths	0 0 6
Double beds	0 6 0	Breakfast from	0 2 6
Tea, coffee, milk, choco-		Lunch "	0 1 6
late, per cup	0 0 6	Dinner "	0 4 0
Ditto, with bread and but-		Supper "	0 2 0
ter	0 1 0	Brandy, per bottle	0 6 0
Ditto, with toast	0 1 0	Ditto, ***, per bottle	0 7 0
Ditto, with toast and eggs	0 1 6	Whiskey " "	0 6 0
		Old Rum " "	0 5 0
Servants' Meals.		Champagne " "	0 5 0
Coffee	0 0 6	Champagne Monopole, per	
Breakfast	0 1 6	bottle	0 5 6
Dinner	0 1 6	Moselle, still and spark-	
Bed	0 1 6	ling, per bottle	0 3 0
		Hoch " "	0 3 0
Servants' Board.		Claret, per bottle, —	
Per day	0 5 0	St. Estephe	0 1 6
Per week	1 12 0	Margeaux	0 2 0
Children under 12 years,		Malt, per bottle, —	
half price.		Guinness' Stout	0 0 9
Meals served in bedroom		Lager Beer	0 0 9
extra, each	0 1 0	Bass' Ale	0 0 9
		Tennent's Ale	0 0 9

	£ s. d.		£ s. d.
McEwan's Ale	0 0 9	Syrups	0 0 3
Angostura Bitters	0 3 0	Curaçoa	0 0 6
Single Drinks.		Angostura Bitters	0 0 6
Brandy	0 0 6	Soda Water, English	0 0 9
Brandy, ***	0 0 9	Soda Water, native	0 0 6
Whiskey	0 0 6	Lemonade "	0 0 9
Old Rum	0 0 6	Ginger Ale "	0 0 9
Cocktail	0 0 6	Tonic Water "	0 0 9
Wine Bitters	0 0 6	Cigars.	
Sherry Wine	0 0 6	Governors, native	0 0 4
Port "	0 0 6	After Suppers	0 0 1½
Holland Gin	0 0 6	Conchas, Speciales	0 0 2
Old Tom "	0 0 6	Reinitas, "	0 0 1½

Boarders' Bills are payable weekly; and all bills must be settled in notes, gold, or silver before guests leave the hotel.

MARKETS.

The markets of Kingston are one of the sights of the town. They are excellent institutions, and are always well stocked with an infinite variety of fruit that is new to the tourist. The markets are two in number, — the Victoria at the foot of King Street, and the Jubilee Market at the northwest of the Parade. Here may be seen turtle, meat, poultry, and fish such as are found only in tropical waters, many remarkable for their beauty of color, together with heaps of tropical fruits and vegetables brought down over night, mainly on women's heads, from distant parts of the island. The noise, bustle, and clatter of tongues, the seeming confusion and spontaneous flow of good-nature, all combine to make a visit to a Kingston market, especially on Saturday morning, a sight and scene which will not readily be forgotten. Of the two Kingston markets,



JUBILEE MARKET KINGSTON.

the Victoria Market is situated at the southerly end of King Street, and may be reached by street-cars from almost any part of the city. It is a handsome and spacious building, conveniently arranged both for purchasers and for sellers, within a few yards of the public landing-place on the north shore of the harbor, and therefore exposed to the refreshing sea-breeze which cools the heated town. The other market is to the west of the Parade Gardens, and was built in 1887, and called the Jubilee Market, in commemoration of the fiftieth year of the Queen's accession.

Food supplies in Jamaica, with the exception of meats and poultry, are cheaper than in the North. Fruits are especially low in price, and of great variety, such as mangoes, oranges, bananas, custard apples, sappodillas, guavas, star apples, papaws, avocado pears, lemons, and many other fruits that are new to the visitor to these shores.

Generally the cost of living in Jamaica is not so great as it is in the North. Clothing is usually cheaper than in America. Laborers' wages are also lower, but higher than in England.

Kingston also possesses its theatre, race-course, and clubs, some connected with sport, others existing for social purposes. The Jamaica Club, on Hanover Street, always welcomes strangers heartily. The Royal Jamaica Yacht Club has commodious quarters in the east end of the city. The Society of Agriculture and Commerce has its home on Harbor Street, and its tables are well supplied with English and American papers.

CHAPTER VII.

LIBRARY AND MUSEUM.

IN making a tour of Kingston, one of the first places to attract the visitor is the Institute of Jamaica on East Street. It has a museum and library, and both are free to the public. The library contains upwards of twelve thousand volumes, and many valuable collections of books and pamphlets bearing on the natural productions of the West Indies, and Jamaica in particular. A portrait gallery of Jamaican celebrities is connected with the library, and lectures on literary and scientific subjects are frequently given. The greatest curiosity of all in the library is —

THE SHARK PAPERS.

The following remarkable story, gathered from official documents still preserved in the Institute of Jamaica, may well be considered the greatest fish-story on record. It forms an incident stranger than any based on fiction; and were it not for the undoubted evidence as to the genuineness of it, it would be almost beyond belief that such a case could occur. The brig *Nancy* left Baltimore under the command of Thomas Briggs on July 3, 1799. She was manned by Swedes and Danes, and owned by

Plan
of
THE CITY OF
KINGSTON
Showing
State's History and Guide to
JAMAICA



STURDY
PARK

Boundary

Land
and
Water

N

Germans, naturalized citizens of the United States. Three years before she had been captured by a French privateer and carried into Guadeloupe, and there condemned as American property.

The *Nancy* cleared at Baltimore for Curaçoa, and on the way put into Aruba, which port afforded a retreat to ships of all nations, and supplied them with arms and ammunition in time of war. Hence Briggs went to Curaçoa, distant about fifty miles, in a droger, and returned with a German named Schultze, an agent of the owners. After leaving Aruba, she was, on the 28th of August, 1799, captured by H. M. S. Sparrow, a cutter commanded by Hugh Wylie. When taken she was near the island of L. Vache, off the south coast of Hayti, and was taken into Port Royal with another prize, a Spanish schooner. Suit was brought in the Court of Vice-Admiralty at Kingston on Sept. 9, 1799, in accordance with the Royal Proclamation of the 18th of February, 1793, and November, 1796. It was declared that the *Nancy* was a lawful prize, seized on the high seas as the property of persons being enemies of the realm. A claim for dismissal of the suit with costs was put in on the 14th of September, which would probably have prevailed but for the fact that Lieutenant Fitton produced, on Sept. 14, certain papers, which he found in a shark caught off Jacmel, while cruising in the tender of H. M. S. *Abergavenny*. These papers, together with others of an incriminating nature found on the *Nancy* some time after her capture, concealed in the captain's cabin, "so hard drove in that it was with

difficulty they could be taken out," and some in a cask of salt pork, led to her condemnation on Nov. 25, 1799. The actual packet of paper with the affidavit of Lieutenant Fitton can be seen in a glass frame in the Institute of Jamaica. The following is a copy of the affidavit that testifies to the authenticity of the same: —

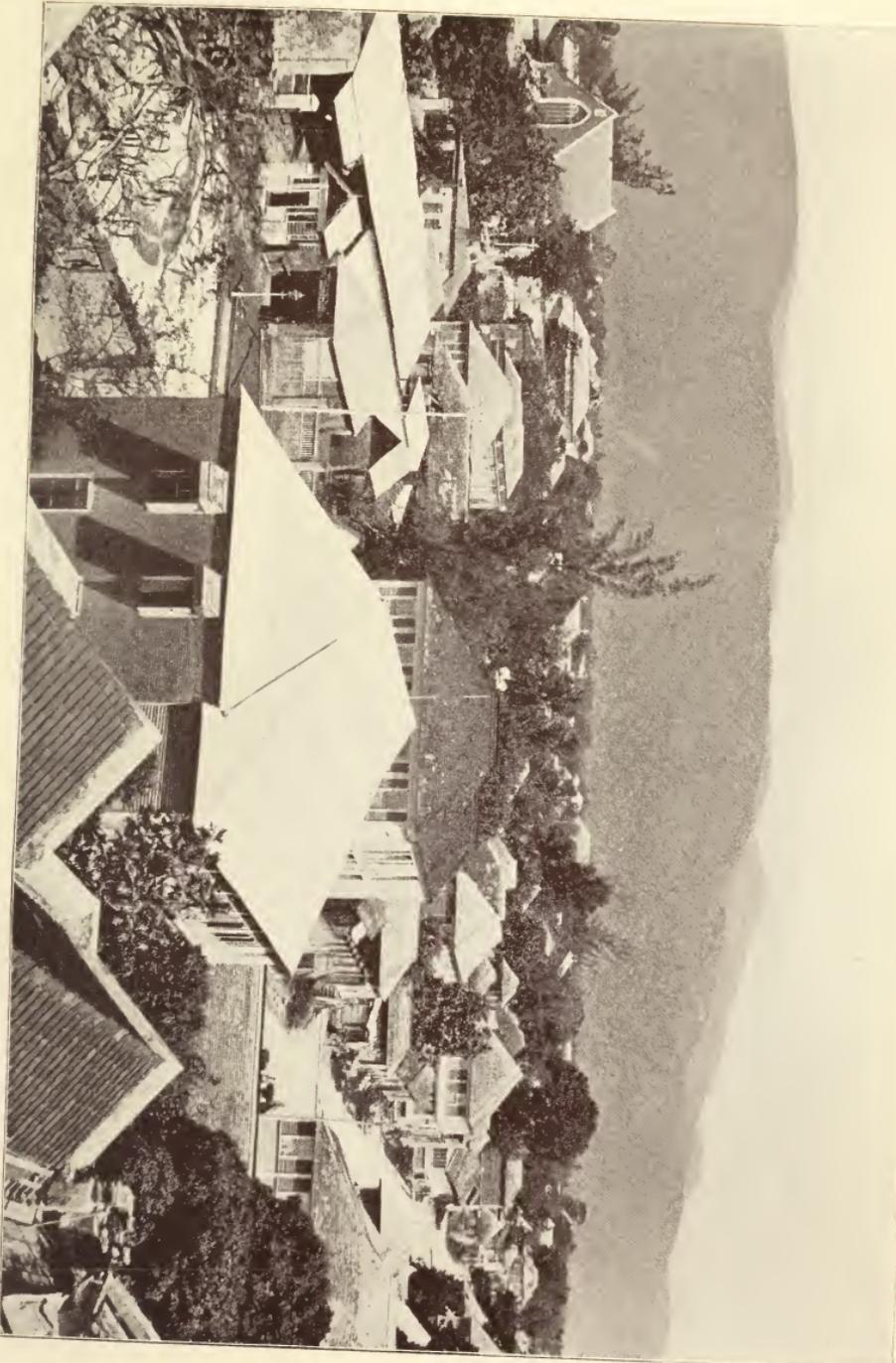
JAMAICA, SS.

IN THE COURT OF VICE ADMIRALTY.

THE ADV. GEN. *ex. ret.* WYLIE, *et al.*,
vs. THE BRIG NANCY.

Michael Fitton, Esquire, being duly sworn, maketh oath and saith that the tender of His Majesty's ship of war Abergavenny, then under the command of this deponent, being on a cruise off Jacmel in the island of San Domingo, on the thirteenth day of August last, discovered a dead bullock surrounded by sharks, which he had towed alongside the said tender for the purpose of catching the said sharks, and this deponent saith that having caught one of the said sharks and hoisted it on board the said tender, he ordered some of the seamen to separate its jaws and clean them, as the said shark was larger than common, which the said seamen did, whilst others opened its maw, and therein discovered in the presence of this deponent a parcel of papers tied up with a string. And this deponent saith that on perusing the said paper he discovered a letter of a recent date from Curricoa, and as it occurred to this deponent they might relate to some vessel detained by some of His Majesty's cruisers, he had them dried on deck; and this deponent saith that having been informed that His Majesty's cutter Sparrow has sent down to this island as prize a certain brig, a vessel called the Nancy,

LAWES STREET.



and supposing the papers so found as aforesaid might be useful at the trial of the said vessel called the Nancy, hath caused the same to be sealed up, and delivered them to one of the surrogates of this honorable court without any fraud, alteration, addition, subduction, or embezzlement whatsoever.

MICH^L FITTON.

*Taken and the truth thereof sworn to
before me this 24th day of Septem-
ber, 1799.*

J. FRASER, *Surrogate.*

These papers were delivered to me by Lieut. Fitton at the time of his swearing to his affidavit in the cause, Adv. Genl. Wylie, *et al.*, vs. the brig Nancy.

J. FRASER, *Surrogate.*

24th September, 1799.

In the United Service Museum, London, is the head of the shark which swallowed the papers, accompanied by a box containing certain papers found on the Nancy, which probably were not needed in evidence in the case.

The next article of interest in the library is the —

BELL OF THE CHURCH OF PORT ROYAL.

The church of Port Royal, which fell during the earthquake, had been erected only ten years, on which occasion a prophetic text was the subject of the consecration sermon, and the tremendous judgments under which the unfortunate town soon labored could not but recall the words, “Put off thy shoes from off thy feet, for the place whereon thou standest is holy ground.” The sermon was printed

at the request of Sir Henry Morgan and others, whose liberal contributions supplied the funds to build the church; in fact, it was built with the fruits of piracy. This bell, which was hung in it, probably belonged to the old Spanish church which this church replaced. Tradition says that the bell was given to the old church of Cagua (Port Royal) by a convent in Spain; but it is possible that it is the bell that hung in the great church of St. Jago de la Vega (Spanish Town) when the English took possession, which we are informed was cast of copper produced in the island.

This bell was recovered after the earthquake, and was hung in the new church, built in 1720, which occupied the site of the old one destroyed by the earthquake. Either during the ordinary course of events, by the continual beating of the clapper, through a flaw in the metal, or through its fall at the time of the earthquake, the bell was cracked; but after its recovery the crack was stayed by a drill-hole. In 1855, as the crack had extended in two directions and rendered the bell useless, the churchwardens sold it for old metal. During the administration of Sir John Peter Grant it was brought to his notice that it was lying in an old curiosity shop in Kingston, in imminent danger of being melted down; and it was purchased by the Government, and deposited at the Ordinance wharf, whence it found its way to the Institute of Jamaica, where it is now on exhibition.

THE MACES.

There are shown in a case two maces; one was once used at the meetings of the House of Assembly, and the other at those of the Legislative Council.

The older of the two maces is surmounted by a royal crown, on the base of which are the British coat-of-arms as used from 1714 to 1801, and the letters G. R. Around the head, in panels divided by caryatides, are the emblems of England, Scotland, Ireland, France, and Jamaica. It bears the London Hall mark and date of 1753, and the initials M. F. of the maker, Mordecai Fox of London.

The other mace is similar in appearance, but of a little later date, 1787, and bears the initials H. G. of the maker, Henry Green of London.

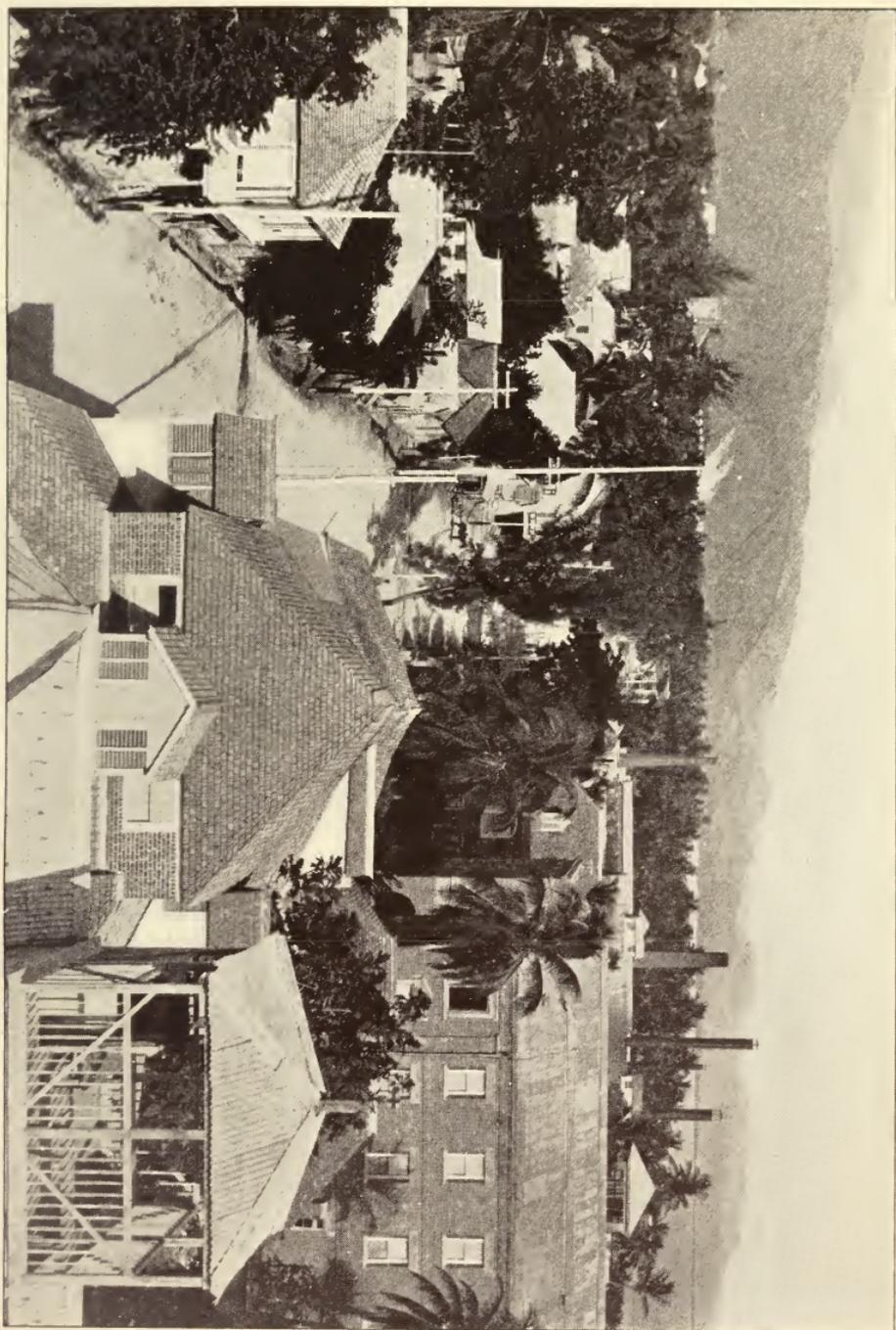
The library contains many rare old books and pamphlets upon the natural history, botany, geography, and history of Jamaica; and the obliging custodians of these treasures are very ready to assist the delver-in after old records. Here we go back to the days of Spanish rule, piratic atrocity, of English ascendancy, of slave insurrections, and tyranny of the masters. The museum, which is in a separate building from the library, contains many objects of interest which will well repay inspection. Among them is a collection illustrative of the geology of the island made by officers of the Geological Survey between the years 1860 and 1866. The collection is rich in tertiary fossils, etc., and its value

is greatly enhanced by the carefully prepared maps showing the geological formation of the different parishes. The herbarium contains complete sets of ferns, grasses, sedges, and orchids of Jamaica. There are also well-preserved specimens of the various shells, fishes, birds, reptiles, and insects of the island. A map of Jamaica, modelled in relief by Mr. Thomas Harrison, late surveyor-general, shows the conformation of the surface of the island. There is also a fine collection of polished specimens of native woods, and of the natural products of the island, such as fibres in the raw and prepared states. One article with a grim and gruesome interest is an iron cage or gibbet. It was unearthed in Sandy Gully, in St. Andrews, some years ago, and in it was enclosed the bones of a woman. This cage of strap-iron is so constructed as to fit the human body with bands around the neck, breast, and loins; bars and stirrups for the legs and feet; the latter having sharp spikes to press into the soles of the occupant's feet, and a ring at the top of the structure to suspend it by.

The use to which this awful instrument of death was applied is described by Bryan Edwards.¹ He says, —

“The circumstances which distinguish the Koromantyn, or Gold Coast negroes from all others, are firmness both of body and mind, a ferociousness of disposition, but withal, activity, courage, and stubbornness, which prompt them to enterprises of difficulty and danger, and

¹ “History of the West Indies,” by Bryan Edwards, vol. ii., Book iv. p. 74.



HARBOR STREET.

enable them to meet death in its most horrible shape with fortitude or indifference. This was shown in the negro rebellion of 1760. It arose at the instigation of a Koromantyn negro, who had been a chief in Guinea, and broke out on the frontier plantation in St. Mary's parish and the adjoining estate of Trinity, the property of my deceased relation and benefactor, Zachary Bayly. On these plantations were upward of one hundred Gold Coast negroes newly imported; and I do not believe that an individual amongst them had received the least shadow of ill-treatment from the time of their arrival. Having collected themselves into a body, about one o'clock in the morning they proceeded to the fort at Port Maria, killed the sentinel, and provided themselves with as great a quantity of arms and ammunition as they could conveniently dispose of. Being by this time joined by a number of their countrymen from the neighboring plantation, they marched up the high road that led to the interior parts of the country, carrying death and desolation as they went. At Ballard's Valley they surrounded the overseer's house about four in the morning, in which, finding all the white servants in bed, they butchered every one of them in the most savage manner, and literally drank their blood mixed with rum. At Esher and other estates they exhibited the same tragedy, and then set fire to the buildings and canes. In one morning they murdered between thirty and forty whites and mulattoes, not sparing even infants at the breast. Before their progress was stopped, Tacky the chief was killed in the woods by one of the parties that went in pursuit of them; but some others of the ring-leaders being taken, and a general inclination to revolt appearing among all the Koromantyn negroes in the island, it was thought necessary to make a few terrible examples of some of the most guilty. Of three who were clearly proven to have been concerned in the murders of Ballard's Valley, one was condemned to be burnt, and the

other two to be hung up in irons and left to perish in that dreadful situation. The wretch that was burnt was made to sit on the ground, and his body being chained to an iron stake, the fire was applied to his feet. He uttered not a groan, and saw his legs reduced to ashes with the utmost composure; after which one of his arms, by some means, getting loose, he snatched a brand from the fire that was consuming him, and flung it in the face of the executioner.

The two that were hung up alive were indulged, at their own request, with a hearty meal immediately before they were suspended on the gibbet, which was erected in the parade of the town of Kingston. From that time until they expired they never uttered the least complaint except only on a cold night; but diverted themselves all day long in discourse with their countrymen, who were permitted, very improperly, to surround the gibbet. On the seventh day a notion prevailed among the spectators, that one of them wished to communicate an important secret to his master, my near relation, who being in St. Mary's parish, the commanding officer sent for me. I endeavored by means of an interpreter to let him know I was present; but I could not understand what he said in return. I remember that both he and his fellow-sufferers laughed immoderately at something that occurred, I know not what. The next morning one of them silently expired, as did the others on the morning of the ninth day."

Such were the uses the iron cage was put to, that we now see before us, as described by an eye-witness. In this nineteenth century it does not seem possible that such cruelties could ever have been practised; yet burning negroes at the stake is no uncommon occurrence in some of the Southern States at the present time.

CHAPTER VIII.

PLACES OF INTEREST IN THE VICINITY OF KINGSTON.
CASTLETON GARDENS.

THE governor's residence, or King's House as it is called in Jamaica, is five miles from Kingston, on the slope which gradually ascends from the sea to the mountains. There are more objects of interest to be seen in a drive to King's House than in any other direction outside of Kingston. The district through which the road passes is known as the Liguanea Plain. The first mile or two after leaving the town, the road passes houses fronting on the street, that are generally insignificant; it then comes to the better sort, behind walls or overhung with trees, which make them imperfectly visible. The race-course is now reached; and beyond it, on the northeast side, is the Up-park camp of about thirty acres in extent. One battalion of the West India regiment of negroes is always stationed here, in addition to a number of white troops. The place contains good barracks, parade-ground, swimming-bath, hospital, and everything to make life as endurable as possible. It is a cool, healthy location, and the views are fine. The highway upon which the street-cars run leads out to Halfway Tree; it is the beginning of the great highway that crosses the

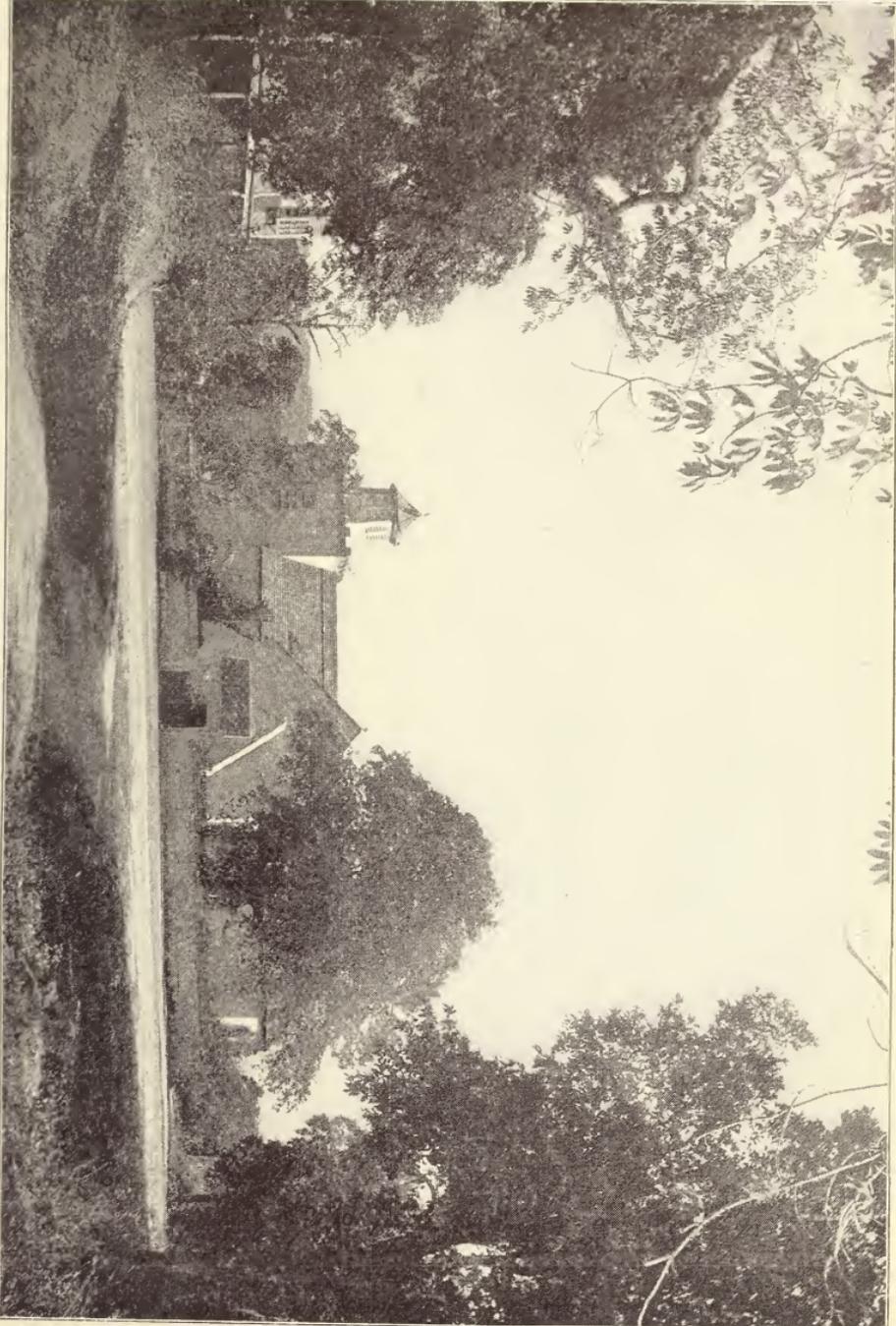
island, passing Constant Springs, over Stony Hill, across the mountains of the interior, following the Wag Water River, past Castleton Gardens, and joining the coast-road at Annotto Bay.

At every part of the day the road is well travelled, especially on Tuesdays and Saturdays, which are market-days, when the passing peasantry become a multitude, — a tide that flows in the morning, and ebbs in the evening.

The highway is dotted with residences of Kingston merchants, professional men, and higher grade of government officials, many of them occupying the site of former pens, the names of which they retain. Around the houses grow broad-leaved agave plants, segregated branches of palms, great blazing masses of scarlet or yellow bloom, flowering shrubs and trees, clusters of deep-hued mango foliage, and groups of tree-ferns, or beds of glowing blossoms. The only visible drawback to these residences is the clouds of dust that are apt to roll in from the road in the dry season.

HALFWAY TREE.

The village of Halfway Tree is three miles from Kingston. It is situated on the cross-road, where there is a cluster of houses, a court-house, market, and a beautifully restored parish church. Sir Nicholas Lawes, once governor of the island, is buried here. In the churchyard reposes all that is mortal of Robert Munroe Harrison, brother of President William Henry Harrison, and great-uncle of



ST. ANDREW'S CHURCH AND HALF-WAY TREE.

Benjamin Harrison, late President of the United States. He was wounded while serving his country on the frigate "Constitution," in an engagement with a French vessel; later he commanded an armed ship fitted out against the French; and in 1821 was sent by the United States on a confidential mission to the British West Indies for the purpose of negotiating a treaty opening their ports to American commerce. In 1831 he became American consul at Jamaica, under appointment from President Jackson, and so continued until his death in 1858. Mrs. Harrison had died the previous year. In this church, Livingston, one of the signers of the Declaration of Independence, is said to have been married.

The street-cars continue to run to the north as far as Constant Spring, one of the oldest and most famous sugar estates on the island. It is now out of cultivation, and is occupied as a hotel site. This hotel is an imposing structure of four hundred feet frontage, and three stories in height. The site is six hundred feet above sea level; and from the cool and shady piazzas which surround the seaward front, one of the most exquisite panoramic views in Jamaica can be had. The hotel is perfect from a hygienic point of view, but will never be a pecuniary success until it is connected with Kingston by electric cars.

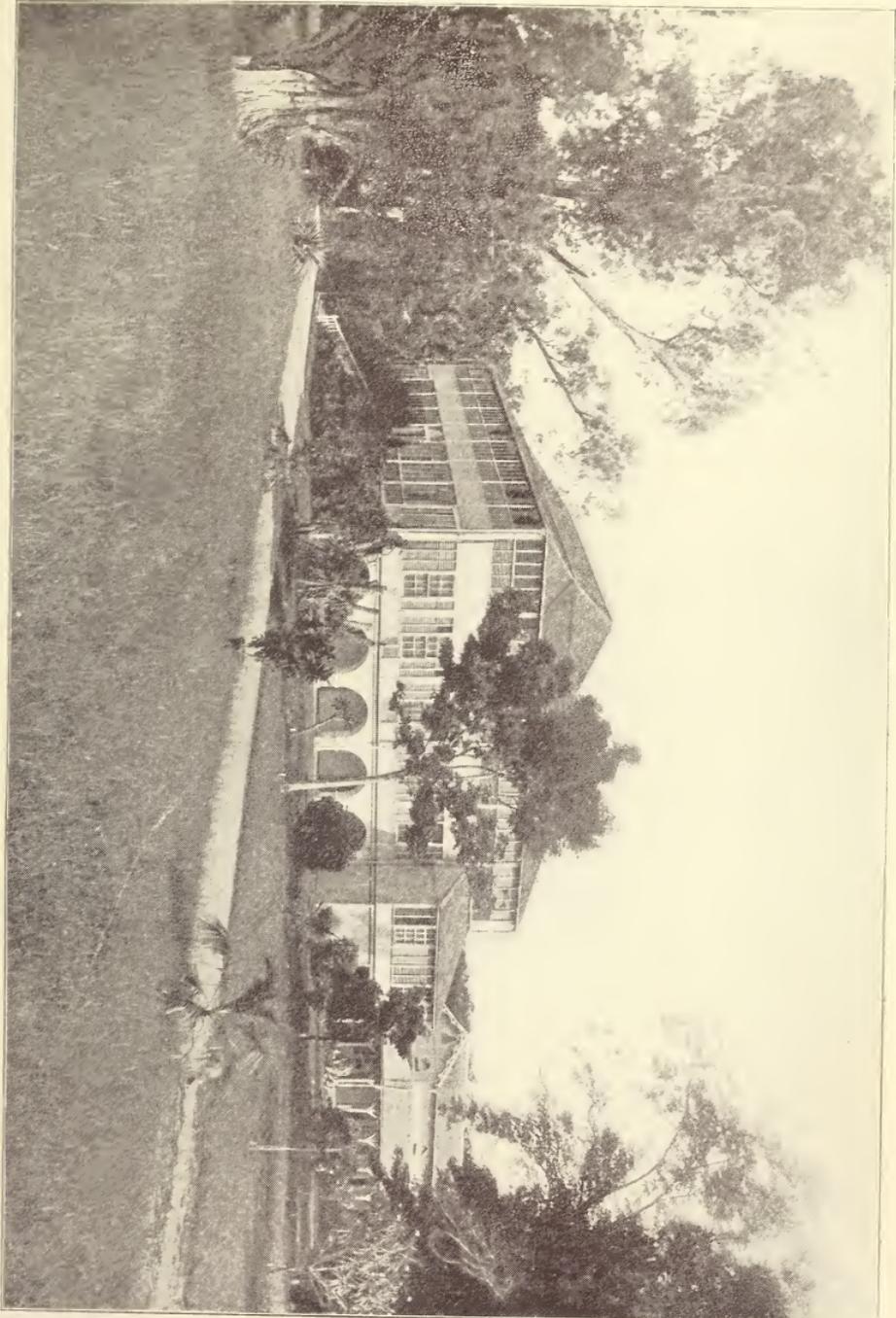
At a little distance from Halfway Tree are several fine residences, and among them the King's House, the official residence of the governor of Jamaica. This is a fine residence, of the old West Indian type, with upper and lower verandas shaded

by jalousies entirely enclosing it; attached to it is a magnificent ball-room, which was built at a cost of £5,000. The drive to the house through the shrubbery and handsome trees that shade it is very fine; and the lawns and grounds attached to the residence are beautifully laid out, and contain some rare and unique specimens of flowering plants. Altogether it is a sumptuous sort of place, where a governor with £6,000 a year might spend his term of office with considerable comfort and ease.

HOPE GARDENS.

The Hope Road, leading from Halfway Tree, passes the Jamaica High School and University College; it is an elegant structure of good dimensions. The High School and College are combined in one building. Near the college is the Government Botanical Garden, two hundred and twenty acres in extent, situated at the foot of the hills which bound the limits of the Liguanea Plain, five miles distant from Kingston. It has been decided to make Hope Garden the chief botanic garden of the island. New varieties of fruit, fibre plants, coconuts, cane, and rare flowering-plants for shade and ornamental purposes, are here propagated. It is largely through these experimental grounds and cultivation, often kept up at great cost, that Jamaica has become the garden spot it is to-day. Probably two-thirds of the fruits, nuts, choice woods, and economic or medicinal plants now grown in Jamaica were introduced from foreign countries. The an-

"KING'S HOUSE," GOVERNOR'S RESIDENCE, KINGSTON.



nual mean temperature in these gardens is 78° Far., and the rainfall 50.19 inches per annum.

CASTLETON GARDEN.

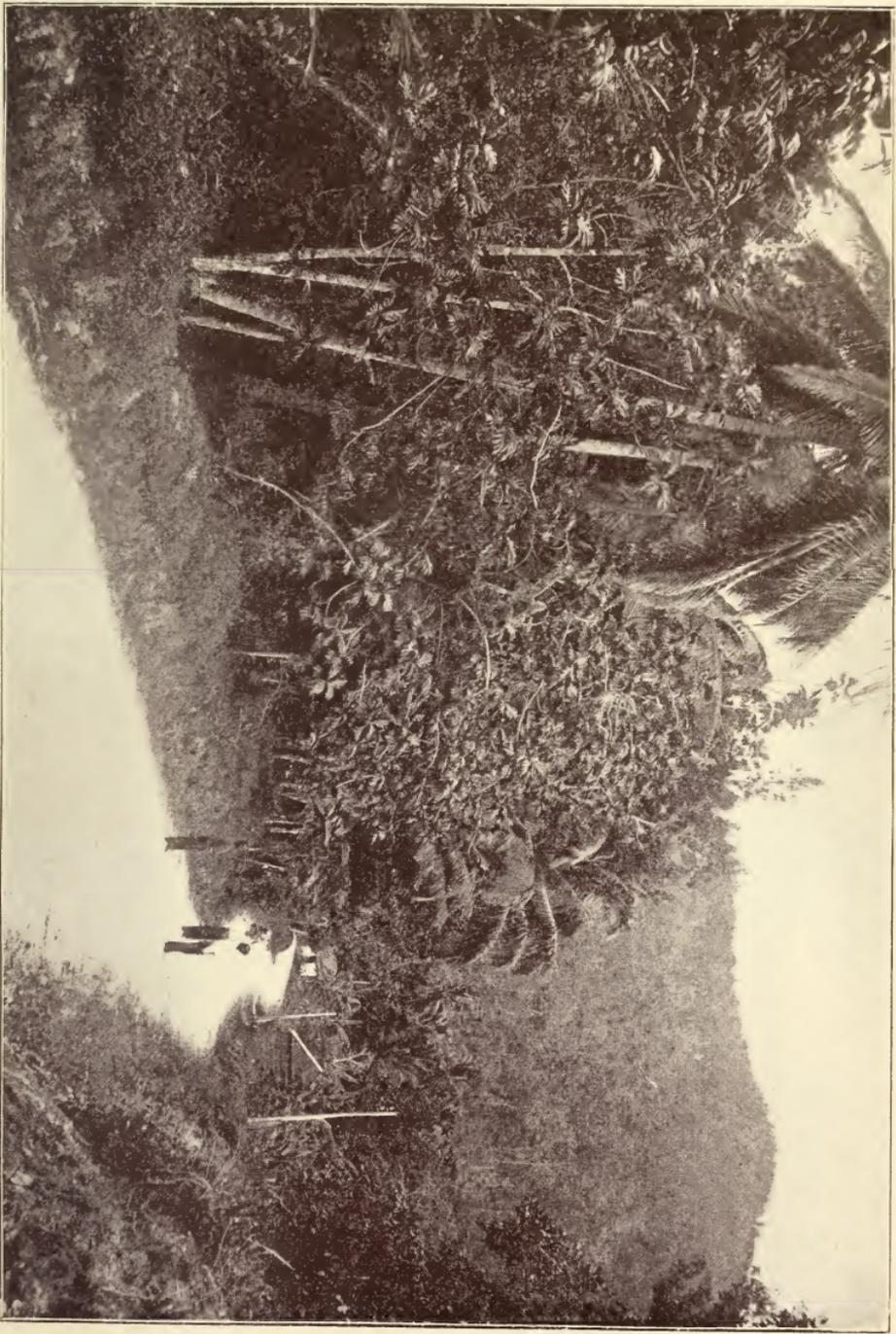
The Government Botanic Gardens at Castleton are nineteen miles from Kingston, on what is known as the Junction Road, previously referred to as the road crossing the island from Kingston to Annotto Bay. The drive from Kingston to Castleton Gardens is one of the most delightful excursions out of Kingston. It is an all-day trip, and the start should be made shortly after sunrise; then the heat, glare, and dust which annoy travellers on the Halfway Tree section will be avoided. After passing Constant Spring, and Mona estates, with their disused chimneys and ruined buildings of old sugar-making works, the air becomes fresher, the fields and foliage greener, the light pleasanter than on the lower ground. The limits of the plain are reached; and in front rises the crumpled, irregular hills that slope back towards the Wag Water River, or rise fold and convolute fold on ridge and spur, till far in the distance they reach the highest altitude on the island, a height of 7,423 feet, in the Blue Mountain Peak. The ride to Castleton is over one of the finest roads on the island. Forest trees make a roof overhead as the carriage ascends. Stony Hill, near the top of the hill, is a little settlement, — a few cabins and stores.

A road to the left leads to the grounds of the Reformatory, a large building originally used as

barracks, but now the home of a little army of bad boys under the Government's fostering care. The view from the top of the hill is magnificent. In the alluvial meadows on the river side are tobacco fields cleanly and carefully kept, belonging to a small colony of Cubans. There is sago, too, and ginger, tamarinds, cocoa, and coffee, groves of coconut, miles of plantain and banana, hillsides covered with ferns, houses wattled and covered with clay, and red flowers of the orchid glowing like spots of flame from the cottonwood branches. Women are met striding along under their burdens, destined for the market in Kingston, their little ones with little baskets trudging by their side. Of the lords of creation, perhaps one to every one hundred women will be met, usually riding on mule or donkey, with pipe in mouth, and carrying nothing. The negro women in all the West Indies Islands do most of the work; the men live in idleness.

At several points are sharp curves where the road follows the dip of some vertical ravine. There is an ancient and massive look about the safeguard walls of these places; but the most picturesque, quaint, and solid-looking piece of engineering on the road is where a well-buttressed bridge spans the Wag Water Loch at the head of the water-works system. From it the view of red-roofed houses nestled among the living green, the flashing waters, the never-ceasing variety of luxuriant bloom, combine to satisfy the sense and still to excite the imagination.

Castleton is at last reached. It is situated in a



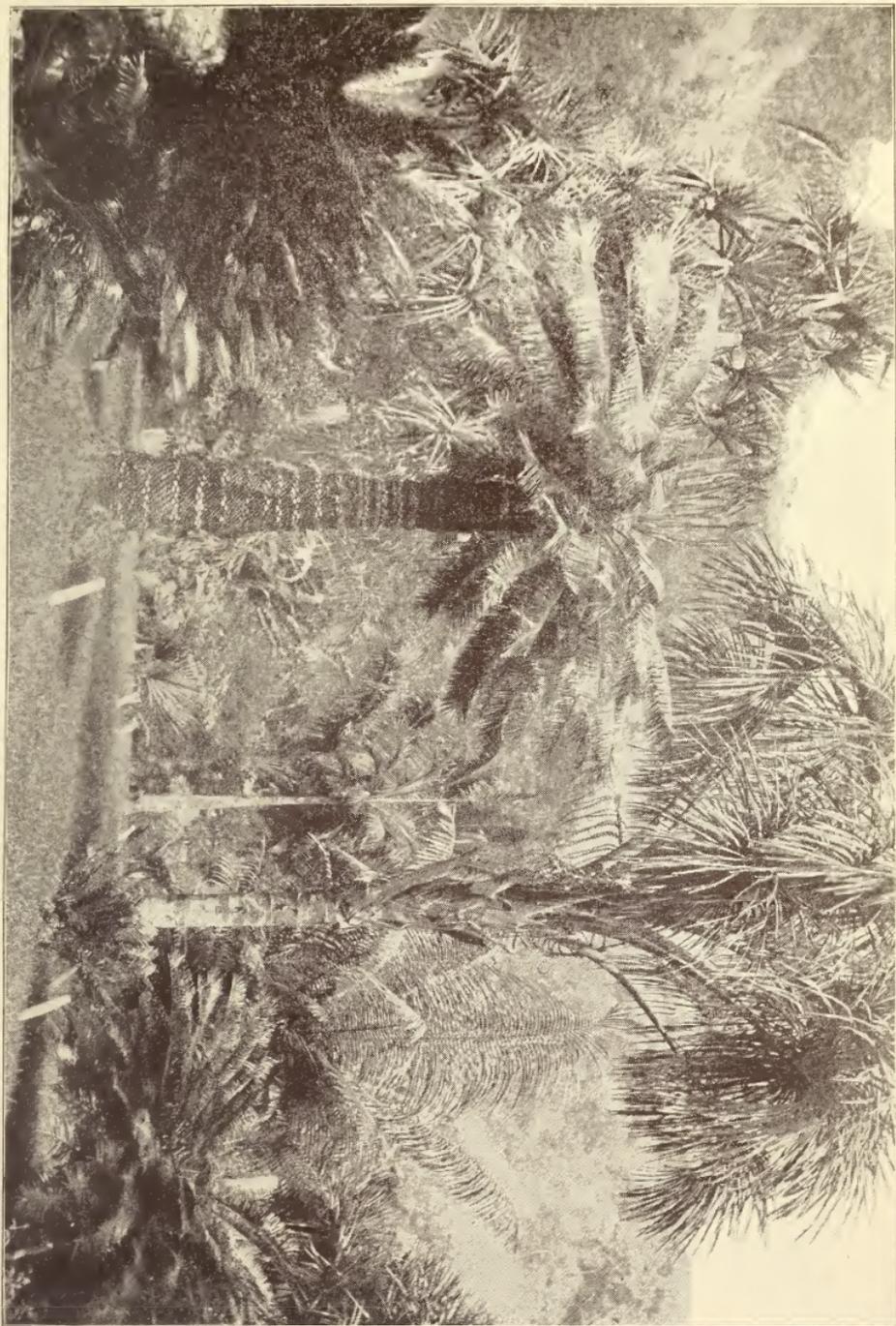
ROAD TO CASTLETON.

deep valley, entirely surrounded by lofty mountains, through which flows the Wag Water, which foams and tumbles through the valley like a true mountain stream. Nature has made a garden of it, with all the advantages of loveliness and fertility that a rich valley and a beautiful stream could combine to furnish. Its soil is rich and deep, its climate never cold, nor even uncomfortably hot, the mean temperature being 75° Far., and the rainfall 109 inches annually.

In such a place of natural advantages and beauty the Government built wisely a garden, where all the strange and useful plants of other warm countries might be fostered and acclimated. Here bloom myriads of native and imported orchids. India and the isles of the sea have been called upon to contribute their valuable foliage, food-plants, medicinal trees, and herbs. There is a large industrial ground for novel economic plants. It contains about forty thousand plants, such as kolanuts, cacao, olive, sugar-cane, rubber-plants, nutmeg, clove, black pepper, mango, vanilla, cardamon, pineapple, cinnamon, tea, etc. Taste and skill have combined to arrange these beautiful trophies in a manner pleasing to the eye; and good sense has dominated the arrangement so that the visitor may feel at his ease and find comfort on the benches that are placed along the well-kept pathway. Across the road, on the banks of the river, are cool arbors amid groups of bamboo-trees, where the visitor can enjoy a view of the river as it loiters in circled pools, or leaps by in eddying rapids. This is a favorite spot for picnic parties to eat their lunch and bathe.

On the bank of the river is a bower formed of twisted vines, so thick that neither sun nor rain can penetrate the roof; the floor is of shining shingle, and the air cool from off the water. It is a spot which a Nymph or Naiad might haunt.

The Government has leased to the Boston Fruit Company, at a nominal price, eighteen acres of the gardens, on which they have erected a group of small cottages, and a dining-hall for the entertainment of visitors. Before the Port Antonio branch of the railroad was built, this was the most direct road between Kingston and Port Antonio. Castleton was used as a stopping-place by travellers between those places. It was, therefore, found necessary by the Boston Fruit Company to erect a place for their entertainment, as they were the parties chiefly interested in the travel this way. Since the opening of the railroad the place is but little needed; it has gone the way of the roadside inn of olden time.



CASTLETON GARDENS.

CHAPTER IX.

NEWCASTLE, GORDON TOWN, AND BLUE
MOUNTAIN PEAK.

EVERY visitor to Jamaica should, if possible, visit Newcastle, the mountain camp of the white troops. Formerly it was necessary to take a carriage, or the stage which leaves Kingston daily, to Gordon Town; and from there the rest of the journey up the mountain is done on horseback.

Recently a carriage-road has been built from Newcastle, which connects with the Stony Hill road. The former is by far the more picturesque and interesting route. Leaving Kingston, the way to Gordon Town is along the side of the Hope River, which has cut its way out from the mountains through a narrow and deep ravine. The bed of the river is covered with large round bowlders, weighing hundreds of tons, and brought down by the floods during the rainy season; at such times the river rises thirty feet above the winter level. Above the water line the tropical vegetation is seen in all its glory, — ferns and plantains waving in the moist air; cedar, tamarinds, gum-trees, orange- and palm-trees striking their roots among the clefts of the crags, and hanging out over the abysses below them. Agave plants throw up their tall spiral

stems; flowering shrubs and creepers cover bank and slope with green, blue, white, and yellow; and above and overhead, as you drive along, the great limestone cliffs stand out in bold relief.

Farther up the hillsides, where the slopes are less precipitous, the forest has been burned off by the negroes, who use fire to clear the ground for their yam-gardens. The road leads through scenery of this kind for a distance of about three miles, when it is crossed by a bridge. About a mile farther on is Gordon Town, situated where the valley widens out, and where there are several cocoa and coffee plantations. Through an opening, Newcastle is seen far above; the buildings look like specks of snow against the mountain side. Here, at a way-side inn, horses and refreshments are obtained; for the carriage road ends here, and the rest of the journey must be done on horseback.

For the first two miles the road is tolerably level, following the bank of the river under the shade of the forest. It then narrows into a horse-path, that zigzags up the side of a torrent; then passes by deep pools of clear, cool mountain water; then by the edges of uncomfortable precipices. Then again there is a level, with a village, coffee plantation, orange and banana groves. After this the vegetation changes and is not so tropical. Many plants are seen that grow in temperate climates; the track becomes rough and narrow, and riders are obliged to ride in single file. After an hour's ride, and usually passing through a cloud or two, the lowest range of houses is reached at an eleva-

ROAD TO NEWCASTLE.



tion of four thousand feet above the sea level. From thence the houses rise tier above tier for five hundred feet more. The hillside is bare, and the slope so steep that there is no standing on it save where it has been flattened by the spade. The view from here is glorious. The Liguanea plain, Kingston, the Harbor, Port Royal, the Palisades, and the sea beyond, — all appear clear and distinct like a view from a balloon.

Ships and steamers in the harbor and ocean appear like toys; then a passing cloud of drizzling rain will for a few minutes shut out the view; for, fine and bright as the air may be below, the moisture in the air at this high altitude is being constantly condensed into clouds of fine rain. Here is stationed a regiment of British troops, for health's sake only, and to be fit for work if wanted below.

Continuing the way up, the track becomes, if anything, steeper, till the highest point of the camp is reached, where the officers' quarters are situated, — pretty cottages with creeping vines climbing over them. Around the houses are gardens in which English flowers and vegetables grow. The temperature here never rises above 70° nor falls below 60° .

Fires are required to keep the damp out, and blankets to sleep under. The camp is very healthy, sickness of any kind being rare. Besides the novelty of going from a tropical to a temperate climate in such a short space of time, the view alone from Newcastle is well worth the trip up there, to say nothing of the beautiful mountain scenery through which the road passes.

Parties making this excursion should leave Kingston at sunrise, and take a hamper of supplies with them, as no refreshments of any kind can be purchased at Newcastle.

Another fine excursion from Kingston, *via* Gordon Town, is to

BLUE MOUNTAIN PEAK.

Every visitor to Jamaica should visit Blue Mountain Peak, the highest point in Jamaica, 7,575 feet above sea level.

It is best to take two days on the trip, sleeping one night in the hut on the peak, so as to witness the glorious effects of the sunrise in the morning. Such provision should be carried as may be deemed necessary for a two days' outing; and a supply of rugs and blankets should be taken to protect from the cold, as the thermometer fluctuates between 40° and 50° between sunset and sunrise. It will be well also to take a rubber coat along, for in passing up through the clouds one is likely to get wet.

The hut on the peak contains some crockery, glassware, and cooking utensils. The key to the hut can be obtained on the way up, at the Farm Hill estate, six miles from the summit.

Ponies or mules accustomed to mountain work can be obtained at Gordon Town. The road to the peak was constructed some years ago by Sir Henry Norman at his own expense. Although at some points the road is narrow, rugged, and precipitous, yet on the whole it is good, and perfectly

safe to a cool and cautious rider, and is easily traversed by any one possessed of average physical endurance.

The scenery through the whole journey is magnificent and grand beyond description. For sublimity combined with perfect loveliness, there is scarcely anything that can be compared with the Blue Mountain Peak.

After leaving Gordon Town the road passes through Guava Ridge, distant four miles, 2,866 feet elevation; then two miles beyond it crosses Yallahs River; three miles more, and Farm Hill is passed. Newcastle is seen on the left, where the British eagle has made his lofty eyrie. Whitfield Hall and Abbey Green are next reached, at an elevation of 4,000 feet. The wind now blows cold and keen, although the sun is out bright and clear. At an elevation of 6,000 feet the last vestige of cultivation is seen, and then the primeval mountain forest is entered; there is a wild, awe-inspiring loveliness and grandeur in this dark, sylvan solitude. One effort more and the highest point in Jamaica is reached. A wind, cool as the breeze which blows across a Highland moor in October, brings the blood tingling to the cheek. Ice is said to form occasionally on and near Blue Mountain Peak.

Westward the whole fair island of Jamaica lies mapped beneath one's feet; purple hills rising behind purple hills, melting at last into the shadows of distance, and closed by a glorious crimson sunset. Darker and darker grow the shadows on the

hillsides ; tiny snow-white clouds rest like feathery plumes on their crests, or rise like a fume of incense to greet the brightening stars. A cluster of lights in the south shows where Kingston lies. And so the gaze is riveted in reverent silence until darkness and mist shut out the view. Then, as repose is sought for the night, the necessity of bringing rugs and blankets will be fully appreciated.

CHAPTER X.

PORT ROYAL.

PORT ROYAL has had a most eventful history, and has occupied a very important part in West Indian affairs. But little now remains of the old town save parts of the fortifications and sea wall. It has in turn been devastated by fire, depopulated by pestilence, and destroyed by earthquake.

Port Royal is situated at the entrance to Kingston Harbor, at the end of the Palisades, the coral barrier reef which forms the breakwater to the harbor of Kingston. Here is a harbor large enough to shelter the fleets of the world. Scarcely any body of water of equal size presents so much food for meditation as this old harbor. Here lay the fleets of the early Spanish explorers and navigators; here were anchored the squadron of Penn and Venable, whose followers gave Jamaica to England in Cromwell's day. Before the first house was built in Kingston, Port Royal was the rendezvous of all English ships which for spoil or commerce frequented the West Indian seas. It was here that the most noted pirates and buccaneers the world has ever known — Morgan, Bartholomew, and others of their kind — brought their booty, after the conquest of Spanish galleons and of South American cities,

sold their plunder, and squandered their gains in gambling and riot. Here were landed the spoils of Panama, the ransom of Maricabo, and the gold and jewels and silks taken from rich merchantmen bound for Hispaniola. But of all the grim stories that the night wind whispers, the weirdest is that of the lost city that went down instantly, with her young men and maidens, old men and children; with the wine of the feaster half drunk, and the prayer of remorse half said; with unfinished curse, uncompleted crime, arrested cruelty, in all its splendor and guilt. Here, in the later century of legitimate wars, whole fleets were gathered to take in stores, or refit when shattered by engagements. Here Nelson had been, and Collingwood and Jervis, and other great naval heroes. In this spot more than any other beyond Great Britain herself the energy of the Empire once was throbbing.

Leaving the market wharf at Kingston in the swift little steamer or sailboats that ply between Kingston and Port Royal, one is soon carried merrily over the placid waters of the harbor, which is protected by the famous beach of the Palisades from any unwelcome violence of the sea. Soon the distant palisades are approached. They are so called because from the distant sea the tall cocoanut palms present the appearance of a palisaded fence. Then come the mangrove-covered mud-flats. This species of tree grows in the mud along the seashore and in marshy places, and is found only in tropical or semi-tropical countries. The foliage is a dark green; and from the branches shoots droop down



KINGS HOUSE GARDEN.

and take root in the mud, similar to the banyan-tree of India, presenting a most peculiar appearance. The mangroves jut out into a green prominence, which is known as —

GALLOWS POINT.

Here perished miserably the pirate and buccaneer. Two crews of Cuban pirates were the last executed. The following account of their capture and execution may prove interesting to the reader : —

In 1822 Captain Walcott of H. M. Frigate Tyne captured off Cuba a large pirate schooner with ten men ; these were executed on the 7th of February, 1823, on Gallows Point, where so many before had met their fate. During the trial, evidence showed the existence of a larger vessel, the *Zaragonaza*, commanded by Aragonez, and manned by eighty desperate outlaws. On the death of the ten at Gallows Point, solemn vengeance against all English was vowed by Aragonez ; and the oath was taken by the whole crew, and ratified by the torture and slaughter of their own black Jamaica cook, the nearest approach to an Englishman among them.

The Tyne and Tharcian sought, viewed, and chased the *Zaragonaza* into a shallow inlet ; the attack was made by boats from the frigates ; the banks were lined with marksmen landed from the pirate. This, however, weakened his main force ; and the boats, pulling in under fire with slight loss, captured the schooner, and hauled up the Union Jack over their swallow-tailed black flag. About twenty

pirates were killed. Those ashore escaped into the bush, a few swam ashore, the sharks got their share, and the balance passed through Port Royal to their trial at Kingston, doubtless viewing the unsated gallows, which had carried their ten fellows, as they passed. In May the gallows were extended to hold sixteen, and supported that burden, as detailed faithfully in "Tom Cringle's Log." This example struck terror to the pirates, and their Cuban haunts were broken up; and thenceforward executions of pirates ceased.

THE CHURCH.

On landing at Port Royal, there is but little in the poor fishermen's huts, the boat-slip, and the turtle crawl, to recall the fabled wealth of the town in olden times. The fire of 1703 took much that the earthquake of 1692 had spared, and hurricane and tempest have added to the tale of destruction.

It is usually first to the church that the footprints of modern pilgrims turn; and after obtaining the key from the opposite row of hovels, entry is easily made, and acknowledged by a trifle for the repairs and restoration hoped for by the vicar and all friends of the place.

The church has little in architecture to repay the visitor, but contains objects of some value and antiquity. There is an old, handsome, mahogany gallery, traced and carved in the somewhat heavy but intricate and graceful designs of the Spaniards; while the chandelier is a pure and good example of eighteenth century work.

The saddest and most fascinating things about the old church are the constantly recurring mural tablets. Sometimes sacred to the memory of one, sometimes of an entire crew; this one erected by the affection of a sister, and that by the piety of a comrade; four-fifths told of victims to that dread scourge, yellow fever. Judging by these records, it would seem that in the old days Port Royal was a graveyard for the British navy and army; a very plague-spot, where the hardiest laid down his life; some killed by fever, some by accident of war and sea, some decorated with the honors they had won in a hundred fights, and some carried off before they had gathered the first flowers of fame. The costliness of many of these memorials is an affecting indication how precious to their families those now resting there once had been. One in high relief is a characteristic specimen of Rubillac's workmanship. It is to a young lieutenant who had been killed by the bursting of a gun. Flame and vapor are rushing out of the breach. The youth himself is falling backwards with his arms spread out, and a vast preternatural face is glaring at him through the smoke. It is bad art, though the execution is remarkable. The ancient capital was undoubtedly the port where many of Great Britain's sailors and soldiers were permanently discharged, were mustered out of the service by that grim officer — Death. But it is also true that for years Great Britain had no other marine hospital in that part of the world than the one at Port Royal; so the officers and men from infected ports and vessels in South America,

Central America, and the Antilles were all brought to Jamaica to die. Vessels that had never been to Jamaica sent their crews thither by other vessels; and the result was an importation of disease that in most tropical countries would have proved far more disastrous to the country at large; still, these tablets shock the visitor.

Though we know that things are changed now, and that the sanitary condition of Port Royal is so greatly improved that there is hardly a possibility of a return of the old scourge, yet one cannot avoid a feeling of chill and fear, almost, as he sees these dreadful reminders of the reign of the yellow death, — three and four deep, covering almost the entire wall space of this house of worship. In England the names of Port Royal and the Palisades have a terrible and significant meaning. They are better known there than any other places in Jamaica, and are inseparably connected with death.

THE TOWN.

Port Royal proper is a mere aggregation of small houses, not always in the best repair, inhabited by employees of the dockyard, or fishermen who earn a precarious livelihood by supplying the wants of the garrison with the harvest of the deep.

The town includes the Royal Naval Dockyard, which contains large and spacious repairing-shops and storerooms, and a fine hospital. The fortifications of Port Royal have been almost entirely reconstructed or strengthened within recent years; and a

new fort, called Fort Victoria, has been equipped and armed with breech-loading rifles and cannon. The fort has two heavy guns mounted *en barbette*, and a number of six-inch and quick-firing guns mounted in casemates. In addition to this primary armament, there is a secondary battery of quick-firing guns, which occupy every coign of vantage so as to guard against any attempt at countermining on the part of an enemy who might have the temerity to attempt to force the passage. There are also other batteries besides this, of minor account. The place is garrisoned by a body of West Indian troops, — infantry, engineers, and artillery. There are also stationed here a battery of white troops and the various auxiliaries of a fortified place.

THE EARTHQUAKE.

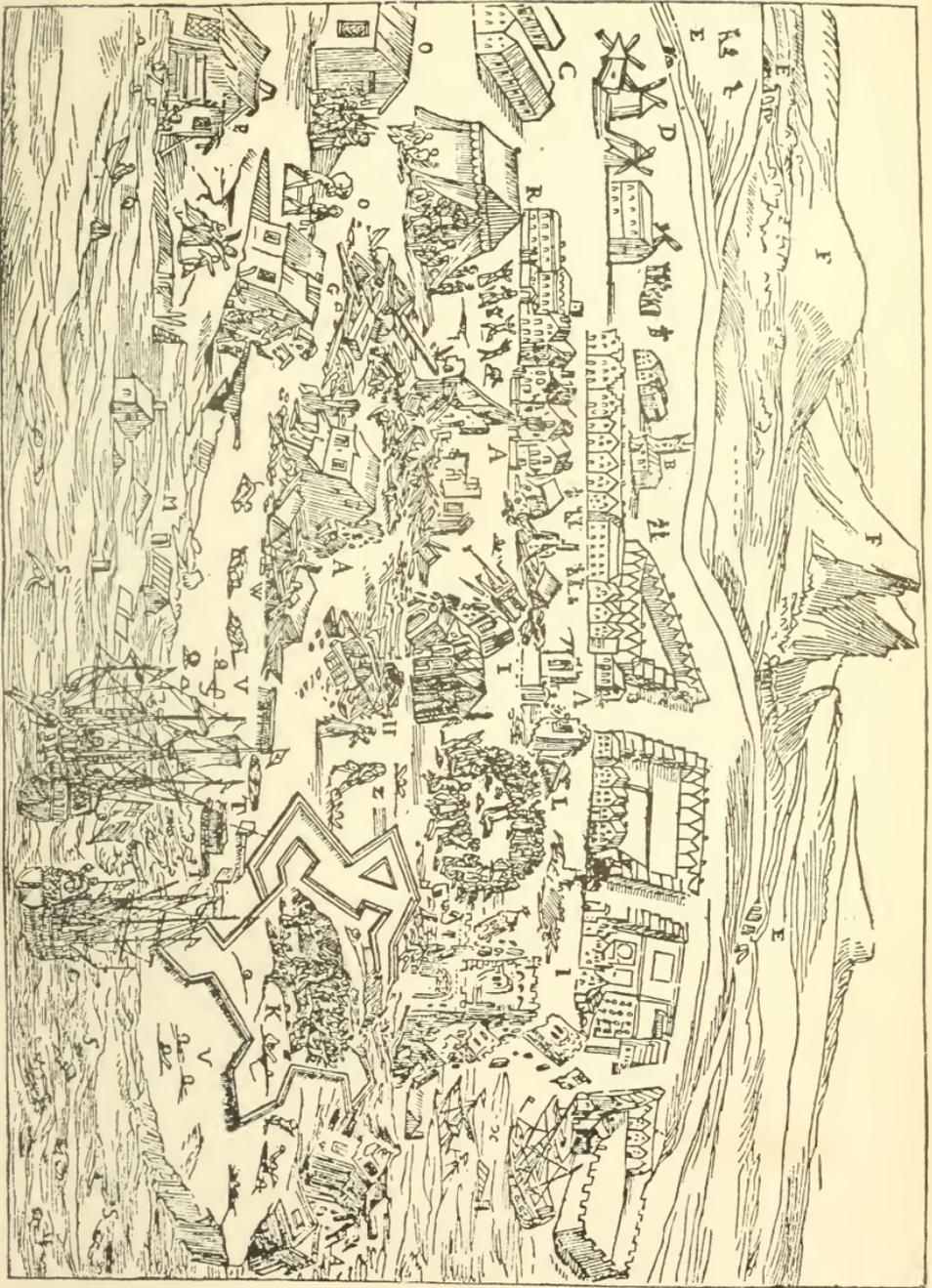
There is in the British Museum a copy of an old broadside containing a rudely drawn representation of the scene, and a copy of a letter from Captain Crocket giving an account of that terrible disaster. A photographic reproduction of the cut, reduced in size, is printed on page 91; and following is the principal part of the captain's letter relating to that event: —

PORT ROYAL, *in* JAMAICA,
June 30, 1792.

SIR, —

This with my Respects to all our Friends, comes amidst an Inundation of the deepest Sorrow, to bring you the Dreadful Account of our Misery and Trouble, tho I presume that before this the unwelcome Tydings are ar-

rived at your Ears, of the Dreadful and Terrible *Earthquake* which happen'd here on *Tuesday*, the *7th* of this Month. About half an hour after Eleven a Clock in the Morning, the Earth suffer'd a Trepidation or Trembling, which in a Minute's time was increased to that degree, that several Houses began to tumble down, and in a little time after the Church and Tower, the Ground Opening in several Places at once, Swallow'd up Multitudes of People together, whole Streets sinking under Water, with Men, Women and Children in them; and those Houses which but just now appeared the Fairest and Loftiest in these Parts, and might vie with the finest Buildings, were in a Moment Sunk down into the Earth, and nothing to be seen of them; such Crying, such Shrieking and Mourning I never heard, nor could anything in my Opinion, appear more Terrible to the Eye of Man: Here a company of People Swallow'd up at once; there a whole Street Tumbling down; and in another Place the trembling Earth opening her Ravenous Jaws, let in the Merciless Sea, so that this Town is become a heap of Ruines; Captain *Ruden's* House was one of the first that Sunk, with him, his Wife, and Family, and several others in it: We have an Account from *St. Ann's*, that above a Thousand Acres of Woodland are covered with the Sea, Destroying many Plantations, tumbling down most of the Houses, Churches, Bridges, and Sugar-mills throughout this Country, so that those who have saved their Lives have lost all they had; I shall only Instance myself for one, who have lost my Ship, and very considerably other ways, but I am very well satisfied because it is the Lord's Doings.



CHAPTER XI.

CANE RIVER, YALLAHS, MORANT BAY, BATH, AND
MANCHIONEAL.

ONE of the pleasantest drives out of Kingston is to the eastward, along the shore road. As the railroad does not reach this part of the island, the only conveyance is by carriage, stage, or steamer. To properly make this trip will take two or three days' time. The first part of the road is very level, and it follows the shore. Good views can be obtained of the harbor and the Palisades in the distance.

CANE RIVER.

The first place of interest after leaving Kingston is the magnificent ravine of the Cane River, nine miles distant from Kingston, and one and a half miles north of Seven Miles, a small village on the Windward, or shore road. Mules or donkeys may be hired at Seven Miles to carry the hamper or the visitor himself up the bed of the river to the cave at the falls. This is a journey that cannot be undertaken when the river is in flood, as it is then almost impossible to cross the rocky bed at the fordings in face of the swift-rushing torrents. But the river is only in this state, as a rule, during the rainy season,

when open-air excursions are out of the question. The track along the river-bed is thickly strewn with huge boulders of limestone. Gradually the bed of the river narrows, and the mouth of the ravine bursts upon the view like a gigantic doorway, flanked by frowning precipices of limestone rock rising for hundreds of feet above the river-bed, the impregnable home of thousands of orchids, ferns, and innumerable creepers. In the vent-holes in the limestone an infinite variety of birds find a safe habitat for their young; not even the nimble mongoose could find a foothold on the sheer face of the cliff. The breeze which blows through this yawning cañon possesses a considerable degree of cold as compared with the radiated heat of the sand and rocks of the valley approaching it. Even in the hottest days of summer, the ravine is found delightfully cool; as, however hot the breeze may be when it enters, it is immediately cooled and tempered by the spray of the roaring cascade some distance on. Now the stream becomes more rapid as the channel becomes narrower and more rocky. After innumerable windings and turnings, the ascent to the falls is made by a solidly constructed pathway and parapet wall, which pass under and through "Three-fingered Jack's" cave immediately overlooking the falls. The huge basin underneath the principal cascade is an ideal place for a "dip," from whence it is possible to pass on a shelf of rock immediately behind the cascade, and see the stream falling over like a huge mass of green fringed with silver. The cave is supposed to have been the headquarters of the famous

Three-fingered Jack, a noted brigand, who used to hold up travellers on the road between Kingston and Morant Bay, and who committed such depredations that the government offered a reward for his body, either dead or alive. This was secured by Readu, a Maroon, who killed the robber in single fight, and, as a proof, brought the three-fingered hand to headquarters, and was granted a pension of £20 a year for life. These falls are one of the most dainty bits of Jamaican scenery, a spot to be enthusiastic over; and yet few people in Kingston scarcely know of their existence. The falls can also be reached from Gordon Town in a four hours' ride.

The next object of interest worth seeing is the Albion sugar plantation, distant about eighteen miles from Kingston. It was considered for many years one of the best and richest in the island. It contains five thousand acres, only a portion of which are now under cultivation. All the latest improvements in sugar machinery are in use here, vacuum pans and centrifugal process; and yet the owners find it difficult to compete with German and French bounty-fed sugar. There is a moist freshness and a greenness in these large cane-fields that are sought for in vain elsewhere in the tropics.

At frequent intervals irrigating streams, so necessary for cane culture, flow through the broad acres of growing cane. Beyond these immense green fields are the long lines of barracks or quarters, painted white, and flanking the clustered stone and brick buildings of the plantation. Visitors are

SUGAR CANE CULTURE.



welcome to the estate, and every courtesy will be shown them by the owner or manager.

YALLAHS RIVER.

Leaving Albion with its living green behind, the Yallahs River is reached, a broad, shallow stream, too wide and too shifting to be successfully bridged, so the traveller will have to continue to ford it, and take the chances of sudden floods and the dangers attending them. When a storm occurs in the mountains, a vast volume of water rushes down to the coast, and what is usually a shallow stream becomes a raging torrent. Frequently people are drowned in crossing, and are caught for several days between the Hope and Yallahs Rivers, not being able to either go on or return, and that in a region where lodging-houses are unknown.

Easington, the ancient capital of the parish of St. David's, before the parish was merged into St. Thomas, lies inland on the Yallahs River. It has a fine suspension bridge, and is reached by a very fair road. The court meets here twice during the month. Easington is one of the five principal towns of St. Thomas.

A notable spot on the bank of the Yallahs River is known as the "Judgment Cliff." This cliff is the half of a mountain which was rent asunder in the great earthquake in 1692, that destroyed Port Royal. A contemporary writer says, regarding this spot, "A half of a mountain fell, and overwhelmed a plantation at its foot, at that time possessed by an

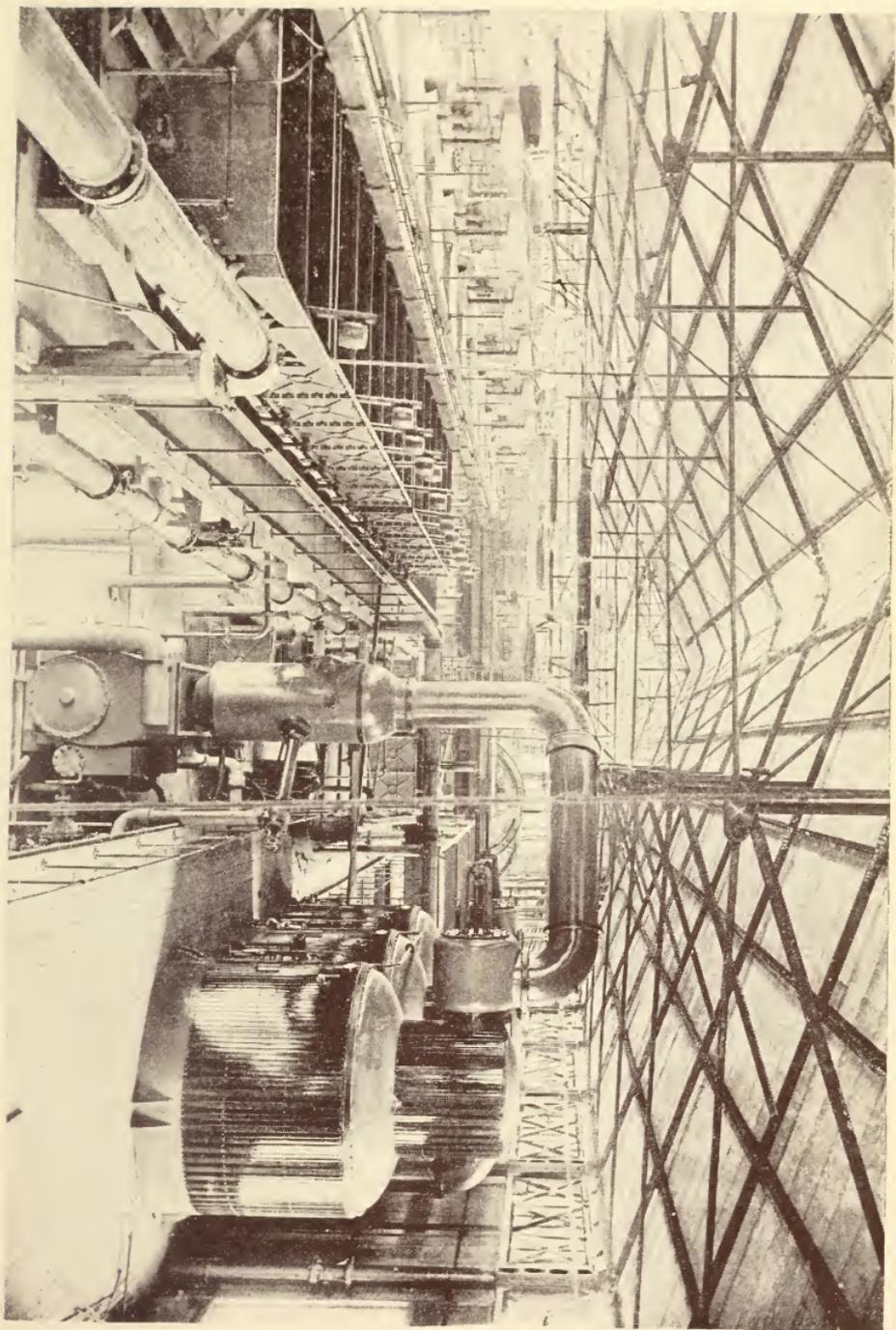
atrociously wicked Dutchman, who overtopped the licentious wickedness of the times by procreating with his own children." The cliff rises bleak and bare fully one thousand feet. This spot is situated about two miles from Easington, along the Yallahs River.

Beyond the river is the picturesque, straggling little town of Yallahs; and then the salt pond is passed. The country then is full of streams, which one must ford, the water often coming up to the wagon hubs. Finally Morant Bay is reached, a small place where there is little accommodation for the traveller, but much to interest one, both in the natural scenery and sea views, and in the large shipments of fruit made from here. Besides this, there is much that is interesting to the student of history at Morant Bay.

MORANT BAY.

It was here that the first scene in the rebellion of 1865 was enacted, as described in another chapter of this book. The vestry of St. Thomas ye East met at the court-house at Morant Bay for the transaction of parochial business. At three o'clock on the eleventh day of October, several hundred people, crying, "Color for color," closed in about the building, and began to stone the volunteers who were drawn up to guard the members of the vestry. The Riot Act was read, and the volunteers fired, but they were soon overpowered. A hand-to-hand struggle ensued, during which Captain Hitchins,

INTERIOR OF A SUGAR FACTORY



faint from the loss of blood, rested on the knee of a volunteer the rifle he had taken from a murdered comrade, and fired his two remaining rounds of ammunition. He was then surrounded, and hacked to death by the negroes with their machetes. All the officers and many of the members of the volunteer corps nobly died at their post, gallantly doing their duty. All the custodes of the parish, the curate of Bath, the inspector of police, and a number of magistrates and other personages, were also murdered.

There is a riding-road along the Morant River to a place in the interior called Island Head, in the coffee region. From Island Head a bridle-path will take one by the course of an old road built by Governor Trelawney in the last century, but now gone to ruin, over the mountains into the old Maroon settlement of Nanny Town, named after the wife of their famous chief, Cudjoe. More will be said about this place in the chapter concerning the Maroons.

On the way to Port Morant a charming view can be had from a turn in the road above "White Horses," a cliff which makes a prominent coast-mark to mariners, and where a grand ocean view, with foreground of picturesque rock and enchanting verdure, entices travellers to linger there.

The nearest approach to the shipping-place of Bowden is first through the village of Port Morant, a little cluster of houses and cabins, around a cross-road where some great trees throw their shade, beyond whose trunks are vistas of white road,

thatched roofs, palm tops, and stream. After passing through the mangroves, it takes a sharp turn, then follows the curve of the hill, passes a little settlement, and ends at the storehouse and wharf of the Boston Fruit Company.

From here or from the hilltop the view is wonderfully fine, and the air all that could be desired. Bowden is one of a number of estates owned by the Boston Fruit Company, which, no longer valuable for sugar and rum producing, are now used for raising bananas and cocoanuts. Captain Baker, the originator of the Company, lives on the Bowden estate; and visitors are always welcomed by the genial captain, who is a genuine specimen of a Yankee, and a Cape Codder at that.

Great quantities of bananas are shipped from this port. Many people will be met bringing down bunches of bananas on their heads from their little patch of ground on the mountain side. They are put into the storehouse on the wharf in open slat crates or bins, and then transferred to the steamers. It is interesting to see the great steamers of the Atlas and Boston Companies come into this quiet enclosed harbor, and transform its repose into activity.

BATH.

The road, after leaving Port Morant, branches off in two directions. The one to the eastward leads to Holland Bay, passing by Golden Grove, another of the Boston Company's banana plantations. In its golden days it was a magnificent

estate, and fortunes have been made from it. The other road, which is by far the most interesting, leads to the Bath of St. Thomas the Apostle, situated near the picturesque little village of Bath, where the first botanic garden in Jamaica was established, in 1774. Bath was formerly the chief of Jamaica spas, once fashionable, but now only occasionally visited. The road to Bath is solidly built, without a break or any unevenness, with stone culverts, bridges, rock terracing, and hill work all the way; it is as perfect as possible. The negroes who work upon the road are small contractors. The work is done for so much per yard, and the workers earn from one to two shillings per day. On leaving Port Morant the road makes a sharp turn to the north. The country is richer and more tropical as we leave the coast, and the impression of lavish expenditures of energy on the part of nature is heightened at every step. As we advance, we lose, however, the bits of marine views that added so much to the beauty of the Windward road. These views are replaced by no less enchanting glens and ravines, into which the rich deep pervading fulness of sylvan life floods like a tide, overshadowing the road, and rolling in billows of verdure up the hillsides.

The baths, which are a mile and a half from the town, which owes its existence to their proximity, are at the end of a winding road bordered with vines and moss and fern-covered rocks, flowering shrubs, trees heavy with fruit, and an atmosphere charged with moisture and very fragrant, like that of some vast greenhouse.

At the bath is a building in charge of an attendant, who introduces visitors to the stone basins built to receive the hot and cold waters that flow from the hillside within a few feet of each other. The bath is a sulphurated sodio-calcic thermal spring, having a temperature of 130° F. It has been chiefly valued for its unquestionable influence on rheumatic and cutaneous disorders.

From Bath a bridle road leads up to the weird and wonderful "Cuna cuna" Pass in the Blue Mountains, a ride of rare beauty and interest, and from thence descends through the region of the Rio Grande to Port Antonio, past the Maroon settlement at Moore Town; or by following a road that skirts the Plantain Garden River, reaches Island Head, and from there by way already described to Nanny Town. All this ridge and the country north and east of it are of great interest to one who enjoys a little hardship with his travel, for it is an unsettled and untravelled country

MANCHIONEAL.

From Bath to Manchioneal the way is more level, passing through bottomlands and meadows that are like those of Old England.

Bath and Manchioneal were both scenes of the great atrocities of the insurrection of Governor Eyre's time. On the beach in front of the little dingy lodging-house at Manchioneal, there are a large number of negroes interred that were executed at that time. To the right are the clean,



SHIPPING BANANAS, PORT ANTONIO.

bright-looking buildings of the constabulary station and the church. To the left a high bluff hides the road that leads to Port Antonio, which winds with the turnings of the coast-line, and constantly affords surprises and scenes of rich beauty. Deep bays and inlets, beaches where the water breaks in a long surf, headlands crowned with foliage,—all afford satisfaction to the eye. Here is Innes' Bay, a deep indentation in the coast; there Fairy Hill Bay, with its extensive outlook each way over the ocean; then Priestman's River is crossed, deep at the mouth as it debouches into its little harbor; and the exquisite "Blue Water," whose turquoise shades into amethyst in the shadows over which the bending trunks and swaying tops of a hundred cocoanut-trees cast their reflections. All through this region are scattered scenes of rare beauty. At intervals pens are passed where cattle are grazed, and what were formerly sugar estates are now converted into pasturage for horses and cattle.

But in spite of its beauty, its natural fertility, its advantageous situation, its grazing pens, and villages, Eastern Portland gives the impression of desolation. Mile after mile of unused, unredeemed acres, once flourishing with cane, but now given over to wild growths, sadden even the most optimistic observer. In legal parlance, this whole section is *in ruinate*.

As Port Antonio is approached, a great change comes over the scene. Everywhere one sees increasing evidence of prosperity; a new life appears to animate the scene; decay is arrested;

the waste acres are taken up, and planted with fruit. We are coming now to the headquarters of the Boston Fruit Company, and the termination of the Port Antonio branch of the railway. The banana has taken the place of the sugar-cane; the old order of things has changed for the new.

Port Antonio has one of the finest harbors on the coast. It is so land-locked that navigators strange to the locality sometimes find it difficult to distinguish the entrance to the harbor. The fort and barracks, now used for a school, are conspicuous objects from the offing. Vessels approaching from the eastward sometimes mistake the remains of some old sugar-works at Anchovy for them; but, by running along the land, the place, when once opened, cannot be mistaken. A lighthouse, which was erected on Folly Point in 1888, has been a great aid to navigation.

Port Antonio and its vicinity will be more fully described in another chapter in this work, giving a description of the approach to it by railway.

CHAPTER XII.

SPANISH TOWN.

THE two most ancient and historical places in the vicinity of Kingston are Spanish Town and Port Royal. Spanish Town is distant from Kingston about thirteen miles, and is connected by railway. The town was founded by the Spaniards about 1523, and was called by them St. Jago de la Vega, which was anglicized into Spanish Town. As was usual, in Spanish Town a square, or plaza, was laid out, around which the public offices were grouped. On the west side of the square stands the old official residence of the governors of Jamaica, now unoccupied, but kept in repair. On the east is the Record Office, in which are deposited copies of all official records and land titles. In this building the old House of Assembly used to hold its sessions. On the north side of the square stands the elegant and artistic "Temple," erected in honor of Rodney's great victory off Dominica, April 12, 1782, where he defeated the French fleet under Count de Grasse. The French admiral, fresh from his victory at Yorktown, refitted at Martinique, then intended to join the Spaniards, capture Jamaica, and drive the English out of the West Indies. All the Antilles except St. Lucia were already his;

there alone the English flag still flew, as Rodney lay in the harbor of Castries, watching for the departure of the French fleet. At last the welcome sign was given; the French fleet had sailed, and was becalmed under the high lands of Dominica. In number of ships the fleets were equal; in size and complement of arms, the French were immensely superior. Moreover, they had twenty thousand soldiers on board, to be used in the conquest of Jamaica. Defeat at this moment would have been England's irreparable ruin; and the English admiral was aware that his country's fate was in his hands. It was one of those supreme moments which great men dare to use, and weak men tremble at.

Rodney led in person on his flag-ship, the *Formidable*. He immediately engaged the *Glorieux*, a seventy-four, at close range. He shot away her masts and bowsprit, and left her a bare hull. He then went about, and came yard-arm to yard-arm with the superb *Ville de Paris*, the pride of France, and the largest ship in the world, on which De Grasse commanded in person. All day long the cannon roared; and one by one the French ships struck their flags, or fought on till they sank. The carnage on board them was terrible, crowded as they were with troops for Jamaica. Fourteen thousand were reckoned as killed, besides prisoners. The *Ville de Paris* surrendered last, fighting desperately after all hope was gone. De Grasse gave up his sword to Rodney on the *Formidable's* quarter-deck, and Yorktown was avenged. So on that memorable day Jamaica and the English empire



RODNEY'S MONUMENT, SPANISHTOWN.

were saved. Peace followed, but it was with honor. The American colonies were lost, but England kept Gibraltar and her East and West Indian colonies. The hostile strength of Europe and her revolted colonies had failed to wrest Britannia's ocean sceptre from her. She sat down maimed and bleeding, but the wreath had not been torn from her brow; she was, and still is, sovereign of the seas. Is it any wonder that Jamaica honors Rodney, and considers him her saviour? The Temple contains a splendid marble statue of the admiral by Bacon; it is generally conceded to be a masterpiece of the sculptor's art. The statue is flanked by two magnificent brass eighteen-pounders captured on the *Ville de Paris*. There are also two bomb mortars of bronze which were taken from the same vessel. For a century Rodney's statue has kept watch and ward over the affairs of Spanish Town, till it grew to have a more than educational significance. People spoke of it as a person, and regarded it as a tutelary deity. More than all, they had an affection for it. Judge, then, what the feelings of the people must have been when Rodney was removed to Kingston, and set up in the market-place there, with his face to the sea. There was mourning; houses were hung with black; a mock funeral was held, and a coffin containing the effigy of the lost admiral was placed in the empty Temple. The authorities feared a riot. They had taken away the government, they had destroyed the prestige of the place, they had robbed it of its business, and now they added insult to injury by carrying off

Rodney. There Spanish Town drew the line. It refused to be parted from its idol; and the admiral once more stands on his pedestal in the Temple, his captured cannon at his feet, and the plaza of Spanish Town under his eagle eye.

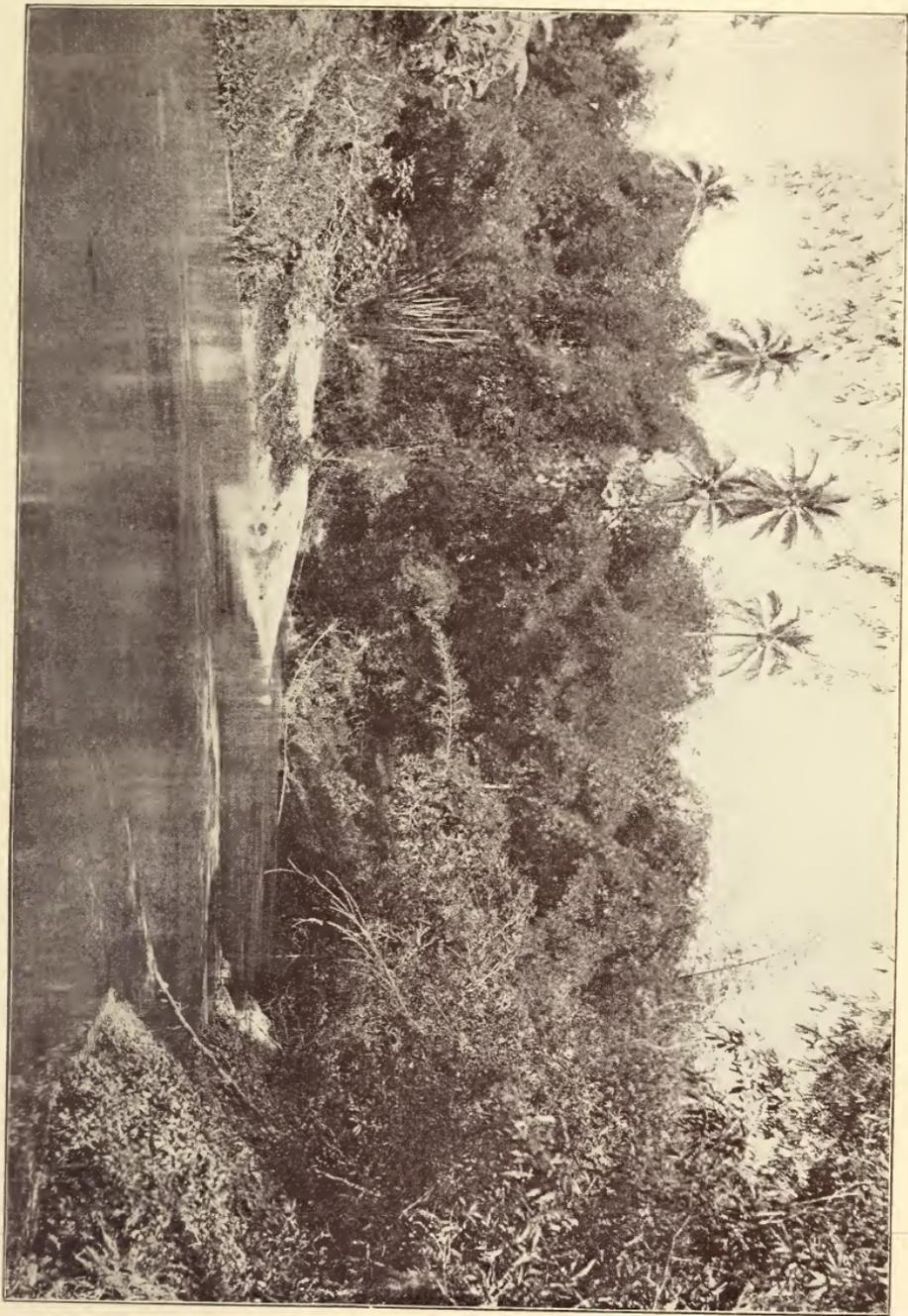
On the south side of the square is a fine old building, which contains the court-room, town hall, savings-bank, and parochial board offices.

The garden in the centre of the square is beautifully laid out with a profusion of tropical flowers and shrubs, which are watered by the fountain within the enclosure.

THE CATHEDRAL.

The Cathedral is a building rich in historic associations. It is supposed to stand on the foundations of the Spanish Church of the Red Cross, which, together with an abbey and another church called the White Cross, was destroyed by the English Puritan soldiers when the town was captured by Venables in May, 1655. The present building takes the place of the earlier one, built in the reign of Queen Anne, which was destroyed by the hurricane of 1712. The church is built of brick, in the form of a Latin cross, and has a tower at the west end. Some of the monuments, tablets, and slabs are older than the church, and are extremely interesting. There is one to the memory of three of a family named Assam, who had for their crest three asses engraven on the stone. Another makes it appear that an eminent man, Colbeck of St. Doro-

BOG WALK.



thy, died “amid great applause.” The most interesting one to Americans is in the churchyard. It is a large white marble slab, and contains the following inscription: —

IN MEMORY OF

GEORGE WASHINGTON REED

Master Commander in the Navy of the
United States.

Born at Philadelphia, May 26th, 1780.

Captured in the U. S. Brig of War Vixen, under his command,
by H. B. M. Frigate Southampton.

He died a prisoner of war at this place,

JANUARY 4TH, 1813.

Unwilling to forsake his companions in captivity, he
declined a proffered parole, and sunk
under a tropical fever.

THIS STONE

Is inscribed by the hand of affection as a memorial of his
virtues, and records the gratitude of his friends
for the kind offices which in the season of
sickness and hour of death he
received at the hands of
a generous foe.

The interior of the church presents a graceful aspect. It has a beautiful east window, and several admirably executed pieces of sculpture by Bacon; the most striking of these being those erected to the memory of the Earl and Countess of Effingham, Sir Basil Keith, Major-General Selwyn and the Countess of Elgin, and Lady Williamson.

Spanish Town possesses a good almshouse, hospital, market, record office, and constabulary depot. Its streets are well paved and clean, its houses

attractive, though not different from those of most other West Indian towns; its population is about six thousand. It is situated six miles from the sea, on the banks of the Rio Cobre, a beautiful stream of considerable volume. Four miles from town the river is dammed for the purpose of irrigating the plains of St. Catherine; here the water glides over a slope, making a most beautiful waterfall. The water of the canal finds its way by pleasant banks, under picturesque bridges, and beneath long, even rows of bending cocoanut-trees, to smaller channels, until at last its ramifications reach through grazing-pens, fruit-cultivating and sugar-estates, fertilizing and enriching all that section of country.

A little way beyond the dam will be seen traces of an ancient avenue of tall trees, at the end of which is a ruin overgrown with trees and underbrush. This ruin is said to be that of the residence of the last Spanish governor of the island, who fled from here when the island was taken by Admirals Penn and Venables in Cromwell's time. Few places in Jamaica are more beautiful, and few will better repay a visit, than Bog Walk, one of the most picturesque spots on the island. The Bog Walk is a gorge through which the Rio Cobre flows towards the sea. In the drive along the banks of the Rio Cobre, through the Bog Walk, there is seen everything that makes scenery lovely, — wood, water, rocks, and the wildest luxuriance of tropical foliage, mingled and arranged by the artistic hands of Nature in one of her happiest moods. All this is surrounded by lofty and abrupt precipices, with



RIO COURRE HOTEL.

a background of the most brilliant hue, illuminated by the brightest of suns, tempered usually by a gentle breeze, which ripples the surface of the water. As you pass out of the Bog Walk, the sides of the ravine become less precipitous, and are clothed with all kinds of tropical trees, such as bread-fruit, bamboos, and vast quantities of flowering orchids.

Among other places of interest in the vicinity of Spanish Town are Port Henderson, with its mineral springs and bath; and on the hill is Rodney's lookout, from which the admiral "watched the adjacent sea;" the Vale Guanaboa, Old Harbor, the Great Salt Pond, Apostles' Battery, Fort Augusta, Green Bay, and Passage Fort, where the English conquerors first landed.

Near Spanish Town are situated some of the most scientifically worked sugar-plantations on the island, such as Ewing's, Caymanas, and Busby Park. Near the railway station are the West Indian Chemical Works, where dyes are extracted from logwood, fustic, and other woods. This manufactory and the Rio Cobre Hotel were both established through the instrumentality of Mr. T. L. Harvey, solicitor, one of the most public-spirited men on the island and a great believer in the future of Jamaica. Mr. Harvey recognized the fact that good hotel accommodations are among the first requisites to make the island, with its many natural attractions and equable climate, a popular winter resort; and the well-kept, comfortable Rio Cobre Hotel is always appreciated by tourists. The house will ac-

commodate about fifty guests, and aims to give West Indian comfort and care with American management. As this hotel was built under the Jamaica Hotel Law of 1890, the tariff will be found on page 57 of this work.

Amongst other specialties, mention must be made of the excellence of the cuisine at this hotel, and its character, and also the good attendance. In the season, the visitor may enjoy in perfection the calipever (the Jamaica salmon), brought from the Great Salt Pond, and the celebrated "Salt Pond Mutton" of the district, dressed in native fashion. The food put before the guests consists principally of Jamaica dishes, which of course can only be prepared by native cooks. It is strange how little Jamaica preserves are thought of by persons catering for visitors. Ginger, pineapples, oranges, limes, guavas, cashews, mangoes, and other tropical conserves are sought after by strangers. The manager of the Hotel Rio Cobre, understanding that visitors to the island wish to taste its good things, successfully makes it an object to gratify them.

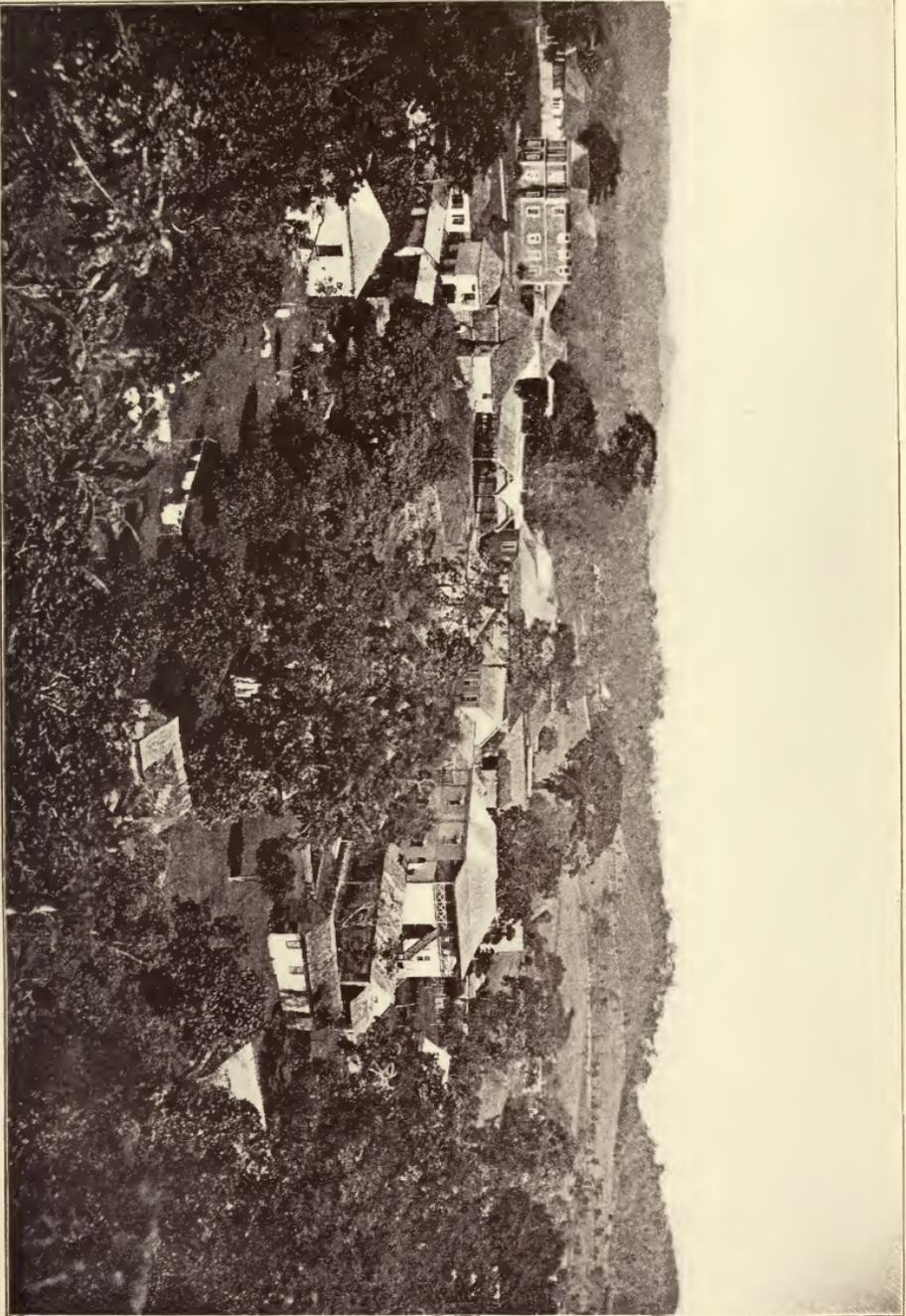
CHAPTER XIII.

MANDEVILLE AND MONTPELIER.

AFTER leaving Kingston, the railroad crosses the mangrove swamps at the mouth of the Rio Cobre, the trees growing in the water. Rising slowly, it passes through level grazing-ground studded with mangoes and cedars. Spanish Town is passed, of which only the roofs of the old government buildings are visible from the train. Sugar-estates follow, some of which are still in cultivation, while ruined mills and fallen aqueducts show where others once had been. After passing May Pen, with its fine iron bridge, and view of the dry bed of a river that has found a subterranean channel, the grade then rises to higher levels, the scenery becomes more broken, the forest stretches as far as eye can reach. The glens grow narrower and the trees grander as the train proceeds. After two hours' ride the town of Porus is reached, named after one of the companions of Columbus, an interesting relic of the first Spanish occupation. A short distance beyond the small railway station of Williamsfield is reached, the nearest town on the railway to Mandeville, although some persons prefer the longer drive from Porus.

Buggies can be procured at either of these

places. The drive to Mandeville is through a lovely hill country, and rich undulating plateau, long cleared and cultivated, green fields with cows feeding on them, with pretty houses standing in gardens. The red soil, derived from the coral rock, denotes the best of land for cultivation. Great silk-cotton trees tower up in lonely magnificence, the home of the dreaded Jumbi, so feared by the negroes. Almonds, cedars, mangoes, and gum-trees spread their shade over the road. Orange-trees are seen everywhere, sometimes in orchards, sometimes growing at their own wild will in hedges and copse and thicket. As the town is approached, the houses become more numerous, the outskirts having every appearance of an English village. The similarity is even greater when the centre of the town is reached, which is built around a square containing several acres of grassy common in which the silk-cotton and the mango grow instead of the elm. In the centre of the square stands the court-house; and facing it, on the other side of the green, is the parish church, with its low square tower, in which hangs an old peal of bells. On the left is the Brooks Hotel, recently enlarged and improved. Also several shops and a blacksmith forge and shed; this latter, with the market-place, makes the resemblance to an English village complete. Mandeville, on its table-land, is at an elevation of 2,500 feet above sea level, and the mountain air is consequently at all seasons of the year of a cool and bracing character; and is as charming a place to the eye as it is beneficial to the senses. It is an



MANDEVILLE.

extremely pretty and picturesque little town, and its appearance is considerably enhanced by the general aspect of neatness and prosperity which pervades the place.

Mandeville is the centre of a district famous for its cattle as well as for its fruit, and has excellent grazing-grounds. The pride of Mandeville is in its oranges; they are the best grown in Jamaica. Fortunes larger than were ever made by sugar wait for any man who will set himself to work growing oranges, and packing them with skill and science, in a place where heat will not wither them, nor frosts, as in Florida, kill the trees in a night. New York has already found out their merits, and thousands of boxes are shipped there from Mandeville annually. Besides oranges, Mandeville excels in the raising of coffee. Undoubtedly coffee-growing is one of the safest and best industries to engage in, not only because coffee is non-perishable and therefore easily transported, but because there is every indication that the high prices which now rule will continue for many years. Moreover, on the high lands, which are best suited to coffee, the climate is cool and pleasant. As to the profits, the cost of producing a pound of coffee is from five to seven cents, while it readily sells at from sixteen to twenty-five cents.

Mr. Wynne, an English gentleman who came to Mandeville a few years ago, has one of the largest coffee-plantations in Jamaica. As the method of growing coffee and preparing it for market is probably unfamiliar to most persons, a visit to

this plantation will prove both interesting and instructive.

In starting a plantation, the young trees are usually set eight feet apart both ways, though some planters prefer to plant wider. Two years afterward there will be a sprinkling of coffee, and at the end of the third year a small crop, usually enough to pay running expenses. The fourth year brings a full crop; and the trees continue thereafter to bear for thirty or forty years, according to the soil in which they are planted. The coffee-berry, when ripe, is of a bright purplish-red color, and is in appearance much like a cherry. The coffee-kernels, like the cherry-stones, are incased in the flesh of the fruit. Quite a process is necessary to prepare the coffee for the market; but with the improved machinery now in use, it is not expensive.

First, the berries are run through a "pulper," a machine which tears off most of the pulp from the kernel. They are then run into tanks filled with water, where they are frequently agitated to wash off what pulp may remain on them. Then they are removed from the tanks, and spread out in the sun on great platforms made of cement, and left there until thoroughly dry. The platforms are called "patios," or "barbecues,"—the former word being Spanish for courtyard, and the latter a term applied by the aborigines to the smooth places on which they dried their fish and fruits.

At one side of each patio is a tight shed, and into this the coffee is swept in case of rain.

The coffee, being thoroughly dry, is removed



MANDEVILLE MARKET.

from the patios. Up to this point the two kernels which form the "stone," so to speak, of the berry, and which lie with their flat surfaces face to face, are surrounded by the horny covering. To remove this the coffee is run through a mill properly constructed for the purpose. It is then ready for market; though it is better to sort it before shipping, as a better price can thus be realized. This sorting, which grades the kernels according to size, is done by a very simple machine, quite similar to that in use by the wholesale dealers in our own country.

Mandeville is a favorite resort for visitors and invalids, on account of the salubrity of its climate, the town being situated in the Manchester hills, on a plateau elevated high above the sea level. Some Jamaicans think it *too cool*; the visitor from the north is not apt to find it so. There are several boarding-houses here, but only one hotel. This excellent house, formerly known as the Waverley, now called the Brooks Hotel, is under the lesseeship, of Mr. A. A. Lindo, with Miss Jane Brooks as manager. It has seventeen rooms, and these are seldom empty. It is a well-conducted house, and has oftentimes very distinguished patronage. The rates are approximately the same as those established by the government for the hotels built under the hotels law, and are given on page 57.

Continuing the journey on the railway, through the beautiful mountain estates of Manchester, which look like English parks with their closely cropped grass and their picturesquely planted trees, Kendal is soon reached after leaving Williamsfield; as it is

approached, orange-groves will be seen on both sides of the line.

Green Vale is the next station, and is the highest elevation on the line, 1,700 feet above sea level; and the delightful breezes are most invigorating after the more excessive heat of the plains. Green Vale has become the centre of the fustic trade, and the large yellow trunks lying around the station yard are fair specimens of one of the most valuable woods of the island.

From Green Vale the line runs over the main ridge of the Jamaica mountains, through a rolling country occupied by grazing-pens. The wooded hills supply valuable dyewoods and hard-wood timber. The railway now descends on steep grades towards the Oxford valley, which can be seen after the first tunnel is passed, and one mile back from Balaclava water is taken from a small stream called the Oxford River; from there on the train runs towards Balaclava, skirting the hills, and affording a beautiful view of the valley. Balaclava is a small market-town, and the centre of a considerable ginger and coffee trade; the negroes for miles around come here Saturday mornings in order to sell their produce, and lay in their stock of salt fish and provisions for the coming week.

From Balaclava, which is 800 feet above sea level, the line, still skirting the hills, descends to Union Plain, which is a large swampy valley, quite level and about three miles long. At the farther end is situated the famous Appleton sugar-estate. This estate, while very small in extent of sugar cultiva-



BROOKS HOTEL, MANDEVILLE.

tion, produces what is considered the best quality of rum in the island. From Appleton the line skirts the Black River; beautiful glades and tropical verdure delight the eye, then three bridges span this river. The Black River is the longest navigable river in Jamaica. Large quantities of logwood and other dye-woods are brought down the river in lighters; these boats, owing to their light draught, are able to navigate the river for thirty miles into the interior of the island. From Appleton to Breadnut Valley the river has a number of cascades and picturesque falls. The cascades on the river that rises at Ipswich are among the most beautiful on the island. The Black River abounds with alligators, and excellent shooting can at times be had among them.

After crossing the third bridge that spans the river, the engine once more starts under a full head of steam to ascend the mountains. The panting of the iron horse shows that it is beginning to ascend; and soon the wildest region of Jamaica is reached, the Cockpit Country, the home of the Maroons. The country here consists of isolated peaks with deep, hollow valleys, at the bottom of which often may be seen a small cultivation of bananas. This section of country comprises an area of some ten by twenty miles in extent, and is one vast labyrinth of glades among rough cliffs, with here and there patches of smoother ground, and at other places, coming one after the other, a general collection of impassable sink-holes called cockpits. There are paths through these rocks where one can walk for miles, meeting

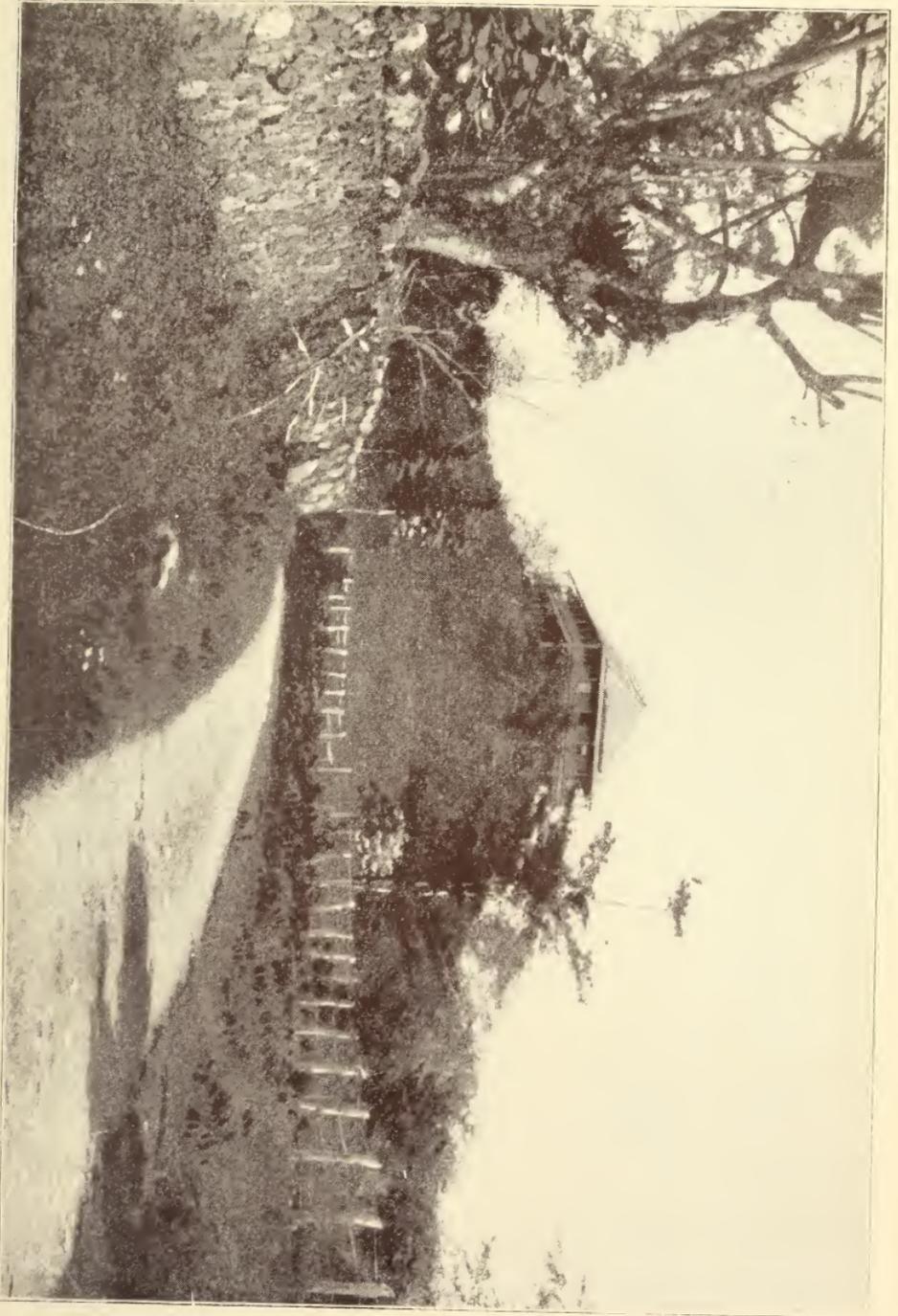
always the same things, — cliffs, sink-holes, rocks, more cliffs and sink-holes, and so on. It is difficult to tell one point from another ; and should the path be lost, the traveller could wander on for days and days, as some have done, without finding any means of egress.

A large part of the Cockpit Country has never been explored, nor is it probable that it ever will be, because the land is useless ; and one can cross the district from north to south and from east to west, and go all around it sufficiently to show that there is nothing to compensate for the effort, and that one part is quite similar to all the others.

In all this district there is very little water, the rain being carried off almost immediately by multitudes of crevices and along ways through the rocks leading no one knows where. At long distances apart there are springs, or rather places where underground water courses have come to the surface, and almost immediately pass out of sight again.

The whole district is one of the waste places of the earth, of little if any use, but interesting in its formation, which seems to be a decomposed limestone, broken and easily disintegrated, intersected and surrounded by ridges and hills also of limestone, but of a different texture and more enduring.

The bases of these hills are probably coral reefs, and the rough country lying between them formations from their sediment, deposited by the action of the sea ; and after the upheaval of Jamaica these basins of limestone gradually found drainage under the surrounding mountains, and this through suc-



MONTPELIER HOTEL.

cessive centuries of disintegration has brought these districts to their present rough, almost impassable structure. After passing through the Cockpit Country the railroad follows the valley of the Great River, on the west of which, in the parish of Westmoreland, is a section of country known as "Surinam quarters." Here, in 1672, over one thousand Dutchmen settled, who came from Surinam in South America, but who, unlike their countrymen who settled in South Africa, have mixed with the negroes during the past two hundred years. They were of an industrious habit, and added greatly to the colony's prosperity. All of this section of country is inhabited by their descendants.

Montpelier station is on one of the two great estates owned by the Hon. Evelyn Ellis, a wealthy English gentleman who has built the Montpelier Hotel for the entertainment of his English guests and travellers generally. The house, which has only sixteen rooms, is lavishly furnished, and well conducted under the management of Mrs. Jane Stone. The business interests of this hotel, as well as the Rio Cobre at Spanish Town, are attended to by Mr. T. L. Harvey, solicitor. The rates are about the same as charged by the hotels built under the Hotels Law, as printed on page 57.

At Shettlewood and Montpelier may be seen the silver-gray hides and quaint shapes of Zebu and Mysore cattle, imported from India at a great cost by Mr. Ellis. The offspring of these cattle, when crossed with the native animal, make about the most useful stock for draft purposes that can be

desired. The acreage of these estates runs up into thousands, over which roam enormous herds of Indian cattle. Every visitor to this part of Jamaica should stop at Montpelier if only to see the cattle, the beautiful view from the top of the hill on which the hotel is situated, and also to be entertained in the most richly furnished hotel in Jamaica.

CHAPTER XIV.

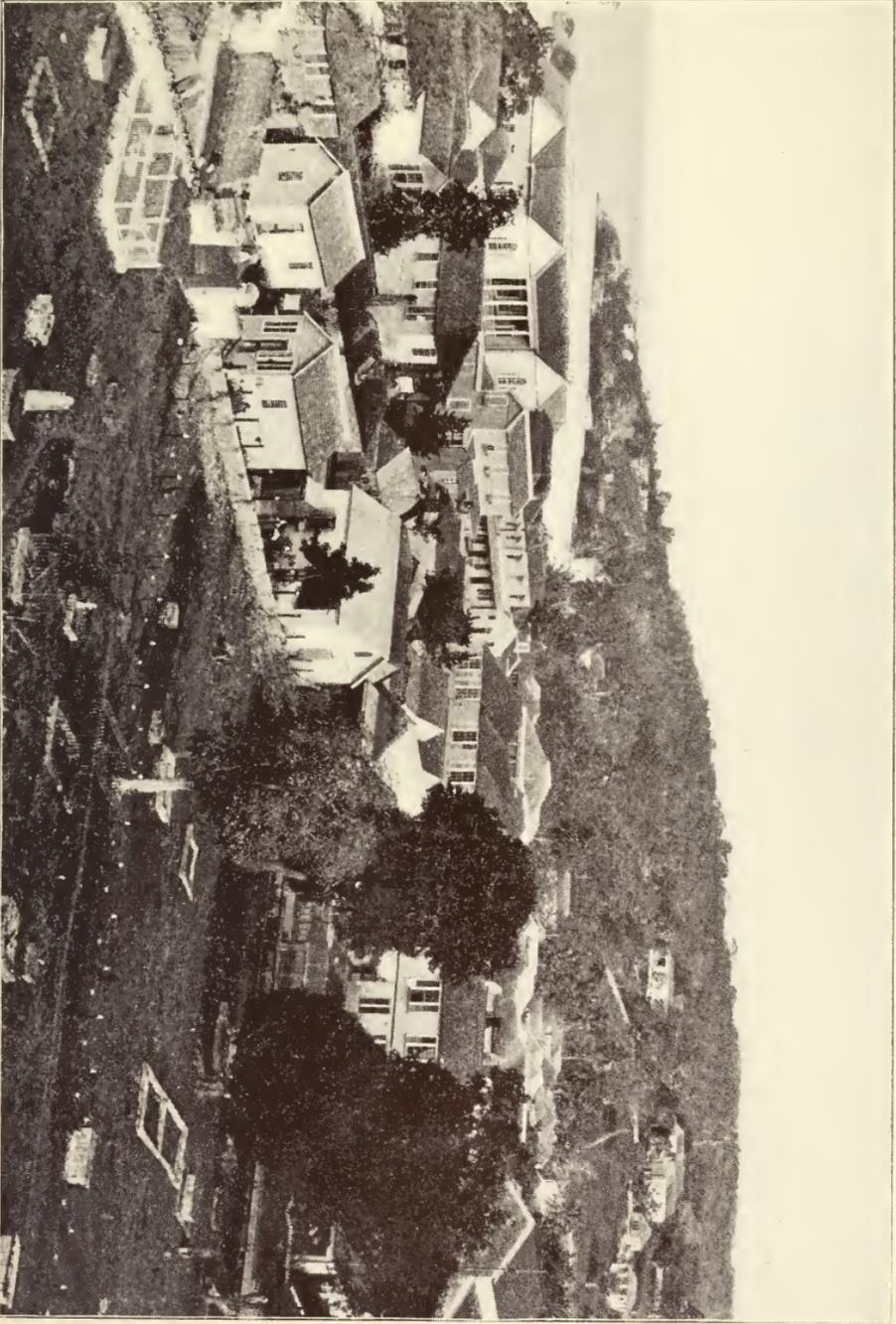
MONTEGO BAY.

MONTEGO BAY is ten miles distant from Montpelier. Just before coming to Montego Bay the view from the cars is the finest on the whole route. The panoramic view of the bay, town, and plain covered with great fields of sugar-cane, is magnificent. The name of the town is derived from the Spanish *manteca*, meaning hog lard, owing to the fact that the principal trade of the town during the Spanish occupancy was lard, in which an extensive business was carried on between Jamaica and Havana. Sir Hans Sloane states that the boiling of swine's flesh into lard, which was sold in great quantities, constituted the early distinctive commerce of Manteca. Montego Bay is a commercial centre, and a place of increasing importance. A general shipping business, principally with the United States, has been largely augmented by the increasing fruit-trade; and it is said that many properties in the neighborhood which had been considered nearly valueless have become profitable as fruit-lands. Besides this, the people are more generally employed, and are more contented.

The chief buildings in the town are the court-

house, the Episcopal church and Trinity chapel, and the chapels belonging to the Baptist, Wesleyan, and the United Presbyterian denominations, the custom-house and old barracks. The church is the most interesting building, on account of the number of fine monumental marbles and tablets, which testify to the wealth of the planters that resided here in slavery days. The most noted memorial among these is one to a lady named Mrs. Palmer, whom tradition makes out to have been a Jamaican Lucretia Borgia, who poisoned or otherwise removed a number of husbands, and was herself put to death by her last marital companion. The marble of the tablet, which was executed by the elder Bacon, shows some curious markings which it is alleged were not apparent when erected. Round the neck appears the mark of strangling, while the nostrils seem to exude blood. But time changes all things. One day some one discovered records which clearly proved that not this woman, but another of the same name, had committed the deed for which for years this marble has blushed; and that this memorial was erected to a truly good and beautiful woman, good according to the inscription on the marble, and beautiful by tradition. Yet this gentle saint was pointed out to all comers for many years as an utterly depraved character, a murderess, whose hands had been dyed with the blood of her own husbands.

About ten miles from Montego Bay, on the main road leading to Kingston, stands what was once one of the most costly and magnificent residences in



MONTIGO BAY.

Jamaica. This building was the residence of Mrs. Palmer, and is known as Rose Hall. It was erected in 1760, at a cost of £30,000 sterling, and was most beautifully and richly furnished. Ruin has put her iron hand upon the place, and the robber and plunderer are fast completing what war and rebellion first began. A few years more and only a few scanty remains will be left to point out to the wayfarer and visitor the site where once stood one of the most costly buildings in the island. Every visitor to Montego Bay should visit this famous mansion. The following description of the same, from the *Journal of the Institute of Jamaica*, as illustrative of one of the mansions erected in Jamaica during slavery times, will probably interest the reader:—

“A gap through the boundary walls leads to avenues of trees selected for their beauty and fragrance from the endless variety which luxuriates in a southern clime. There may still be seen the cocoa with its fringy leaves, always graceful and always beautiful; the giant cotton, the king of the forest, from whose huge limbs countless streamers of parasitical plants hang pendent exposed to the breeze; the palm, with its slender speckle of most delicate green; the spreading mahogany, with its small leaves of the deepest die; and there may be found the ever-bearing orange, with its golden fruit and flowers of rich perfume. Neglect, too, has been here; and the avenue once so trim and neat is now overgrown with weeds and bushes, so much so that the remainder of the ancient road can scarce now be seen. Passing about a half mile through the grove, you come suddenly in front of a stately large stone mansion, prettily situated on the top of a gentle slope. The first thing that strikes you is its size

and magnitude ; the next, the imposing appearance of the flight of steps leading to the main entrance of the mansion. These are fourteen feet high, built of large square stones (hewn), and so arranged that the landing-place serves as a portico, twenty feet square. A few brass stanchions, curiously wrought and twisted, serve to show what the railing had been ; but the few remaining are tarnished with verdigris, and broken, bruised, and turned in every direction. Magnificent massive folding-doors of solid mahogany four inches thick, with panels formed by the carver's chisel in many a scroll and many a device, are upheld by brazen hinges which, fashioned like sea-monsters, seem to bite the posts on which they hang. These doors are in front of the main hall, — a room of lofty dimensions and magnificent proportions, a hall forty feet long, thirty feet wide, and eighteen feet high, formed of the same costly materials as the doors, carved in the same manner out of solid planks, and fashioned in curious and antique forms, while the top is ornamented with a very deep cornice formed after the arabesque pattern. The floor is of the same expression, and highly polished wood. Three portraits in richly carved frames and painted by a master hand immediately attract attention ; indeed, they are almost the sole occupants of this lofty room, for of furniture there is scarcely a vestige, and the fine dark colored woods of the floor, base, and doors, once so highly polished, are now damp and mouldy. The gilding which formerly adorned the frames is now tarnished and dull ; but the pictures themselves are fresh and fair, and the colors are as bright and vivid as the day they came from the painter's easel. They form a strange contrast to the neglect and decay of all around, and carry the mind back to the time when their originals lived in the old mansion ; when that noble hall was filled with guests ; when the song and dance went gayly on ; when, instead of damp, mould, and decay, all was bright and gorgeous, and India's riches

glittered in profusion round the now bare and mouldering walls. One of these portraits represents a hard and stern-featured man, clothed in the scarlet and ermined robes of a judge. Another is of a mild, benevolent-looking, gentlemanly person, dressed in the fashion of the olden times, with powdered hair, lace cravat, ruffles and shirt bosom, silk stockings and buckles, small clothes, brocaded vest, and velvet coat. The third is a female of about five or six and twenty; and, if the painter has not flattered her, she must have been of exquisite beauty. Like the raven's wing is her hair, the latter falling in thick clustering ringlets, unconfined by comb, down over her alabaster neck and shoulders of purest white; her brow high and commanding; her eyes are dark and expressive; a smile plays sweetly round her rosy lips; and the expression of her countenance is pleasant, but at the same time her eye and brow show great determination of character. She is dressed in bridal robes; a wreath of orange-flowers round that fair high brow contrasts well with her dark locks; while her hand, that small fairylike hand, is in the act of putting aside the large bridal veil thrown loosely over her person. The frame of another picture is there, but the picture itself is gone. On the right side of this hall are two doors leading into bedrooms. In the farther one is an old-fashioned bedstead made of ebony, with tall posts and very low feet. The wood is quite black and old, but very elaborately carved. This is the only object of interest. The rest of the furniture is simple and modern. Examining closely the floor of the dressing-room, we find the remains of a door which led to a subterranean passage; but the passage has long since been filled up, and the door is firmly closed. Directly opposite to the main door are two others fashioned in the same costly and expensive manner, which lead into another hall of rather smaller dimensions than the banqueting hall, one end of which is entirely occupied by a magnificent staircase, which still

remains, and, though neglected and mouldy, seems to show what the rest of the mansion must have been. Everything about it, rails, balustrades, and mouldings, is carved out of sandalwood. So highly polished and exquisitely designed is this piece of architecture, that a late governor-general offered a large sum (£500) for the staircase as it stood, to be taken down and sent to England. This staircase leads to the upper rooms, eight in number; but these, though well proportioned, seem small in comparison with the rooms below. From each end of the portico, which extends the whole length of the back part of the house, ran in semicircular shape two suites of rooms, each three in number. Those on the right side have all decayed and tumbled to ruin, and you can only trace their foundations; those on the left are still entire, though supported by many a prop, while the yawning walls and gaping floors show the time of their fall is not far distant. The first of these rooms was a billiard-room, the second was devoted to music, and the third, and farther from the house, was a bedroom. These rooms were fitted up in the European style, with hangings, and plastered; and consequently exhibit in a greater degree, by the broken plaster and fluttering paper, the desolation and ruin of the whole place, than the other apartments, that are all ceiled with wood. The bedchamber still has some of its furniture remaining, — a handsome bedstead, old-fashioned, low, quaintly carved, with ebony inlaid with other woods, still remains tottering in one corner; this, with a few broken chairs, serve to show that time, not the robber, has been the spoiler here.”

By the records, in 1767, Miss Rosa Witter was married to the Hon. John Palmer, who named this mansion after his wife. This is the Mrs. Palmer to whom Bacon's monument is erected. The fol-

lowing account of the second Mrs. Palmer, whose character and conduct are the subject of this sketch, has been collected from the most authentic sources, and is probably as near a correct statement of the facts of the case, which occurred over one hundred years ago, as it is now possible to obtain.

Mr. Palmer, after the death of his wife, became infatuated with a handsome Irish immigrant girl, who had successively become the wife of three husbands whom she had secretly got rid of. It is stated she poisoned her first husband, aided by her paramour, a negro, whom she flogged to death to close his lips; again married, poisoned her second husband, whose death she hastened by stabbing him with a knife; married her second paramour, a mechanic, "a rude and unlettered man, with whom she had constant quarrels," and who disappeared mysteriously. Mr. Palmer became her fourth husband; and she is said to have worn, with her wedding-ring, a ring with the inscription, "If I survive, I will have five." The history of this woman is a narration of licentious cruelty; it is related that she tortured her slave girls who served her by making them wear shoes, the wooden soles of which were charged with blunted pegs on which they were obliged to stand; that she punished them with a perforated platter that drew blood; that, becoming jealous of a beautiful colored girl, the mistress of John Rosa Palmer, her step-son, she had the slave girl sentenced to death under the law of those times that gave plantation courts the power of inflicting death and bodily mutilation. This girl, like Abra-

ham's Hagar, displeased her mistress, but was not thrust into a desert to perish. From the plantation dungeon she was led out to be strangled in the plantation yard, and to have her head struck off in the presence of the plantation gangs, and delivered into the hands of Mrs. Palmer for preservation as a malignant trophy. She put it in spirits, and exhibited it to her friends who might visit her, saying, "Look at the pretty creature." Mr. Palmer found by the humiliations he suffered by her secret licentiousness and by her ceaseless cruelties to her slaves, that she could kill by breaking hearts as well as by the administration of poison. He settled Palmyra, the adjoining estate, upon her, and left her there to end her dissolute life, which soon came to an end by her being killed by her slaves, who were alternately the companions of her orgies and the victims of her morning remorse. On the floor of Palmyra Hall the stains of her blood existed for years. Mr. Palmer on his death-bed disclosed to the Rev. Mr. Record his complicity in his wife's murder, — that during his absence from the estate, he caused his slaves to rid him of the woman whose life of secret profligacy and open cruelty were an unendurable infliction.

There are many pleasant drives and interesting places to visit in and around Montego Bay. Lucea is reached by the shore road; it is a beautifully situated town of nearly two thousand inhabitants. Its harbor is deep, almost a circular basin, much narrower at the entrance than inside. The business



LUCCEA

buildings are near the shore, while above them on the hills are pleasant residences and picturesque grounds. Here also is a fine old church, and old Fort Charlotte, at the entrance to the harbor, now converted into a police-station. There are several lodging-houses in Lucea where travellers can be accommodated. The mountains around Montego Bay were the scene of a long and bloody struggle with the Maroons, who were eventually subdued by the importation of bloodhounds from Cuba to hunt them down. Ruins of fine old barracks in a delightfully healthy situation are still to be seen at Maroon Town, about fourteen miles from Montego Bay. The empty window frames and crumbling walls surround the level, green parade-ground that once resounded with the clatter of hoofs, the clash of accoutrements, and the hoarse word of command, all calling up the ghastly tragedies which were once enacted within the defiles of these hills, now so silent and peaceful.

There are several good lodging and boarding houses at Montego Bay. The two best are the Harrison Hotel on Union Street, and Miss Emily Payne's. The fare here is good, and the houses quiet and homelike. Miss Emily Payne's is one of the best lodging-houses on the island, and is the oldest in Montego Bay; the house is pleasantly situated in the centre of the town. Both of these houses are frequented by the best people that visit this part of the island. The rates are 6s. to 8s. per day, and £1 10s. to £2 per week.

Dr. McCatty's sanatorium for invalids is one of

the pleasantest and best in Jamaica. It is situated on high land on the shore, and its windows overlook the harbor; and from its vantage above heat or the night dampness of the lower lands, and its excellent bathing facilities, together with the attendance of Dr. McCatty, one of the most noted physicians on the island, it is truly an ideal place for invalids. Patients suffering from Bright's disease, dyspepsia, and nervous prostration will especially receive great benefit here.

CHAPTER XV.

MONEAGUE, OCHO RIOS, ROARING RIVER, AND
ST. ANN'S BAY.

ST. ANN is the most lovely and fertile parish on the island. It is known as the "garden of Jamaica." A recent writer describing it says, "Earth has nothing more lovely than the pastures and pimento groves of St. Ann; nothing more enchanting than its hills and vales, delicious in verdure and redolent with the fragrance of spices; embellished with wood and water from the deep forests from whence the streams descend to the ocean in falls; the blue haze of the air blends and harmonizes all into beauty." St. Ann is all it is here described, and much more than it is possible for the writer to delineate. The best way to reach St. Ann from Kingston is to take the train for Ewarton. At Bog Walk the train leaves the main line, and proceeds in a northerly direction; before reaching Ewarton another branch proceeds in a northeasterly direction to Port Antonio. Ewarton is the terminus of the Ewarton branch. From here the traveller will go by buggy to Moneague, over Mount Diabolo, a distance of nine miles. The drive is a delightful one for the entire distance. The mountain road is splendid, all that could be desired; parapet walls

protect it at the most dangerous parts, and it is hard and smooth all the way. Nearing Charlemont a magnificent prospect opens to the eye; on the right-hand side of the road is stretched out, hundreds of feet below, the valley of St. Thomas ye Vale, dotted here and there with the residences of the rich planters and penkeepers of the district. All along the road, which for a considerable part of the way winds around the steep side of the hill, orchids, ferns, and wild flowers of every variety, may be seen growing in the richest profusion. Nearing Moneague the country has a park-like appearance; the town itself is a pretty hamlet surrounded by some of the richest pasture-land on the island. There are very few places in Jamaica where the climate and scenery are superior to Moneague. A few gentlemen of the parish, availing themselves of the provisions of Law 27 of 1890, formed themselves into a company, and purchased in that year the greater part of a property called Rose Hall, lying just beyond the village, on which they have built a fine hotel. The building stands on an eminence commanding charming views in every direction. This is the only hotel of those built under the Hotels Laws of 1890 which is not placed in the lowlands, being 950 feet above the sea. For rates, see page 57 of this work.

Visitors should make this hotel their headquarters while visiting St. Ann. The chief attraction here, besides its cool climate, are the magnificent drives, which include in their circuit Fern Gully, Ocho Rios, Roaring River Falls, St. Ann's Bay, and



MONAGUE HOTEL.

Claremont. No visitor should forego a trip through the Fern Gully. It is distant from Moneague about nine miles, and is four miles in length. The scenery through this ravine is unique, and can be surpassed by but few other places in the world. It is from forty to fifty feet in width, just wide enough for a good road; the sides rise perpendicular to a height of hundreds of feet; only the noonday sun penetrates to the road. The steep rocks on each side are literally covered with the loveliest of ferns, which grow in the richest profusion. Tree-ferns of magnificent proportion, as well as the tiniest and most delicate specimens, are seen. The forest trees, too, are laden with orchids and with long creepers, which descend from the branches thirty feet or more to the surface below. Less than a mile beyond this romantic spot is the pretty little village of Ocho Rios, or eight rivers; Chereras, the Spaniards called it, the Bay of the Waterfalls, a name certainly as descriptive as it is poetic. The harbor is considered a good one, and the trade of the place as a shipping-port is said to be on the increase.

The coast road passes through the village, and here fresh scenes arrest the attention of the traveller. By following the seacoast for a distance of four miles the famous Roaring River cascades are reached. The road for the greater part of the distance is nothing more than a shelf cut out of the rocky sides of the hills, shaded by magnificent trees on one side, and many feet below is seen the transparent water of the ocean. Several of the eight rivers are passed as they rush foaming down to the sea; the principal

one, Roaring River, is crossed near its mouth, where a grove of cabbage palms, banyans, and other trees grow beside or in the dozen or more little rills which are united both above and below the bridge. The falls are approached through a heavy wood, and are framed like a picture by the green branches. The stream is here nearly a hundred feet wide, and it falls in exquisite shapes down the rocky wall, which rises nearly as high. Here are seen as many forms of cascades as a fantastic waterway is capable of assuming in such a tumultuous tumble.

This river rises, or rather appears, about two miles from the sea. The flow of water at the head shows clearly that it is not a spring, but a large stream, already formed and flowing in an unobstructed channel beneath the surface; and it is a singular fact that the volume of water is seldom affected by either floods or drought. It is never dry, indicating a drainage of a large area of limestone, probably the Cockpit Country and Dry Harbor District; for all the water in that section passes into sink-holes, and from thence into some subterranean river. The water is full of lime and silica in solution; and these it deposits in walls or layers, which invariably check and deflect its own flow, turning it to the right or left, where it industriously begins to build fresh dams, and seek new channels. This building up of lime deposits is what forms the waterfalls. Sticks or other matter left in the water are soon coated many inches in thickness with limestone.

The roaring of the river can be heard for a long

FALLS OF ROARING RIVER.



distance before it is reached. The great fall is over a mile from the main road, and is reached by a new road recently cut through the woods. A small fee is charged for the purpose of keeping the road in repair, as it passes through private grounds. The falls are probably 150 feet in height and 175 in breadth, and are the largest in the island. There is not one continuous sheet of water, but a myriad of small cascades, feathery and brilliant, massed together, clustered, glancing at a hundred different angles, breaking into a thousand foam-jets, each curtained with an iridescent veil of falling water, which almost seems to drip from the branches of the trees that form the foreground, growing up in midstream.

The habit that this eccentric stream has of throwing out terraces, ridges, and dams, instead of cutting away the soil or rock as other streams do, is the cause of the bold promontory from which it falls. It has been built inch by inch, and is still building, a living monument to nature's originality.

Roaring River has created for itself a veritable fairyland, and it can truly be said it is one of the loveliest objects in this land of beautiful things. Every visitor before leaving the river should enjoy the luxury of a bath in its cool waters.

Three miles beyond Roaring River is the busy little town of St. Ann's Bay, the seat of government for the parish. It has a population of about 2,000, with a harbor open to the north, and a number of wharves, a street parallel to the harbor, connected by cross streets with another farther away, in which

lie the principal dry-goods and hardware stores. There is a neat little church, and the public offices are striking buildings. Cocoanut palms and tropical vegetation are seen everywhere.

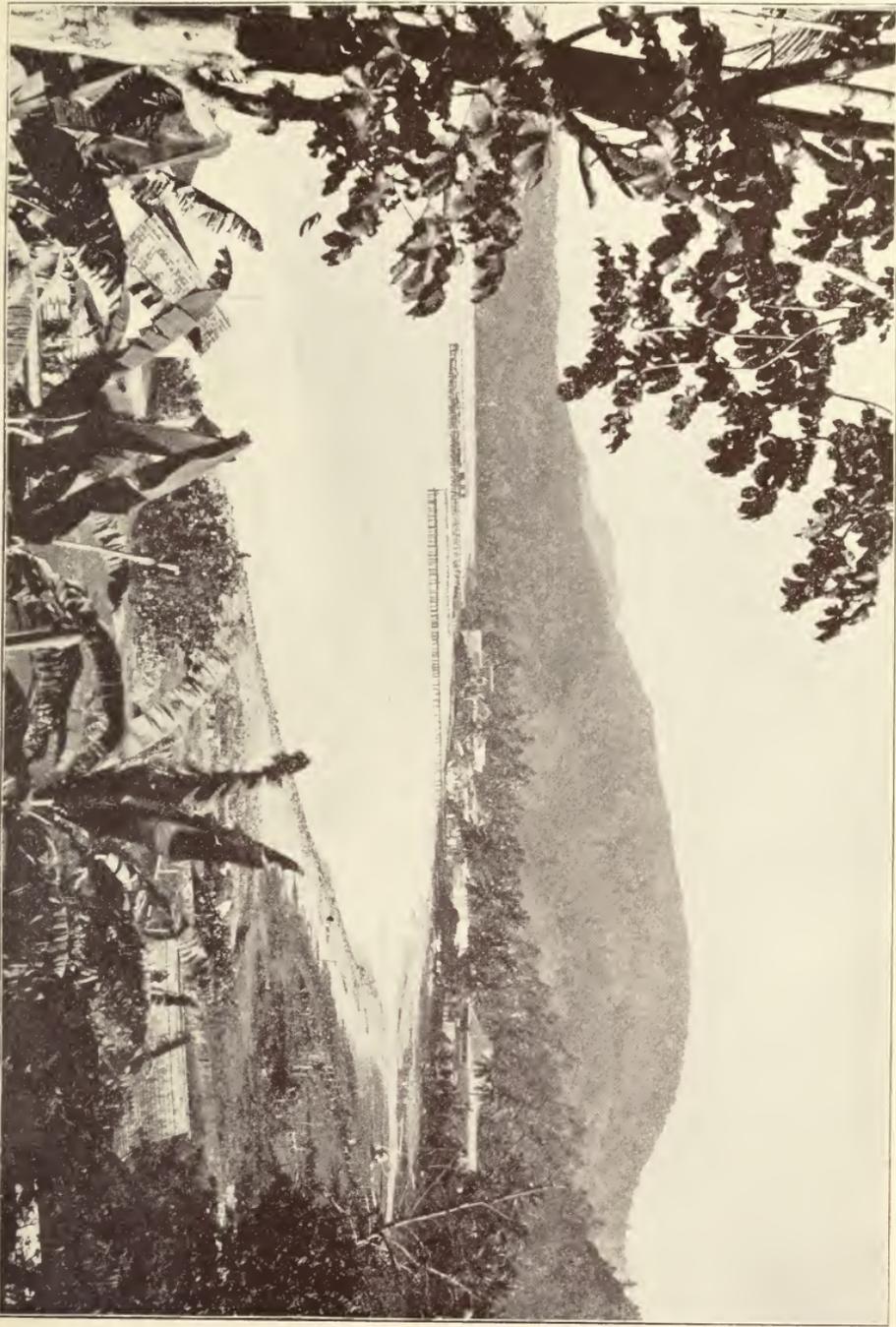
About a mile to the west of St. Ann's Bay is the site of the Spanish capital of the island, "Sevilla d' Oro" (Golden Seville), founded by Don Juan d' Esquivel, the first Spanish governor of Jamaica.

It seems almost incredible that in the early days there should have sprung up here, in what was an unknown wilderness, a city of which we read that the pavements of its cathedral extended two miles; that its theatres and palaces were splendid, and its monastery world-renowned, within whose walls the name of Peter Martyr was potent.

In 1554 the city was attacked and completely sacked by French pirates, and most of its splendid edifices razed to the ground. Little or no trace now remains of this wealthy city save a few sculptured stones and ruined walls.

About ten miles farther along the coast is Run-away Bay, where Sasi, the last of the Spanish governors, after a desperate struggle with Cromwell's troops, managed to make his escape to Cuba.

The next place of interest is Dry Harbor, the Puerto Bueno of Columbus, where he beached his leaky and sea-worn ships. Near here, at a place called Cave Hall Pen, is a remarkable cavern. This cave is very long, and contains two galleries, which branch into grottos and side aisles, in which there are stalagmites and stalactites of strange beauty.



PORT MARIA.

To the east of Ocho Rios is Rio Nuevo. It was here that the Spaniards made their last attempt to regain the island in 1657. Don Sasi landed with a force of 1,000 men from Spain, and fortified himself on a rocky eminence near the sea, which he considered an impregnable fortress. Here he was attacked in the following year, 1658, by Colonel D'Oyley with 500 selected soldiers; and after a desperate fight the Spaniards were defeated with terrible loss of life.

Beyond Rio Nuevo is Oracabessa Bay, where Columbus first landed on the 5th of May, 1494. This interesting little village has a good reputation as a health resort. Its principal productions are nuts, fruit, and ground provisions. The most startling effect in foliage probably that ever greeted the eye is that sea of cocoanut tops interspersed with bananas that is seen on approaching this village.

Six miles farther east is Port Maria. This town has a fairly good harbor, and was formerly guarded by Fort Haldane, from which a magnificent view of the surrounding country is obtained. The fort is now the home of Gray's Charity, an institution established by the generosity of Mr. John W. Gray, who in 1854 left by will £5,000, which sum has now increased to upwards of £11,000. Each inmate receives a weekly allowance of five shillings, together with wood, water, and furnished apartments.

Sixteen miles to the eastward is Annotto Bay, through which the railroad passes on the way to Port Antonio.

Unfortunately there are no hotels for the accommodation of visitors at any of the places mentioned in this excursion, except at Moneague; therefore, to see all the places described, it will be necessary to make two trips. One can be made to Ocho Rios and the places to the eastward, and another from Ocho Rios to Dry Harbor; in either case the return trip should be made from St. Ann's Bay, over Bolt Hill, through the pimento groves and the village of Claremont. Some of the finest estates and pens in St. Ann are passed in going over this road to Moneague. The country is highly cultivated, and has all the outward, visible signs of prosperity in its rolling fields and the green of its perfect verdure. The land is moderately hilly, and is abundantly watered by streams of exquisite beauty.

CHAPTER XVI.

PORT ANTONIO.

THE Port Antonio branch of the Jamaica railway is the latest extension of the line. It begins at a point nine miles from Bog Walk, and runs to Port Antonio *via* Annotto Bay, a distance of forty-six miles. The line passes through the fruit region of Jamaica, and the carrying of that produce will constitute much of the traffic of the line.

The ride to Bog Walk from Kingston requires no comment, as it has been previously described. Between Bog Walk and Richmond some beautiful glimpses are caught of the mountains, with their sides clothed with vegetation, and the fruitful valleys lying at their feet; but one of the chief features of this part of the line is the number of tunnels. In no other part of the world, except in crossing the Apennines, has the writer seen so many tunnels in such a short distance. No sooner are you out of one than you are into another; there are upwards of thirty on this extension. The whole line is full of sharp curves; and even the inside of the tunnels is quite serpentine in their windings, and the traveller must often wonder how the train manages to keep the rails. As the engine and cars rush through, it is curious to note the number of moths and bats

that are disturbed, and flutter to the ground. By the time the train arrives at Richmond the majority of the tunnels have been passed.

After leaving Richmond the village of Highgate, standing out prominently on the brow of the hill, is reached. The streams are now seen to be running in a northerly direction; and the line passes through several fine banana groves, while here and there coffee- and cocoa-trees are seen. All along the route, however, there is abundant evidence that much of the land is still uncleared, and waits to be opened. No doubt the advent of the railway will hasten that process. Soon Annotto Bay is reached, and the view from the cars is one that delights the eye. The blue ocean, its waters rippled by a soft breeze, sparkling in the sunlight, and bearing on its bosom several small craft with sails spread, and the fine sweep of coast-line that encircles the bay, make up a picture that serves as a sample of what there is to come before reaching Port Antonio. There are portions of the Montego Bay section deservedly noted for their interesting character, for example, the Cockpit Country and the scene looking down upon the town, with the numerous small islands dotting the bay; but for a succession of sights that charm the eye, the line connecting Annotto Bay with Port Antonio is beyond all question the most continuous stretch of beautiful scenery in Jamaica.

Leaving Annotto Bay, the line runs for a distance parallel with the sea-beach, and then branches off slightly, passing through some fine banana land. Scenes of surpassing beauty are presented by a



COCOANUT PALMS.

small river-course, over which the train passes, its sides bordered with thousands of wild canes, their handsome arrow-heads swaying in the breeze, and surmounting the grasses and vegetation that grow in such rich profusion. Away to the south stretches a range of mountains, their tops tipped with fleecy clouds. Next comes a tract of country full of swaying rushes that have the appearance of a huge wheat-field ripening for harvest. On their farther edge an occasional glimpse of the bright blue sea is had, and near at hand are some fine groves of mango-trees. At another time the train passes through a dense thicket. The trees grow to a great height; but from their topmost branches to the very ground they are literally covered with a mantle of creepers and other parasitic plants, which gives the visitor an excellent idea of what a tropical primeval forest is like.

Buff Bay is the first station after leaving Annotto Bay; and as at the previous town, there is marked evidence of the Boston Fruit Company in the shape of stores and wharves. From here on to Port Antonio the line follows closely to the seashore; at one point, however, it runs through a morass for a considerable distance. Great difficulty was experienced here in building the line on account of its continually sinking. As the train spins on, the ozone-laden breeze sweeps in through the open windows, giving a delicious feeling of exhilaration. At times the train is but a few yards from the sea-beach, and the very sight of the waves as they lap the shore serves to produce a sense of cool repose.

The water is beautifully translucent; and the stones and coral, worn by the waves into smooth circular shapes, are seen lying beneath the surface, and suggest the idea of a huge swimming-bath with a tessellated pavement.

Orange Bay, Hope Bay, and St. Margaret's Bay are passed, the railway running through groves of cocoanuts and skirting plantations of bananas, and all the time remaining near the sea-coast. The estuaries of several rivers are crossed, notably that of the Rio Grande, which is spanned by a magnificent bridge. The view as one crosses, looking down upon its deep, dark waters as they meet those of the ocean, or following its windings southward until lost to sight among the mountains, is one of impressive grandeur.

St. Margaret's Bay is charmingly situated; and the view from the cars shortly after leaving the station, and taking in the sweep of the coast-line, is one that cannot easily be equalled. In places the track is cut in the side of the cliff; and the train runs for some distance along the edge of a precipice, below which the waves are seen beating themselves into foam. During heavy weather the salt spray must be blown over the passing train, and passengers with weak nerves may not care for this part of the journey. Having overcome the strange sensation of being suspended midway, as it were, between earth and sea, one is filled with glowing admiration at the rugged rocks and coral cliffs, some worn smooth by the waves, others all jagged and torn, but their harshness toned by the ferns and

plants peeping from crevices, and clinging tenaciously to the side of the precipice.

Nor is the element of human interest absent; frequently men are seen in canoes, fishing, while others in the shallow waters near the shore are throwing cast-nets.



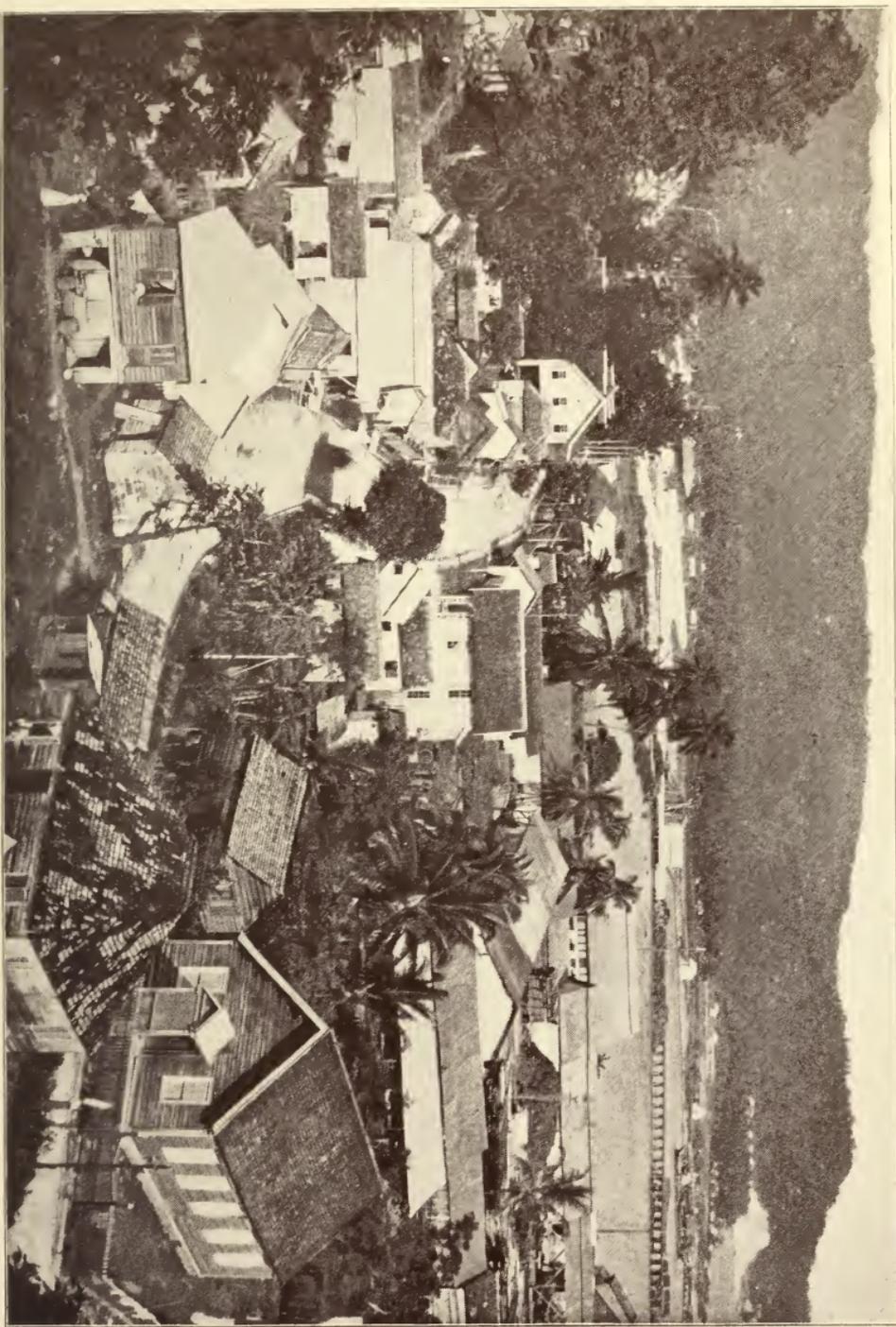
WASHING CLOTHES IN THE RIVER.

Negro huts, with wattled sides and roofs of rushes, and white-washed coolie barracks are passed. In crossing the numerous rivers, women are seen in the water washing clothes. After dipping their soapy clothes into the water, they lay them upon a

smooth rock, and beat them with a paddle. After they are thoroughly cleansed they are spread out to dry upon the rocks. The women have their skirts caught up about their hips; and their round, well-shaped limbs, wet with river water, shine like polished mahogany.

After a four hours' run, the train arrives at Port Antonio. The town is some few minutes' walk from the station. It is the chief town in the parish of Portland, and as a shipping-port ranks next to Kingston in the whole island. It is the great centre and emporium of the fruit-trade, which is now the staple industry of this part of Jamaica. It is also the headquarters of the Boston Fruit Company, whose wharves and buildings are passed after leaving the railway station, on the road leading to the town.

At no other place in Jamaica has there been so great a change during the last few years as in the village of Port Antonio. The northeastern end of the island comprised within the parish of Portland was virtually abandoned by the whites, and the negroes were rapidly relapsing into a state of savagery again. All the great sugar estates had been abandoned, and were, in the quaint, terse language of the courts, "in ruinate," and given over to pasturage for cattle; buildings, walls, chimneys, and aqueducts were all going to ruin, and the on-coming tide of foliage, like a green wave, was engulfing them. Even now in Eastern Portland, in the vicinity of Manchioneal, the traveller is impressed with a feeling of desolation. Mile after



PORT ANTONIO.

mile of unused, unredeemed acres, once flourishing with cane, but now given over to wild growths, sadden even the most optimistic observer. Here has been a dreadful loss; the cause of this desertion of estates will be noticed elsewhere in this work.

But there comes a point where this decay is arrested, and a new life appears to animate the scene. The population is larger and thriftier; the waste acres are taken up, and planted with fruit. Everywhere one sees evidence of greater prosperity; the old order of things has changed; the banana has succeeded in supplanting the sugar-cane. This remarkable change commenced in 1868, when the initial effort was first made in fruit shipment, which has resulted so beneficially, not only for Port Antonio, but the whole island of Jamaica.

In a work published a few years ago on Jamaica,¹ the author refers to the pioneer banana shipper in the following terms:—

“About fifteen years ago a Yankee skipper, knocking about with his schooner, had occasion to call at some ports on the easterly part of the island. His keen eye looked with interest on the bananas that were so plentifully offered him; and knowing the taste the Americans were fast acquiring for this delicious fruit, but which was rarely found in the American markets, set himself the task of devising means to convey the fruit in a sound condition to those markets. The success which has followed is shown by the fact that the shipment of bananas to America has become one of the leading industries of the island.”

¹ “Picturesque Jamaica.”

In 1887 a copartnership was formed by several Boston gentlemen, known as the Boston Fruit Company. The management was invested in Captain Jesse H. Freeman as general manager, A. W. Preston as assistant manager, and Captain L. D. Baker as manager of the tropical division. In 1890, after the death of Captain Jesse H. Freeman, the copartnership was changed into a Massachusetts corporation under the same name. Captain Baker — the skipper previously referred to — was the leading spirit in the new enterprise, and has stood at its head ever since, being its president and the manager of its tropical division, in which duties he is ably assisted by Mr. J. A. Jones as assistant manager and director in the company, while Mr. Preston manages the Boston division. The company has now a capital of \$500,000, with a surplus of \$1,750,000; owns and leases 60,000 acres of land; employs sixteen steamships to carry the fruit to the United States; and annually ships 5,000,000 bunches of bananas and 10,000,000 cocoanuts, besides quantities of pimento, coffee, and cocoa. The labor on the plantation is done by both negroes and East Indian coolies; some six hundred of the latter being employed, and more coming, for the negroes cannot be depended upon. Upwards of six hundred mules are daily in harness to carry the fruit from the plantations to the ships; eight hundred head of working oxen are used for ploughing and other work, and a large additional number of cattle are kept on the grazing-lands of the company. Sixteen steamships of the company ply between

Boston, New York, Philadelphia, and Baltimore. One steamer a day is despatched on an average to some one of these ports. They are all iron vessels, and are built for speed, which is a very necessary point in transporting fruit. Until recently the carrying of passengers was a side issue; but now four new steamers, the Beverly, Belvedere, Brookline, and Barnstable, have just been added to the fleet, each possessing large and elegant passenger accommodations, with all the appointments of a private yacht.

There are some forty banana and cocoanut plantations in cultivation; each of these has its superintendent, while a general superintendent has charge of the whole. Private telephone lines connect each plantation with the president's office in Port Antonio, so that the whole business is practically always under his eye. There is the most perfect order and organization with everything connected with the business of this company. The growth of the banana business in the United States has increased to immense proportions. Formerly a few bunches brought by sugar-vessels to the principal ports were considered a rare delicacy: now they are as plentiful in all large cities as the native fruits, and just as cheap; every New England country grocery-store has its bunch of bananas. This growth is due to the substitution of steamers for sailing-vessels, and the improved methods of handling and distributing the fruit.

The Boston Fruit Company found it necessary to provide a hotel for the constantly increasing number

of passengers coming to Port Antonio by their steamers. They accordingly bought the Titchfield property, situated on a commanding hill which overlooks the town and harbor, one of the finest sites imaginable. Here they have established a novel style of hotel, which is admirably adapted to a hot climate. There is a group of cottages on the top of the hill which constitute the sleeping-rooms; entirely distinct from these is a capacious dining-room, with convenient kitchen, while the laundry is in another building. A central cottage contains a parlor, reading-room, and baths. The table is thoroughly excellent, the best on the island, being liberally supplied with northern products, which are brought in cold storage by the steamers of the company that arrive almost daily. The viands are daintily served by New England waitresses, the same as at the Hamilton in Bermuda. The rates at this hotel are from 10s. to 12s. per day.

The harbor of Port Antonio is divided into two parts by a jutting promontory of coral rock, carpeted with green turf. On this peninsula stand the remains of a picturesque ancient fort, and behind it the old barracks. From the farther margin of each harbor the hills rise step by step, profusely covered with tropical vegetation, and plumed with many a tall cocoanut, among which the green blinds and the red roofs of the houses look out seaward. Behind these again mount ridge upon ridge of the Blue Mountain Range, right up into the clouds that hang about the peaks. Outside the mouth of the harbor white-crested waves break against the iron rock on



HARBOR PORT ANTONIO.

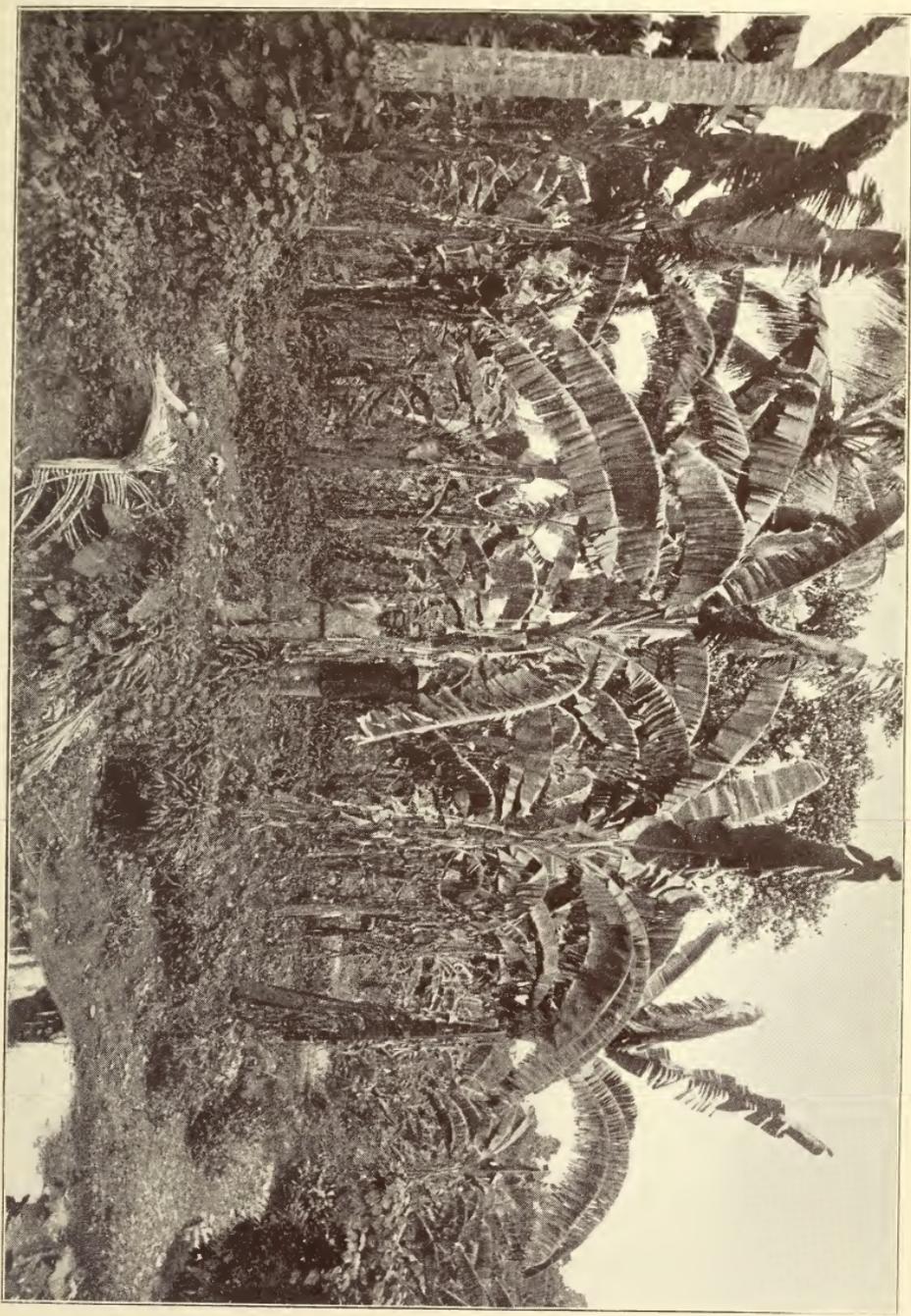
which the red lighthouse is perched. The visitor who arrives here by vessel will never forget the entrance to Port Antonio, especially if he should chance to arrive at early morning or towards sunset. The vessel comes bounding in on the swell, rushing apparently to certain destruction, when suddenly swinging under the lee of the island that guards the mouth of the west harbor, she glides along past the hotel on even keel over the unruffled surface of the harbor, till she anchors alongside one of the wharves.

Port Antonio contains a population of about 2,000 ; but outside of the American colony connected with the Fruit Company, there are not a half-dozen white people in the town.

There are many places of interest in the vicinity worth visiting, among them the magnificent banana plantation of Golden Vale. The road leading to the plantation from Port Antonio is through a mountainous country, encumbered with some rocks and inequalities, and beautified by many windings. The country through which it passes is rich and fertile, well cultivated, and abounding with picturesque views. The road descends into the valley of the Rio Grande. This river, rising near Bath, twenty-five miles from the sea, flows through the heart of the banana country. It is the second river in size in Jamaica, and one of the swiftest of those erratic streams that flow pleasantly within narrow limits one day, and the next sweep down, full and terrific torrents, angry and swollen by a storm in the surrounding mountains.

All about Jamaica the waters of the rivers rise, or, as the negroes say, "come down," from the mountains very suddenly; and often travellers have been imprisoned for days between two torrents, on a strip of country where there can be found neither town nor lodging-house nor any shelter whatever. Crossing the river by a ford, from which a most delightful view of mountains, wooded point, and level mirroring pools may be enjoyed, we soon enter the property known as "Golden Vale," once a great sugar estate, but now converted to banana cultivation. It is one of the finest estates of the Boston Fruit Company, and has an output of upwards of thirty thousand bunches annually. There are large herds of oxen and droves of mules, and fields of cane grown as fodder for the cattle used upon the plantation. The whole landscape is one of rich and perfect cultivation. Beyond the cane-fields are hundreds of acres green with bananas. Near the boundary of the old estate are the great stone buildings formerly used in the crushing of cane, the manufacture of sugar and rum, storage and preparation of indigo. These are now converted into shops, depots, and schoolhouses. Most of the children in the vicinity of Golden Vale attend the free school, which is kept up by the bounty of the owners of the plantation.

Upon the ruins of very extensive buildings near the top of the hill, once the great house of the Golden Vale sugar plantation, now moss-covered and crumbling, stands the house where the busher, or overseer, lives and directs. Near by, across a



GOLDEN VALLE.

small valley, is a settlement of coolies, of whom there are a hundred or more employed on the plantation.

Golden Vale is about half-way to the Maroon town known as Moortown; it is reached by following the same road. These Maroons have lived here a great many years unmolested in the hills, enjoying certain privileges and immunities long ago wrested from the government, as described in another chapter. The Maroons have nothing in common with the ordinary negro, on whom they look down with the supremest contempt. In the rising of 1865 these Maroons supported the government, and were of great service in hunting, killing, and capturing the rebels; they showed less mercy than the whites to the negroes that fell into their hands. Probably in time, with growing intelligence and prosperity, these people will become gradually merged in the common population. Farther up the road the wild and beautiful Cuna Cuna Pass is reached. Only on horseback can one advance as far as the pass. Having crossed it, and enjoyed its coolness, and perhaps a shower as well, the traveller descends by the bridle-road previously described to Bath.

CHAPTER XVII.

AGRICULTURE AND CLIMATE.

JAMAICA is essentially an agricultural country. Rum and unrefined sugar are the only articles of any importance that are manufactured; and the latter industry is on the wane, as the profits are so small, owing to competition with the bounty-fed beet sugar. But on coffee- banana- and cocoanut-growing, the profit is large, and they are all produced in immense quantities.

In the early part of this century sugar was king; and he reigned till the freeing of the slaves, and then came beet-sugar competition to complete his downfall. During the reign of prosperity, fine roads were built, new houses were erected, and the land was all cultivated; even the rough mountain lands of the interior were brought into requisition, and an almost unbroken belt of sugar plantations encircled the island. The owner of a large sugar estate lived like a prince, for he had a princely income; then the very acme of prosperity was reached.

Then came a change. In 1838 the negroes of Jamaica, through the exertions of the venerated Wilberforce and other philanthropists in England, became freedmen. In the early years of the greatest reign England has known, an attempt was made

to right a great wrong, and to set an example to the whole world. This brought about a most bitter feeling on the part of the planters. They denied the right of the Imperial Government to legislate for Jamaica, and threatened to unite with the United States, where they would be protected in the ownership of their slaves.

Emancipation found the planters in a pitiable condition financially. The majority were debtors; and the £5,853,975 sterling, awarded as compensation for the loss of their human property, was insufficient, as the sum went for the most part into the hands of creditors. They were left with a scarcity of labor, antiquated machinery, a poor market, and without resources.

The sudden emancipation of slaves, in whatever country, has always been followed by a period of depression similar to that which Jamaica has passed; but if the country be naturally a good one, it will eventually recover. There is no question now that a period of great prosperity has begun in Jamaica. Land has appreciated in value. The opening up of the country by the railway has given to the interior districts the advantages of transportation, which were formerly enjoyed only by the dwellers on the coast. The coffee and fruit industries have increased very rapidly within the last fifteen years. Coffee-growing is the best of all these industries, not only because coffee is non-perishable, and therefore easily transported, but because there is every indication that the high prices which now rule will continue for many years. Moreover, on

the high lands, which are best suited to coffee, the climate is cool and pleasant. As to profits, the cost of producing a pound of coffee is from five to seven cents, while it sells readily at from sixteen to twenty-five cents; and strange as it may seem, the supply of coffee has never been equal to the demand.

The natural requirements of the banana plant are totally different from the coffee-tree; for while the latter flourishes in the cool mountain country, the former requires a hot climate, and, being an extremely heavy feeder, will only grow in perfection on the rich, plain land. It is true that bananas can grow in any part of the island, and the small patches of the negroes are often seen on steep hill-sides and far in the interior. But this fruit is generally small and inferior, and the plant does not attain its proper proportions. The large plantations of the white men are always on the flat lands.

It may be interesting to the reader to know how bananas are grown. After the land has been ploughed, which is done with a very large plough drawn by eight or ten oxen, the plants are set in straight rows, ten to fifteen feet apart, and about eight feet apart in the row. The plants attain a height of ten or fifteen feet, according to soil and cultivation. At the end of a year the first crop is ready for gathering. Each plant produces one bunch, after which it is worthless, and is cut down and left on the ground to rot. But new plants or suckers are constantly coming up from the root, and three or four of these are allowed to grow.



HUSKING COCOANUTS, PORT ANTONIO.

Thus when the first plant is cut down, another is nearly ready to bear, while one or two others are in different stages of growth. This process can be continued for about seven years, by which time the ground is so full of roots that it is necessary to plough it up and replant. The coolie banana cutter is very expert at his work; he passes around among the plants, selects a bunch of fruit which is perfectly filled out and fully developed. As it hangs from the plant, it is far above the reach of the cutter, and to bring it to the ground without injury requires long practice. With his machete he slashes the stem, cutting it about half through. The weight of the bunch of bananas at once causes the plant to bend down; and as it droops slowly downwards, the coolie quickly catches hold of the stem, which grows from the lower end of the bunch, at the same moment clipping the stem at the other end of the bunch from the plant with one blow of his machete. With another sweep of the machete he clips off the great maroon-colored plummet that he holds in his hand; and as the bunch touches the ground, it is ready to be carted to the wharf, the whole operation occupying only a few seconds.

Banana-growing, if carried on on a large scale, pays handsomely. But as the price fluctuates much more than that of coffee, it has not the element of certainty that the latter possesses.

There are many fine cocoanut groves on the island; but owing to the long time necessary to wait for the first crop, not as much has been done in cocoanut-growing as in other industries. The trees

seldom bear until seven years old ; but once in bearing they continue for a hundred years, and are a veritable mine of wealth to their owners. A single tree produces on an average a hundred nuts a year. There is no fixed season for blossoming and fruiting. On the same tree blossoms, green fruit, and ripe fruit can always be seen. Cocoanut-trees like sea air, and do not do well if planted too far from the coast ; but they flourish either on the hillsides or on the plains, and though, like nearly all plants, they do best on good land, they do not require so rich a soil as bananas. After the first few years they need no cultivation ; and as soon as their tops are out of reach, the land on which they grow can be put into grass and pasturage.

Oranges grow in perfection on the higher lands, and since the great Florida freeze good prices have been realized for them in the United States. Lemons, limes, grape-fruit, shaddocks, and all kinds of citrus fruit, grow well in Jamaica. With more care in the gathering and packing, there is no question but that there is a great future for this class of fruit in the markets of the United States and Great Britain.

Most excellent vegetables can be grown so as to be ready for market between December and March. Jamaica is thus capable of being made the market-garden of the United States during a season of the year in which it would have a monopoly.

The keeping of live stock plays an important part in the agriculture of Jamaica. All the horses, mules, working-oxen, and fresh meats used there

are produced on the island. The stock-farms, or pens as they are commonly called in Jamaica, usually comprise from five hundred to one thousand acres of grass land, with perhaps as much more of woodland or ruinate, — abandoned land covered with bushes and small trees. The grass land is subdivided into large fields, and comprises pimento grass on the highlands, and Bahama grass if on the lowlands or coast. Guinea grass, which flourishes in either locality, is by far the most valuable, and grows so luxuriantly that a field of it will keep double the number of cattle that the field would in any other kind of grass. It is perennial, coarse and rank in appearance, but very rich and fattening; and all kinds of stock except sheep are very fond of it.

The horses of Jamaica are generally small, but clean and wiry in appearance, of wonderful endurance, and show plainly their thorough blood. It costs about £7 to raise a three-year-old horse, while such sells readily at from £15 to £30 per head, according to size and appearance. Mules sell at about the same price as horses, and the demands for them are constant.

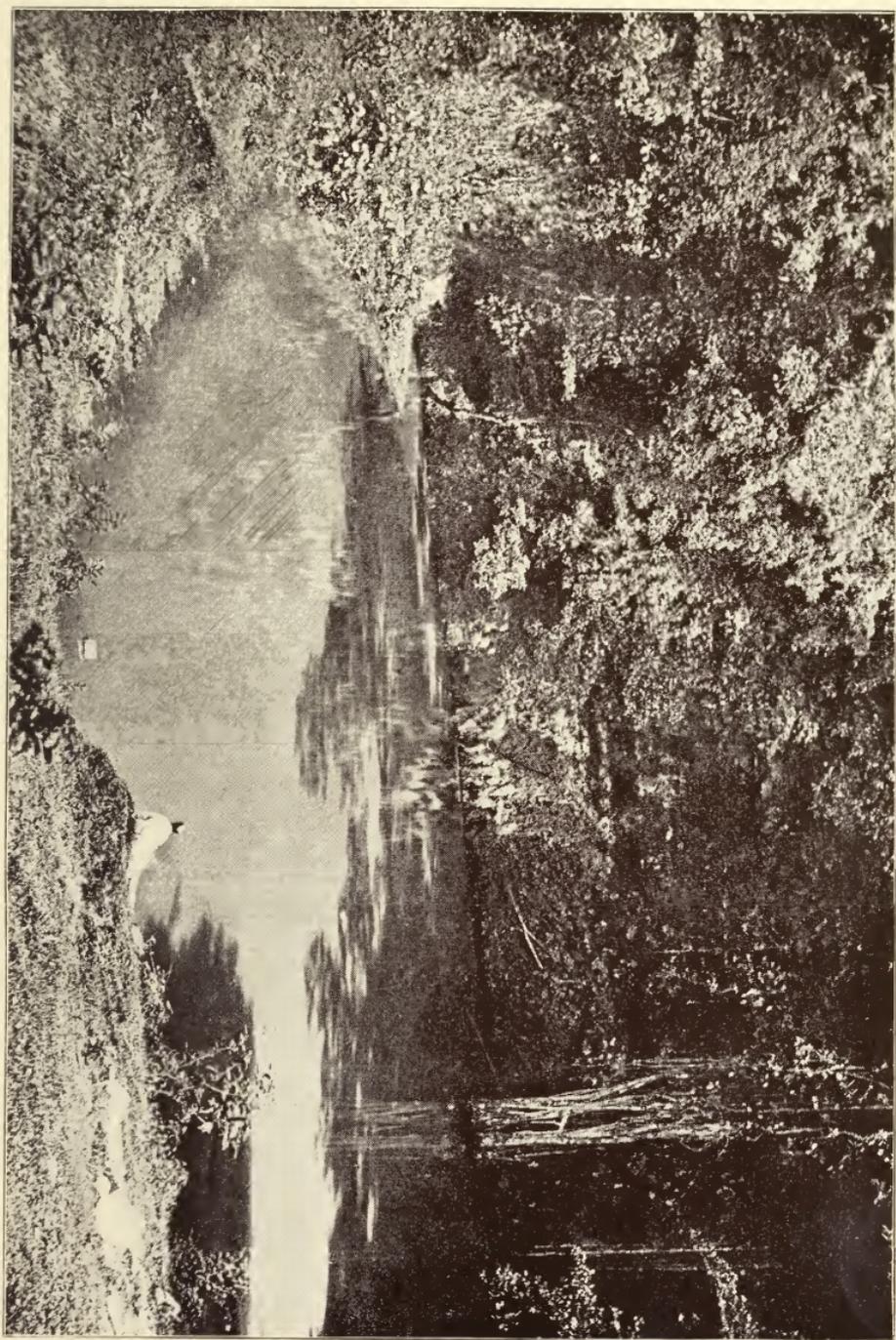
Of cattle there are many breeds, Herefords, Ayrshires, Devons, Shorthorns, and East Indian all being well represented. They are bred for working-oxen and for beef, milking qualities being little considered. Four-year-old steers broken to the yoke bring from £20 to £30 per pair, while the cost of raising is about £7 per head. The East Indian or Hindu cattle, however, bring a much higher

price; as from their quickness, endurance, and ability to stand the heat, they are the best of all breeds for a hot country. These cattle were first brought to Jamaica from Bombay by the Hon. Evelyn Ellis, whose magnificent grazing-farms of Shettlewood and Montpelier are one of the show places of the island.

There are two distinct strains, or families, — the Mysore and the Kattewar. These two breeds are crossed; and the result is a class of working-oxen as near perfect as can be found for the tropics, — active, enduring, and adapted to the climate. Many of these cattle are used on the Boston Fruit Company estates.

Not much attention is paid to sheep husbandry in Jamaica, and the sheep of the island do not compare favorably with the other live stock. Still, the price of dressed mutton is about twice as high as in the United States or England, and with better stock and attention there is no reason why sheep-raising should not pay as well as cattle or horses.

Jamaica consumes a great deal of material produced and manufactured in other countries. She receives most from Great Britain, and sends most to the United States. The import duties, however, are the same on goods brought from the United States as they are on goods imported from Great Britain. This rule will hold good in all British colonies except Canada, which has recently discriminated against the United States in favor of England on account of the hostile tariff legislation aimed against her in the Dingley bill.



RIVER HEAD.

All of the necessaries and most of the luxuries of modern life, American as well as English, are to be found in all of the principal towns at moderate prices. The food supply is ample and cheap, fruit being especially so. In general, prices compare favorably with those of northern countries, even for imported goods. The working-day for outdoor laborers is supposed to be ten hours in the vicinity of Kingston, and eight hours in the country. Mechanics get from 2*s.* 3*d.* to 5*s.* 6*d.* a day; male laborers, 1*s.* 6*d.* to 2*s.*; and women, 9*d.* to 1*s.* A team of two mules with driver costs 7*s.* per day.

Much of the work, especially in the country, is done by what is known as "task-work," a survival of the slave days; the prices of which are generally low. There is a great scarcity of skilled labor; and although there is such a large population, the sugar estates and other occupations requiring a large amount of help find common laborers scarce, so much so that the government has been obliged to send to India for coolies, otherwise many more of the plantations would have long since been abandoned.

CLIMATE.

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

The varied surface of Jamaica, with altitudes ranging from the levels along the sea, up through

the plateaus of the western end of the island to the 7,360 feet of the Blue Mountain Peaks, affords a range of climate which leaves little to be desired, provided the ability to move from one elevation to the other is taken for granted.

It is true that in the months of June, July, August, and September the heat is great in Kingston; but residence there in those months is rendered bearable and even pleasant by the constant blowing of the sea-breeze, called by the early Spanish settlers "El Medico," during the day, and the north winds from the hills during the night. Even at the hottest season of the year the hot and sultry nights of the "bleak northland" are unknown in Jamaica. Persons resident in the island for many years have never experienced a time when during a whole night through sleep was uncomfortable by reason of the heat. Rather is it likely to be disturbed by the necessity of procuring an extra blanket between the hours of two and five A.M. The daily average during the hot season is 80° and the maximum 87° , and the atmosphere is remarkably dry. During the night the mercury goes down to 63° , and seldom remains over 70° . The temperature varies with the altitude. When a change is necessary to the dweller on the lower levels, a few weeks or days in the bracing and invigorating mountain air of the hills is a great recuperator.

While the general average of temperature is remarkably uniform throughout the island, the average rainfall presents phenomena which seem to be quite beyond the present understanding of the stu-

dents of meteorology. While rain may not fall for weeks in Kingston during the winter season, yet it can be seen raining on the Blue Mountain Peaks nearly every hour in the day. A visitor to the Dry Harbor mountains of St. Ann may find the inhabitants of Brownstown and vicinity actually suffering for water; and yet after a brief journey into the adjoining parishes, both to the south and west, he will come to regions where the red clay and contrasting deep green will tell him of the almost daily heavy showers which render these plateaus at times rather too damp for comfort.

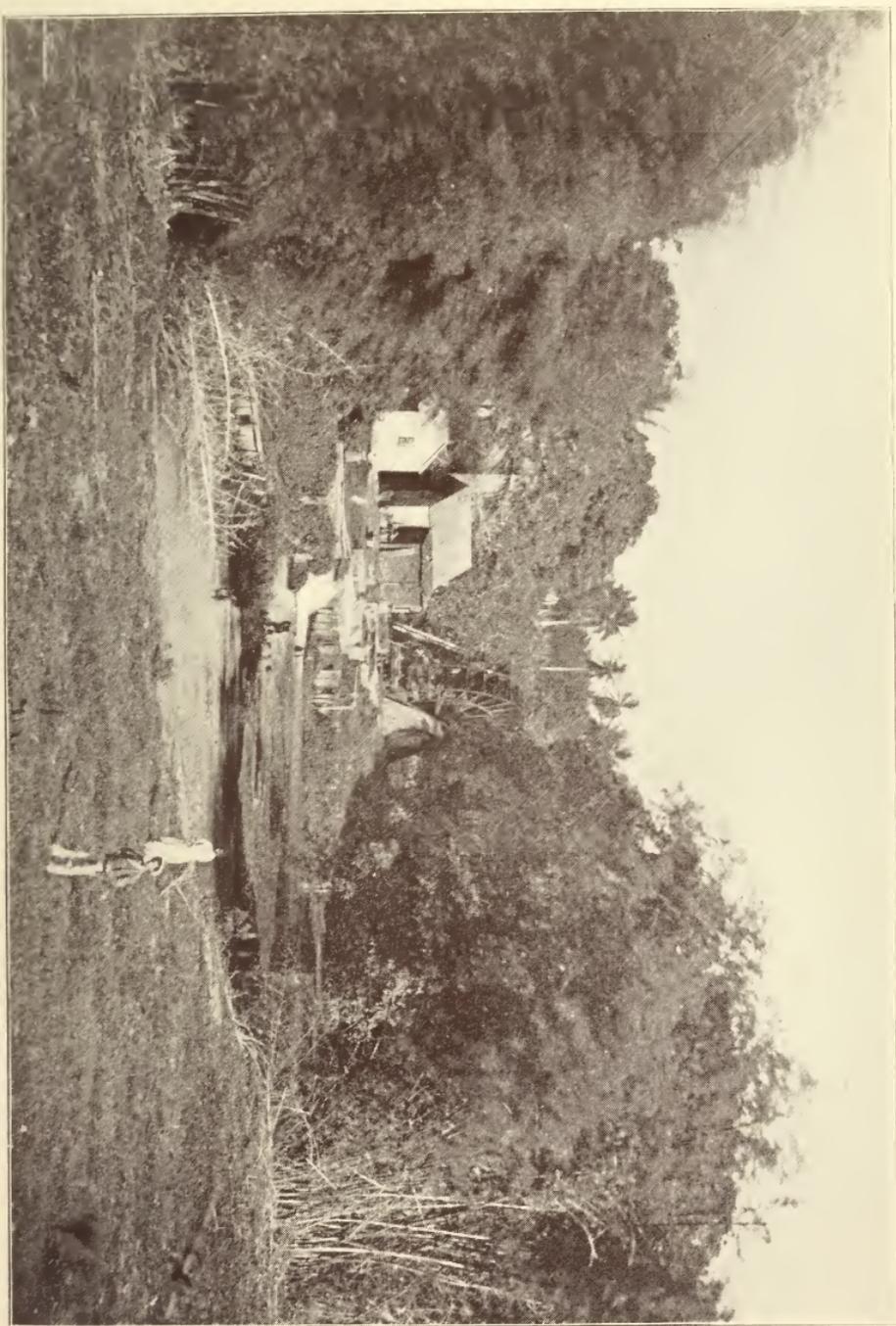
May and October are the two great rainy seasons, in which months at the new or full moon it begins to rain, and continues day and night for a whole fortnight with great violence, so that the earth in all level places is laid under water for some inches.

Jamaica in the past, as well as in the present, has suffered much from misrepresentation. To many people Jamaica has been considered the "grave of Europeans," and a passage to this lovely "Isle of Summer" is almost synonymous with ordering a coffin. The yellow fever, earthquakes, and hurricanes form a slight epitome of prevalent notions regarding Jamaica.

For people of temperate habits Jamaica is as healthy a place for residence as any in the United States or England.

Dr. Phillippo, a physician of high standing, in his valuable treatise on the climate of Jamaica, says, "It cannot be denied that fevers do arise spontaneously in certain localities among unacclimatized

Europeans, who have most probably exposed themselves to several, and generally to the whole, of the following conditions; namely, exposure to the mid-day heat, wet clothes, wet feet, fatigue, exposure at night to the chills and malaria arising from lagoons and swamps after sunset, and, above all, intemperance in drink. Let him avoid these conditions, and the European will avoid fatal fevers." Nothing is more dangerous to health in this climate than an excessive indulgence in alcoholic stimulants. Many young men, coming out from the colder north, usually in the winter months when the contrast in temperature is very great, find here a social condition among the better class of men which is famous for its hospitality and good fellowship; and while his host, though sometimes the happier, is seldom indeed the worse for his glass, the stranger, on the other hand, though the last person to indulge in such freedom, too often attempts to vie with and outdo his hospitable acquaintance. The result is frequently an attack of "pernicious" fever, so called here, — a form of fever which, though not by any means the dreaded "yellow jack," has no doubt often been called upon to bear that fatal malady's burden. A concensus of opinion, taken from numbers of the medical men throughout the island, bears out the statement that fully one-half the deaths of visitors or temporary residents from febrile causes can readily be traced to excess in liquor, or those exposures which intoxication so generally leads to. From the foregoing, however, it should not be understood that the death rate from these causes



MATTA BRAE.

is common. It is only the case of a low death rate somewhat increased by these breaches of the laws of hygiene. This fact is now so well recognized, that the leading life-insurance companies in the United States allow their policies to cover residence in the island without restrictions or the increase of rates.

Dr. James Henry Clark, a medical man in large practice in the Santa Cruz mountains of Jamaica, writes thus of the island as a health resort: "To any anxious to avoid a winter, or suffering from a tendency to bronchitis, inflammation of the lungs, pleurisy, rheumatism, or dyspepia, must in a variable and chilly climate, though not laboring under advanced disease, be confined to the house during a large portion of the year to avoid the almost 'certainty of catching cold'—to all such persons I do most conscientiously recommend this climate. Here the invalid can get out every day to enjoy these most powerful of all tonics,—fresh air and exercise; and thereby promoting appetite and digestion, impart vigor and tone to the general system."

There are several medicinal springs in Jamaica, some thermal and others cold, which possess therapeutic properties of no little value, and which are deserving of more attention than they have hitherto received. The most important of these, or at least the best known, and the only ones at which passable accommodations for visitors are yet provided, are the Bath at St. Thomas the Apostle, about a mile from the town of Bath, the Jamaica Spa at Silver Hill, and the Milk River Bath at Vere.

The first of these is a thermal sulphur, the second a chalybeate, and the third a thermal saline water. The waters of one or the other of the springs are of value taken internally and applied in the form of a bath. The government has made grants from time to time for the improvement and care of the buildings at these baths; but there is yet much to be desired in the matter of cuisine, bathing facilities, attendance, and other things that contribute to the comfort and entertainment of the invalid.

CHAPTER XVIII.

THE MAROONS.

WHEN Jamaica was conquered from the Spaniards in 1655, the Spanish inhabitants are said to have possessed fifteen hundred slaves, composed of native Africans, and a mixture of African and the native Indians, whom the Spaniards had enslaved when they settled the island. On the surrender of their masters they retreated to the mountains, from whence they made frequent excursions to harass the English. Major-General Sedgewick, one of the British officers, in a letter to Secretary Thurloe in 1656, predicts that they would prove a thorn in the side of the English. He adds that they gave no quarter to his men, and that scarce a week passed without murdering one or more of them; and as the soldiers became more confident and careless, the Maroons grew more enterprising. He stated that they must either be destroyed, or brought in on some terms or other, or else they will prove a great discouragement to the settling of the country. What he foretold soon came to pass; for in the same year the army gained some trifling success against them, but this was immediately severely retaliated by the slaughter of forty soldiers, cut off as they were carelessly rambling from their quarters.

In the course of time their numbers were not only augmented by natural increase, but by runaway slaves from the English planters. At length they grew confident enough of their force to undertake descents upon the planters in the interior of the island, many of whom they murdered without the least provocation, and by their barbarities and outrages intimidated the whites from venturing to any considerable distance from the coast.

The name maroon is said to be derived from the Spanish word *marrano*, signifying young pig. The woods abounded with the wild boar; and the pursuit of them constituting the chief employment of fugitive negroes, they were consequently called Maroons. Their language was a barbarous mixture of the African dialects with Spanish and English. In common with all African tribes they believed in *Obi*, and recognized the authority of such of their old men as had the reputation of being *Obeah* men, who were sometimes very successfully employed in keeping the Maroons in subjection to their chiefs. The labors of the field, such as they were, and every other species of drudgery, were performed by the women; for the Maroons, like all other savage nations, regarded their wives as so many beasts of burden. Polygamy, too, with their other African customs, prevailed among the Maroons universally. Some of the principal men claimed from two to six wives. For forty years the Maroons continued to distress the island, during which time forty-four Acts of Assembly were passed, and at least £240,000 expended for their suppression. In 1734 Captain

Stoddart projected and executed with great success an attack on Nanny Town, situated in the Blue Mountain range at the windward end of the island. Having provided some portable swivel guns, he silently approached, and reached within a short distance of their quarters undiscovered. After halting for some time, he began to ascend by the only path leading to the town. He found it steep and rocky and difficult, and not wide enough to admit the passage of two persons abreast. However, he surmounted these obstacles; and having gained a small eminence commanding the huts in which the negroes were asleep, he fixed his little train of artillery to the best advantage, and fired upon them with so great an effect that many were killed in their habitations, and several threw themselves headlong down the precipice. Captain Stoddart followed up the advantage, killed a great number, took many prisoners, and so completely destroyed or routed the whole body that they were unable afterwards to effect any enterprise of any account in this part of the island.

This affair, however, only proved a temporary success; for in 1736 the Maroons had grown so formidable, under a very able leader named Cudjoe, that it was found necessary to send from England two regiments of troops, which were formed into independent companies, and employed with the militia in defending blockhouses, which they erected as near as possible to the enemy's most favorite haunts. Their general plan of duty, as directed by law, was to make excursions from their block-

houses, scour the woods and mountains, and destroy the provision gardens and haunts of the Maroons. Each garrison was also furnished with a pack of dogs, provided by the church-wardens of the respective parishes. These animals proved extremely serviceable, not only in guarding against surprise at night, but in tracking the enemy. The next year, 1737, some sloops were despatched to the Mosquito coast, and brought from there two hundred Indians. They were formed into companies under their own officers. White guides conducted them to the enemy's country. When they discovered a trail they were sure to track the enemy to his quarters. They proved very effective, and were well rewarded for their services, and after the war was over were sent back to their own country. The Maroons never dared to make a stand, or take the risk of a pitched battle; they skulked about remote plantations, murdering the whites by two or three at a time. By night they came into the settlements, set fire to the cane-fields and out-buildings, killed the cattle, and carried the slaves into captivity. They knew every secret avenue of the country, so they could either conceal themselves from pursuit or shift their ravages from place to place. Such were the foes the English had to deal with, who could not be reached by any plan of attack, who possessed no plunder to allure or reward the assailants, nor had anything to lose except life and a wild and savage freedom.

The arrangements made for their reduction, as previously stated, proved very successful; for so



Attack on Trilawney Town.

many fortresses stationed in the very centre of their usual retreats, well supplied with every necessary, gave the Maroons a constant and vigorous annoyance, and in the end brought the war to a close; for in 1738 Governor Trelawney, by the advice of the principal gentlemen of the island, proposed overtures of peace with the Maroon chiefs. Both parties had grown weary of the contest. The white inhabitants wished relief from the horrors of continued alarms, the hardships of military duty, and the burden of maintaining an army. The Maroons were not less anxious. They were hemmed in and closely beset on all sides, their provisions destroyed, and themselves reduced to so miserable a condition by famine and incessant attacks, that Cudjoe afterwards declared that if peace had not been offered to them, they had no choice left but either to starve, lay violent hands on themselves, or surrender at discretion.¹ By the treaty which was ratified by the Maroon chiefs, the Trelawney Town Maroons were to have fifteen hundred acres of land, and the other bands, of Accompong Town, Crawford Town, and Nanny Town, one thousand acres between them, which the Legislature secured to them and their posterity forever. Their land was free from taxation, and they were allowed to govern themselves without interference from the whites. The Maroons agreed, on their part, to deliver up any runaway slaves, "and in case Captain Cudjoe, or any of his people, shall do any

¹ The two cuts shown in this chapter are reproduced from Bryan Edwards's "History of the Maroons," published in 1808.

injury to any white person, he shall submit, or deliver up such offenders, to justice.”

By this treaty an end was put to this tedious and ruinous contest.

The clause in the treaty by which these people were compelled to reside within certain boundaries in the interior of the island, apart from all other negroes, was probably founded on the apprehension that by suffering them to intermix with negroes in slavery, the example which they would continually present of successful hostility might prove contagious, and create in the minds of the slaves an impatience of subordination, and a disposition to revolt; but the future proved that it was a mistake. The Maroons, instead of being established into separate tribes or communities in the strongest part of the country, should have been encouraged by all possible means to frequent the towns, and to intermix with the negroes at large. All distinction between the Maroons and the free blacks would have been lost, for the greater number would have prevailed over the lesser; whereas the policy of keeping them a distinct people continually inured to arms introduced among them an *esprit de corps*, and concealing from them the powers and resources of the whites taught them to feel, and at the same time to overvalue, their own relative strength and importance.

Over fifty years elapsed before there was any serious outbreak again of the Maroons. In the month of July, 1795, two Maroons from Trelawney Town, having been caught stealing some pigs, were

tried by a jury at Montego Bay and found guilty. They were sentenced by the court to receive thirty-nine lashes on the bare back. The sentence was executed by the black overseer in the workhouse, whose office it was to inflict punishment on such occasions. The offenders were then discharged, and went off with their companions, abusing and insulting every white person they met on the road.

On their return to Trelawney Town, and giving an account of what had passed, there was an immediate uprising of the whole body of Maroons. They complained, not of the injustice or severity of the punishment inflicted on their companions, but of the disgrace which had been put upon the whole body by the punishment having been inflicted by the black overseer in the workhouse, and in the presence of fugitive and felon negro slaves, many of whom they had themselves apprehended. They sent a written defiance to the magistrates of Montego Bay, declaring their intention to meet the white people in arms, and threatening to attack the town on July 20. They concluded by demanding reparation for the indignity cast upon them by an addition to their lands, and the dismissal of Captain Craskell and the appointment of Mr. James their former agent.

The Maroons took advantage of a very favorable opportunity for their outbreak. The July fleet of one hundred and fifty ships had just sailed for England; and they knew that very few British troops remained on the island, except the Eighty-third Regiment, which was under orders at that

very moment to embark for San Domingo, and which actually sailed under convoy of the Success frigate before news reached the government of the uprising.

The Earl of Balcarrier, who was then governor, promptly decided to overtake the transports if possible. A fast sailing-boat was sent from the east end of the island to intercept the vessels as they were beating up against the wind and current. They were met off the northeast end of Jamaica, and orders delivered to change their course to Montego Bay, which was immediately obeyed, and it is probable that this fortunate event saved the island.

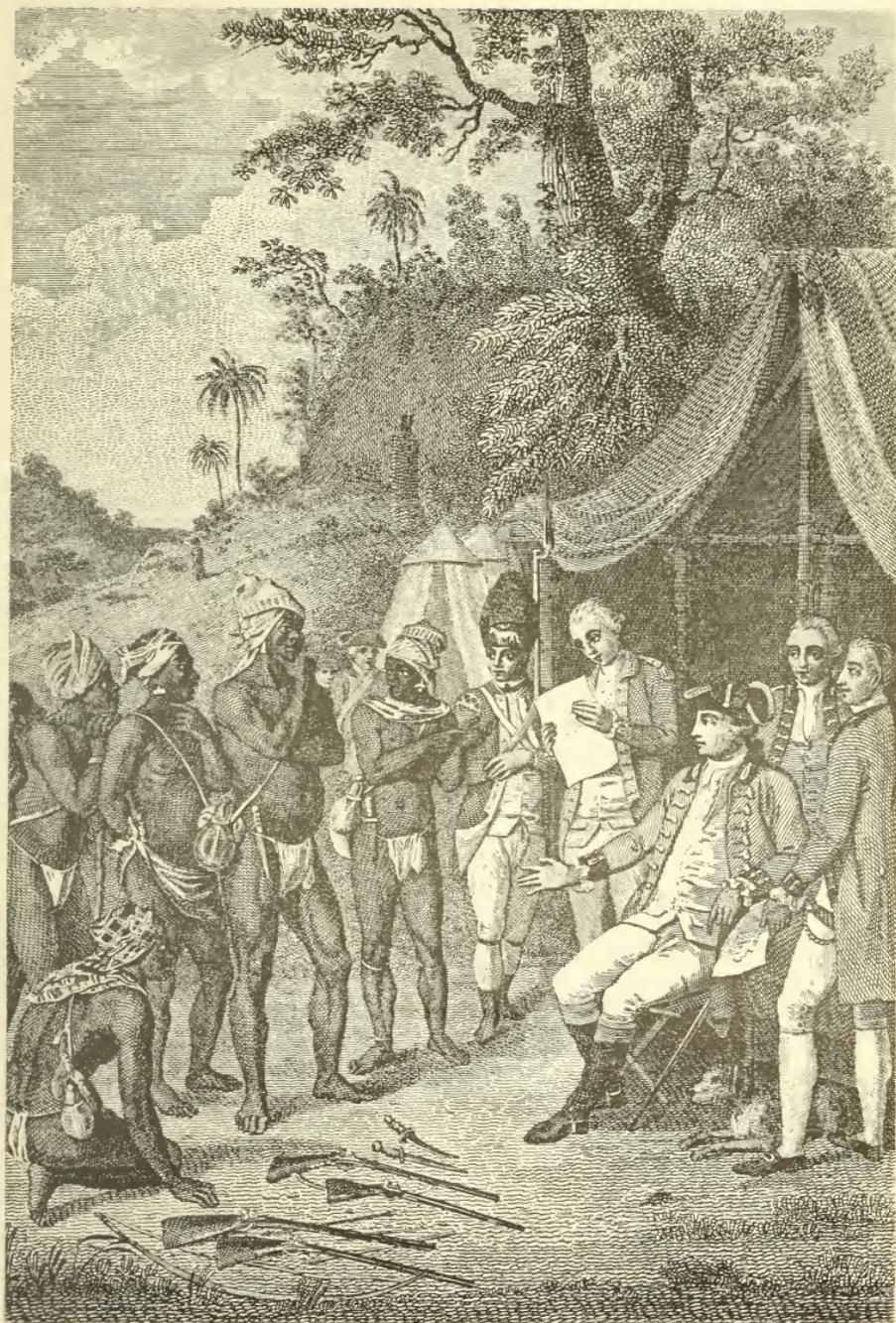
The Maroons had collected great quantities of arms and ammunition; their emissaries visited the plantations, and endeavored to prevail on the negro slaves to join them, and by rising in a mass to enable them to exterminate the whites at one blow, as their countrymen were doing at that very time in San Domingo. The sudden and unexpected arrival of so powerful a re-enforcement at this critical moment had a wonderful effect on the negroes. They believed Heaven itself had declared in favor of the whites, and that all attempts at resistance would be unavailing and impious.

The Maroons themselves became divided in their councils; many of the old and experienced among them, even in Trelawney Town, recommended peace, and the whole of the Accompong people declared in favor of the whites. The violent councils of the younger part of the Trelawney Maroons,

however, prevailed. They were inflamed with a degree of savage fury against the whites which set at naught all considerations of prudence or policy, and they decided to fight the Bucras.

The governor issued a proclamation addressed to the Maroons of Trelawney Town, in which he said, "Martial law has been proclaimed. Every pass to your town has been occupied and guarded by militia and regular forces. You are surrounded by thousands. Look at Montego Bay and you will see the force brought against you. I have issued a proclamation offering a reward for your heads. That terrible edict will be put in force if every Maroon of Trelawney Town capable of bearing arms does not appear before me at Montego Bay Aug. 12, and there submit to his Majesty's mercy."

On the afternoon of the 12th, orders were given to Lieutenant-Colonel Sandford to march with a detachment of the Eighteenth and Twentieth Dragoons and a party of horse militia, and take possession of their stronghold. The Maroons retreated before them, and drew the whites into an ambuscade, in a narrow pass about half-way between the new and old town. The regulars were marching in front, the militia in the centre, and the volunteers in the rear, when a heavy fire commenced from the bushes. Colonel Sandford was among the first that fell, and with him Quartermaster McBride and six privates of the Twentieth and eight of the Eighteenth Light Dragoons. Colonel Gallimore, the commanding officer, and eight of the volunteers were also killed, and many wounded of all descriptions.



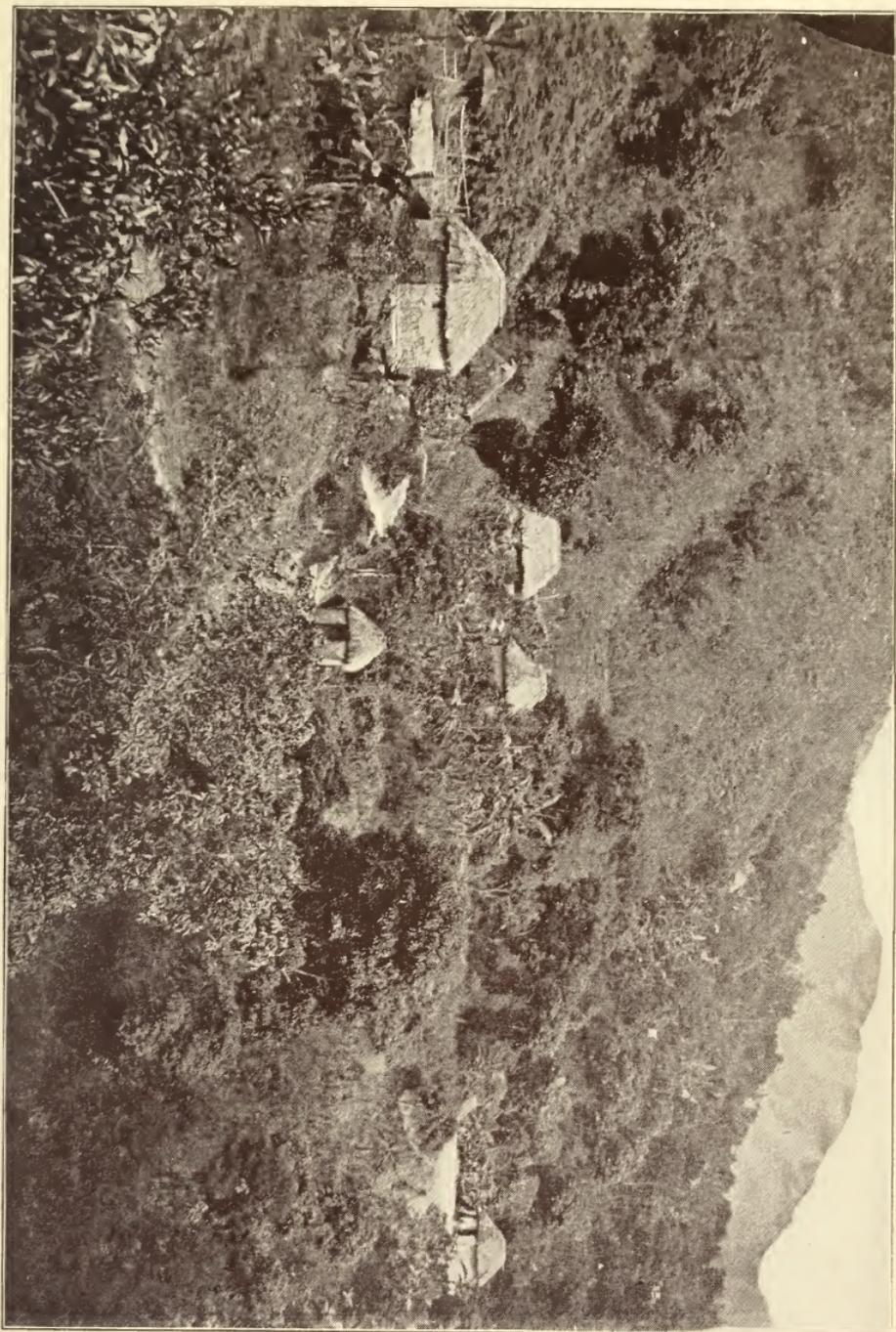
Surrender of the Maroons.

The troops pushed forward, and drove the Maroons from their hiding-places; and after a night of great suffering and hardship, the survivors retreated in the morning, and carried with them most of their wounded. Thus terminated this disastrous and sanguinary encounter, in which it was not known that a single Maroon lost his life. Their triumph, therefore, was great; and the best informed among the planters, in consequence of it, anticipated the most dreadful calamities. In their imagination they beheld all the horrors of San Domingo, — their houses and plantations in flames, and their wives and children massacred by their former slaves. Fortunately the negroes, on whom the Maroons relied for support, remained peaceable, and faithful to their masters.

The Maroons retreated into the Cockpit Country, the most inaccessible part of the island. This valley is surrounded by steep precipices and broken rocks and mountains of great height. In the caverns they secreted their women and children and ammunition. From this retreat, almost inaccessible to all but themselves, they sent out small parties of their most able and enterprising young men, who prowled about the country, robbing, burning, and murdering the whites. When any whites fell into their hands they killed all without any distinction of sex or age. Even women in childbed and infants at the breast were slaughtered indiscriminately.

Colonel Fitch, who succeeded Colonel Sandford, perished with a number of his men in the same

MARROON TOWN.



manner; and when his remains were recovered, several days afterwards, it was found that his head had been severed from his body, and *placed in the officer's own bowels*. Thus the war continued with this savage and merciless enemy without any sign of abatement, till recourse was had to the measures so successfully employed against the same enemy in the long and sanguinary war that terminated in the treaty of 1738. The Assembly decided to send to Cuba for a hundred bloodhounds, and to engage a number of Spanish huntsmen to attend and direct their operations. They arrived at Montego Bay on the 14th of December. Such extraordinary accounts were immediately spread by the negroes of the terrific appearance and savage nature of these animals, as to make an impression on the Maroons that was equally surprising and unexpected. The Maroons now displayed evidences of terror, humiliation, and submission, and solicited peace with great earnestness. A large party of them surrendered on condition that their lives should be spared, and that they should not be sent off the island.

On the 14th of January, General Walpole, who succeeded Colonel Fitch in conducting the war, marched against the Maroons with the Spanish dogs. The effect was immediate. The troops had marched but a short way into the woods when the enemy sent in a supplication for mercy, and surrendered on no other terms than a promise of their lives. Not a drop of blood was shed after the arrival of the dogs upon the island. And thus

terminated this disastrous and cruel war. After such a contest, carried on in such a manner, it was thought impossible that a cordial reconciliation could ever again exist between the whites and the Maroons. It was determined, therefore, to transport from the island all the Maroons who surrendered after the first of January, except those who by their repentance, services, and good behavior since their surrender had merited protection and favor; such were permitted, together with their wives and children, to remain on the island.

In June, 1796, H. M. S. *Dover*, with two transports in company, having on board six hundred of the Trelawney Maroons, sailed from Bluefields for Halifax, N.S. Commissioners accompanied them with instructions to purchase lands in Nova Scotia or Lower Canada, and to provide them with the means of subsistence until they became accustomed to the country and climate, and they could be self-supporting. The sum of £25,000 was allowed by the Assembly for this purpose. On their arrival at Halifax, lands were purchased for them in the township of Preston. At first they were well received by the government and the people, who thought they would be a valuable acquisition to the colony; but these views were soon changed. The winter succeeding their arrival was unusually severe. Their firewood was soon consumed, their potatoes were frozen in their cellars, and the supplies of Halifax failing, they were in danger of suffering from hunger. Though relieved by a liberal donation from the public stores, they became dissatisfied,

and demanded of the governor to be removed to a warmer climate.

The white inhabitants also became discontented with them. They feared they would become an incumbrance to the Province. The Maroons refused to work or to attend Christian worship. They retained the custom of a plurality of wives bound only by consent, and refused to perform either the marriage or funeral ceremonies. When a Maroon died he was buried according to the African customs. The governor, too, began to be weary of his charge, and to repent the encouragement he had given to their coming to Nova Scotia.

It was resolved to transport them once more, to Sierra Leone, the new British colony for enfranchised slaves in Africa. Thither they were accordingly sent by an agreement with the Sierra Leone Company in London. They embarked at Halifax in August, 1800, and arrived at Sierra Leone in October. Thus ended the absurd plan of settling negroes in a cold climate, after an expenditure of £46,000 on the part of the island of Jamaica, and a great outlay on the part of the British Government. Notwithstanding the length of time that has elapsed since their deportation to Sierra Leone, their descendants look back with pride to the time when they were able to contend with the white man. It is also a common term of reproach against them that they were subdued by dogs.

CHAPTER XIX.

INHABITANTS AND GOVERNMENT.

WHEN Columbus discovered Jamaica it was inhabited by a gentle and peaceful race of Indians belonging to the Arawak tribe, which still inhabits British Guiana. This race of Indians also inhabited Cuba, Hayti, Porto Rico, and the Bahama Islands. The Lesser Antilles, extending from St. Thomas to Trinidad, were inhabited by a race of Indians of entirely different characteristics. They, too, originated in South America, and still inhabit the country to the southeast of the Orinoco River. They were named by Columbus Caribs, meaning cannibals. For hundreds of years they successfully resisted all attempts at invasion. Inch by inch and foot by foot the Caribs struggled for liberty in their mad fight for existence. It is to the prowess of their ancestors that the Caribs are to be found at the present time on the islands of Dominica and St. Vincent, while not a vestige remains of the more numerous but peaceful Arawaks that inhabited the Greater Antilles. The aboriginal inhabitants of Jamaica had a fixed form of government, simple, patriarchal, and dignified. They believed in a future state of existence, and had certain quaint ideas about a creation of the world and

a tradition of a deluge, but had an unusually small element of superstition in their religion. They were kind to each other and hospitable to strangers; and it can be truly said that the world would have been none the worse for the survival of this race, and for the extermination of some other race less creditable to humanity.

Fifty years after the discovery of Jamaica every Indian inhabitant had disappeared. Under the rule of Esquimel and his successor of the same name, Pedro de Esquimel, they were swept away. Scarcely a record exists of the process whereby their destruction was effected; but the terribly significant comment of Las Casas on Pedro, that he was one of the most cruel of those sent to afflict the Indians, leaves no doubt as to the nature of the awful deeds by which their annihilation was accomplished. Soon after the coming of the Spaniards the natives began to feel the galling burdens of servitude. They abandoned their habitations, and retired to the mountains, and took refuge in the most sterile and dreary heights, flying from one wild retreat to another, the women with their children in their arms or at their backs, worn out with fatigue and hunger, and harassed by perpetual alarms. In every noise of the forest or the mountains they fancied they heard the sound of bloodhounds leading on their pursuers. They hid themselves in damp and dismal caverns, or on the rocky banks and margins of the torrent; and not daring to hunt or fish, or even to venture in quest of nourishing roots and vegetables, they had to satisfy their hunger with unwholesome food. In

this way many thousands of them perished. This effort to disencumber themselves of the Spanish ended in convincing them that the yoke of the invaders was irremovably fastened upon them. The survivors returned in despair to their villages, submitted to the fate they could not escape, and resigned themselves to servitude, — the repartimientos or allotment system, which distributed the Indians among the settlers, who used them, says Herrera, “in planting cotton and raising other commodities, which yielded great profit.” When the Spaniards discovered Jamaica it is said to have contained an Indian population of sixty thousand, all of whom were cut off and exterminated a century before the English conquered the island; yet the Spanish settlers had no sooner worked the natives to death, than they had recourse to the importation of slaves from Africa to fill their places. We are informed that the number of negroes on the island at the time of its capture nearly equalled that of the whites, — about fifteen hundred. When the Spaniards were driven from the island, they armed their slaves, and advised them to shift for themselves and fight the English. This they were not slow in doing; and being probably of a mixed Indian and African blood, they were fierce and warlike. They took to the mountain fastnesses, and murdered and plundered the settlers. They were known as the Maroons, and were a thorn in the side of the whites for upwards of a century and a half, as is fully described in the chapter on the Maroons.

The year following the conquest of Jamaica



FORD.

(1656), Colonel William Brayne arrived with 1,000 troops, and was followed shortly after by 1,500 settlers from New England, Bermuda, Barbados, and Nevis. Cromwell also sent from Ireland 1,000 girls and as many young men. In 1660 the first attempt was made at numbering the people. "The relics of the army were put down at 2,200, and the planters, merchants, and others at probably as many more."

Evidently the population during these four years had decreased, notwithstanding the constant arrival of fresh importations. It soon became evident that while the English and Irish settlers could carry on agricultural pursuits in the cool, bracing mountain districts, they were incapable of hard manual labor in the cane-growing districts in the low lands. Hence it became necessary to introduce a class of labor that could work in the fields under a tropical sun. The traffic in slaves and the system of slavery increased step by step with the introduction of sugar cultivation. Between the years 1700 and 1786 no less than 610,000 slaves were landed in Jamaica, of whom 160,000 were re-exported to other parts of the West Indies or to America. Thus more than 5,000 were added every year to the existing number. The reason for this large and constant increase was partly that the amount of land under cultivation was greatly extended, and due to the hard labor and harsh treatment which retarded the natural increase of population, and to the fact that the number of male slaves imported was much in excess of the number of female. In 1807 a law was passed by the British Government abolishing

the trade in slaves from the 1st of March, 1808. This was followed by the Imperial Parliament passing the Emancipation Act in May, 1833, when it was enacted that on and after the 1st of August, 1834, all slaves should be free throughout the British dominions. A compensation of £20,000,000 was granted to the slave-holders, the grandest and noblest act done by any nation in the history of the world. The Jamaica slave-owners were paid £5,853,975 in consideration of the manumission of 255,290 slaves, while 55,780, consisting of children, old people, and runaways, were excluded from the compensation.

The Imperial Act was bitterly opposed by the Island Assembly, who threatened to transfer their allegiance to the United States, or to assert their independence after the manner of their continental neighbor. Allowance must be made for the gentlemen who constituted the Assembly, who foresaw in emancipation nothing but ruin and disaster, both to themselves and to the colony at large. This unfortunately proved to be the case in all the British Colonies except Barbados. In that island all the land was under cultivation. There was not any wild land to squat on. The negro had to work or starve. The largest amount of sugar ever raised in Barbados in any year previously to the freeing of the slaves was 32,500 hogsheads of sugar and 9,305 puncheons of molasses; in 1889 the product was 65,268 hogsheads of sugar and 44,818 puncheons of molasses. Demerara and Trinidad are the only other colonies that have regained their former

prestige ; and this was brought about by substituting East Indian, Chinese, and Portuguese labor in place of the negro, who refused to work when free. These people have shown a great desire to work hard, save money, and with their savings become shopkeepers, in which many of them have amassed considerable fortunes, and ultimately become merchants and owners of vessels ; while the indolent negro looks on in wonder at the rapid strides and comforts of life enjoyed by strangers who have been only a few years among them, and who commenced life under far less advantageous circumstances.

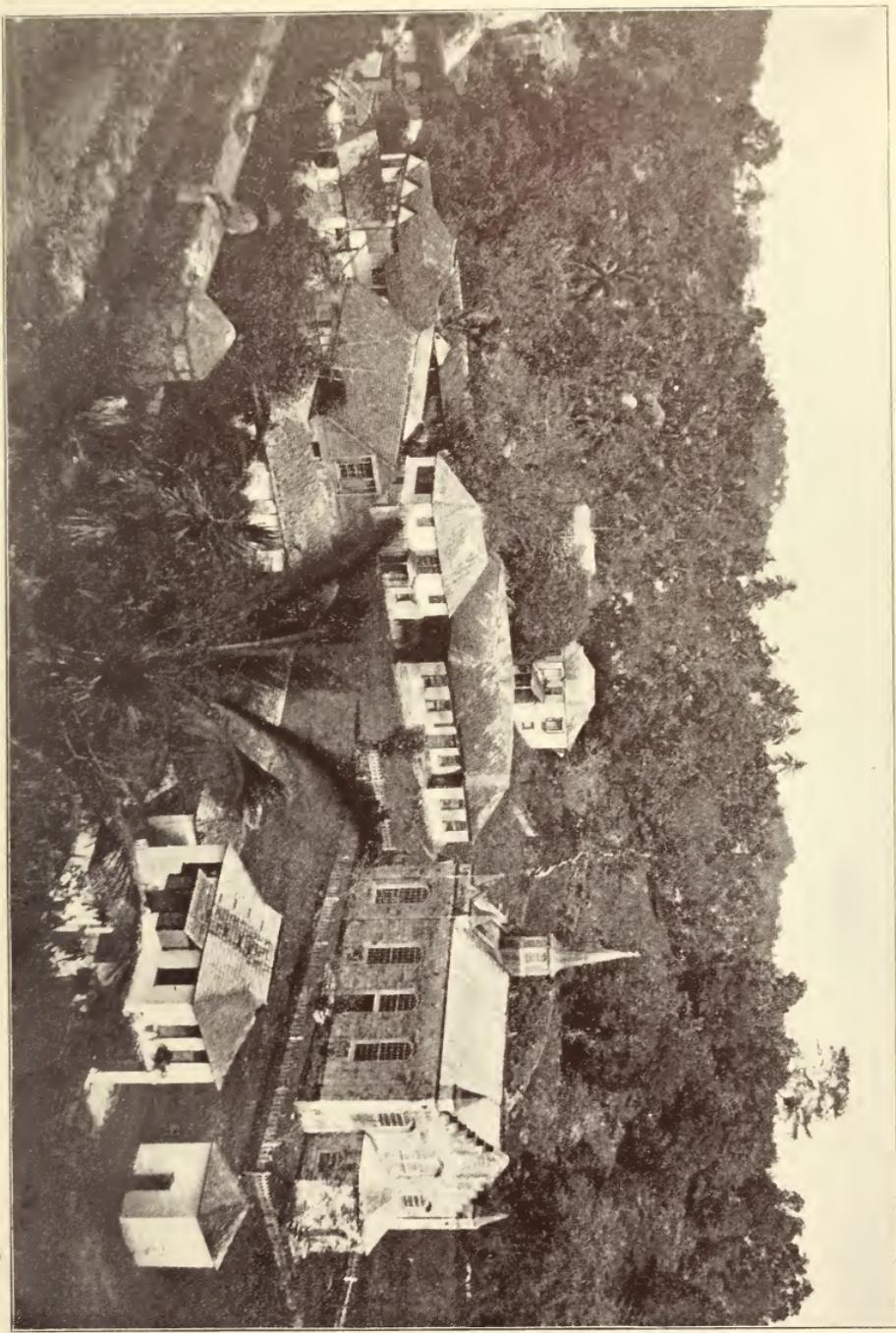
Idleness is the curse of the negro. The men, as a rule, never work unless necessity compels them to do so ; and the women and children do all the drudgery. Of the sloth of the negro there is unfortunately but too abundant evidence in the desolation of whole districts containing the richest lands, and in abandoned estates with their costly works in ruins, and not a sign of human industry as far as the eye can reach. Nowhere else on the island is this more apparent than in the parish of Portland. Port Antonio had been abandoned by the whites, the great sugar estates were rapidly being overgrown by the forests, the negroes had no employment, and were relapsing into a savage state like that of their ancestors. Then the Boston Fruit Company came upon the scene, and soon restored a large portion of the country to its former prosperity. The principal drawback and difficulty was with the negro, — how to make him work. The company paid him more than twice as much as the

Barbadian negro received, and offered him steady employment; but money was no object to him. He could obtain all the food he wanted without work, and would work only when he felt like it. The company did the same as the Trinidad and Demerara planters, — they sent to India for coolies; and it is only by using the coolie as a check on the negro that any work can be got out of the latter.

When the negro was freed he was encouraged to look upon liberty as license; and fifty years of such teaching has vastly prejudiced his advance in civilization, and at the same time ruined his country. The great mistake made both in the British West Indies and the United States was the granting unlimited freedom and equality to the negro before he was taught to understand the responsibilities attached to such privileges. It has been demonstrated in the United States that it is impossible for the negro to exist in a community of Anglo-Saxons on terms of political and social equality. The greatest problem to-day in that country is what is to be the future of the negro race in the Southern States.

The population of Jamaica, according to the census of 1891, was 639,491, an increase of 56,681 since 1881, and 133,337 in excess of the population of 1871. The population as to races was divided as follows: whites 14,692, colored 121,955, black 488,624, East Indian 10,116, Chinese 481, not stated 3,623. It is considered that many that were registered as white contained more or less colored blood, and that it can be safely said that

STEWART'S TOWN.



there is scarcely more than one per cent of the present population of Jamaica that is pure white. This shows a surprising increase in the black and colored population during the past hundred years, and a corresponding decrease in the whites. In 1791 the whites numbered 30,000, and the negroes and colored 261,400. Therefore at that time there was one white to every nine black and colored, and now there is one white to every one hundred. In 1673 the whites numbered 7,768, and the negroes 9,504.

It will be seen from the foregoing that there has been a constant decrease of the white population in comparison with the negro during the past two hundred years. The same can be said of all the British West India islands, and also of some of the Southern States, where the negroes are increasing much faster than the whites, some States growing blacker every year and some whiter, it depending on the climatic conditions of same. It has been clearly proved during the past four hundred years, since the discovery of America, that the tropical section of it, within the Gulf States on the north and the Argentine Republic on the south, is not a white man's country, and never will be. He can exist there only as master. Every attempt made by white colonists to settle the country and employ white labor has failed. The white man cannot do field-labor in the tropics and live, especially the Anglo-Saxon branch of the Caucasian race. The Latin races do best, especially the Portuguese. From the foregoing it must not be supposed that the

whites cannot live within the tropics and reach an advanced age. There are as fine specimens of the Anglo-Saxon race to be found in the British West Indies as are to be seen in England, and they live to as old an age; but they and their ancestors have been masters; laborious field-work has not been their lot; it has been done for them by the negroes. On the other hand, the most miserable and degenerated specimens of the Anglo-Saxon race to be found in the world are the Crackers of the Southern States and the Redlegs of Barbados, descendants of the white laborers sent to those colonies some two hundred years ago. The English in Jamaica, as well as the other British West India islands, are melting away. Families who have been for generations on the soil are selling their estates and are going off, some to England, and more to the United States. This has been going on for generations. Many places in the United States were named Jamaica by these emigrants, such as Jamaica on Long Island, and Jamaica Plain in Boston.

In the tropics the white man labors under so many disadvantages from the climate that he can only exist there in the position of master. Even then he must recruit his family by constant infusion of new blood from home or else doom it to extinction. The negro, on the contrary, suffers from no climatic disadvantages. He can perform field and other heavy work without suffering in health, and he does not require an infusion of fresh blood to make him thrive and multiply. The two races are thus placed

in a position which gives a preponderating advantage to the negro. The only advantage in the white man's favor is his intellect.

It is a great mistake for the people in England or the United States to think that the negro and white can ever mix. The two races cannot intermarry without harm to both. The half-breeds cease to be prolific, and they become prolific only in the event of their marrying blacker or whiter. The tendency throughout animate and inanimate nature is always to revert back to the original stock, if nature is allowed to take its own course.

There is no doubt that the negro has multiplied with great rapidity when he has been protected under English rule. He cannot quarrel and wage war as he was wont to do in Africa or Hayti, and when famine arises the government feeds him; even disease is not allowed to sweep him away as formerly.

Any account of the negroes of Jamaica would be incomplete without allusion to the practice of obeah, or voodooism, among them. This is a relic of savagery, being a species of fetish worship practised by the negroes throughout the West Indies and America, which neither the efforts of the government, which strictly forbids its practice, nor the influence of the church, which has labored faithfully against it, have been able to keep in check. It is only a few years since that negroes were caught practising it in Boston, the centre of civilization on the western continent.

The obeah-man is usually an old and crafty negro, whose forbidding aspect and hoary head,

together with skill in plants of the medical and poisonous species, have qualified him for successful imposition on the weak and credulous. The negroes in general revere, consult, and fear them. To these oracles they resort with the most implicit faith upon all occasions, whether for the cure of disorders, the obtaining of revenge for injuries or insults, or the prediction of future events. The deluded negroes who thoroughly believe in their supernatural powers become willing accomplices in concealing them from the knowledge and discovery of the white people; the stoutest among them tremble at the very sight of the ragged bundle, the coffin, or the bottle, which are stuck in the thatch, hung over the door, or placed on the doorstep, containing parrots' feathers, blood, grave-yard dirt, coffin-nails, egg-shells, etc.

When the negro goes out in the morning and finds *Obi set for him*, near his door or in the path which leads to it, he gives himself up for lost; his terrible imagination begins to work, and he believes himself the devoted victim of an invisible and irresistible agency. Sleep, appetite, and cheerfulness forsake him, his strength decays, his disturbed imagination is haunted without respite, and gradually he sinks into the grave. Cases occurred during slavery times when plantations were almost depopulated by the obeah-man, and so cruel and horrible were some of its rites that the obeah-men were hanged if caught. At present flogging is the punishment prescribed for them. The cannibalism of Hayti, of which we hear occasional reports, is in



NEWLY ARRIVED COOLIES.

connection with obeah, the victim being sacrificed to their deity or spirit.

In view of these facts, we may well wonder whether the negro race is really capable of any great enlightenment. The elements of barbarism firmly fixed in the negro nature by ages of usage in his native Africa are not easily got rid of, and civilization in its true sense is not a thing to be attained at a bound. It is worthy of remark that while the negroes sometimes attain education, position, and wealth, they are not so apt to do so as those of mixed blood. It is the blood of the Caucasian which gives brains, ambition, and the instincts of civilization.

In 1840 a plan for the introduction of coolie labor was carried into effect. Twenty thousand East Indians were thus added to the working population of the island. It was expected that the coolie would stand between the planter and the inconvenience and loss which he experienced from the intermittent industry of the negro. The Indian was a check upon that spirit of independence which, however commendable in theory, has sometimes been a bane practically. The introduction of the coolie, like other acts immediately following the abolition of African slavery, was simply an expedient, a bridge by which the governing class tried to cross that slough of despond by which Jamaican industries were surrounded. It has proved to have been an act of statesmanship, having resulted in the permanent accomplishment of several of the results sought for. These people, with their straight black

hair, clean-cut features, and lithe, slender figures, are a striking contrast to the negroes, whom they heartily despise, and with whom they persistently decline to unite in marriage. Many of the men are good looking, and some of the children and girls are decidedly pretty.

They are an industrious people; their principal aim and object being to advance in the world and accumulate property, the very reverse of the negro in this respect, as in all others. Though not so strong physically as the negro, they do more work, are more reliable, and give such satisfaction as servants and laborers that fresh importations are constantly being made. As there are not so many women brought with them from India as formerly, the women are occasionally tempted into infidelities, which would oftener occur if the lapse from virtue was not so fearfully avenged; for the East Indian will, with one sweep of his machete, behead his wife if she proves unfaithful to him. Such a case as this is unknown among the negro population, as very few of them are bound by the marriage tie; in fact, the negro woman does not care to be married, for in that case the husband obliges her to work for him while he remains in idleness; but if she is not married, then he has to work to support the family, and treat her kindly, or she will leave him. This is shown by the statistics, about seventy-five per cent of the births in the colony being illegitimate.

They are many of them skilled artisans, and the visitor may see the necklace or other ornament fashioned from the handful of silver pieces he fur-



COOLIE BELLE.

nishes for the purpose while he waits. Intellectually it is unnecessary to say where the coolie stands in comparison to the negro. He belongs to the Aryan race the same as the white man. His civilization is one of the oldest in the world, and though of a lower caste in that race, yet is far above the African in development. It is amusing to notice that the negro looks down on the coolie as upon an inferior. A visit to a coolie settlement is very interesting; here the habits of the natives of India may be studied as well as on the banks of the Ganges or Indus. They keep the distinctions as regards caste, and the costumes for age and rank, that obtain in Calcutta. The coolie woman is seen gorgeously apparelled, her small head decorated with a gaudy handkerchief and ornaments of silver, her lithe body wrapped in party-colored garments, broad bracelets of silver and anklets of the same upon her bare arms and brown ankles. In the main, the laboring classes of Jamaica are law-abiding and submissive. The colonial government recognizes the necessity of keeping all these diverse elements in absolute subjection, and its strong arm is felt throughout the island. Every country village has its constabulary; and the uniformed policemen are seen in the rural districts as in the cities and towns, and in spite of the vast number of semi-civilized inhabitants, life and property are as safe in Jamaica as in England or the United States; in fact, this can be said of any place over which the Union Jack waves.

GOVERNMENT.

After the abolition of slavery, there arose a series of political disputes and disagreements between the Executive and the Legislature, accompanied with a bitterness which could not fail to have a disastrous result. This culminated in the rebellion of 1865, and brought to a close a representative institution which had existed for two hundred and two years, and which exercised powers in some respects in excess of those of the British House of Commons itself. Mr. George William Gordon was born a slave, and, the son of his master, had become a man of mark in Jamaica, had acquired property, and lived in a beautiful residence, — Cherry Garden; he was actively engaged in politics, was an elected member of the Legislature, and led the opposition to the government. By virtue of his possessions he belonged to a class usually conservative, but was considered by the whites to be an agitator.

In 1865, while Mr. Edward John Eyre was governor, the storm which had long been gathering burst upon the island. A severe drought had greatly impoverished the people, while the American Civil War had greatly increased the price of imported breadstuffs. Gordon and other agitators availed themselves of the opportunity to unsettle and excite the minds of the ignorant. Gordon presided at a public meeting at which seditious speeches were made, inciting and urging the people

of African descent to assert themselves, and form themselves into societies, hold public meetings, and set forth their grievances.

Whatever the purpose of Gordon and his party might have been, it was soon lost sight of in the disastrous and unlooked-for result. The people to whom he appealed, being ignorant, knew nothing of argument or appeals, or the niceties of legal redress. They were abundantly gifted with savage passions, and they were proficient in the use of the machete. There were certain individuals whom they greatly hated, and a class whose interests were all opposed to their own. They would appeal to the machete. That seemed reasonable to them.

On the 11th of October the custos and vestry of the Parish of St. Thomas met at the Court House at Morant Bay, where they were attended by a protecting body of volunteers. Some hundreds of negroes, armed with machetes, bayonets, sticks, and muskets, entered the square in front of the Court House and declared for "war." They were all black, and the cry was "color for color, blood for blood." They attacked the custos and magistrates while they were holding their meeting for the transaction of business; it resulted in the murder of nearly all the vestry, the slaughter of all the officers and nearly all the private men of the volunteer command, and the perpetuation of the most atrocious barbarities by the negroes. The fight was one of almost unexampled ferocity and horror. The pillage, arson, and bloodshed which followed it filled

the island with terror. The terrible massacre of the total white population of Hayti is ever present in the minds of the whites of Jamaica as a frightful evidence of what the negroes are capable of when roused to frenzy. The French planters had done nothing particularly cruel to deserve their animosity, and were as well regarded by their slaves as ever the whites had been in the English islands. Yet in a fever of political excitement, and as a reward for the decree of the Paris Revolutionary Government which declared them free, they allowed their liberty, which was to have elevated them to the white man's level, to turn them into devils, and to massacre every white man, woman, and child on the island, and afterwards the colored population. This feeling must be taken into consideration in considering the events that followed the outbreak, and the terrible vengeance wreaked by the whites on the negroes. When Governor Eyre was informed of the massacre he took prompt measures to suppress the rebellion. He declared the district where the outbreak occurred under martial law; all the white men were enrolled, armed, and formed into companies; and these extemporized regiments, too few in number to be merciful, saw safety only in striking terror into the negroes. Their houses and huts were burned, and, aided by the Maroons, who joined the whites, they were hunted down. Hundreds of them were tried by drum-head court-martial, and summarily hanged or flogged.

Governor Eyre had Gordon arrested at his residence, Cherry Garden, and sent him into the dis-

trict which was under martial law, tried him by military court, and hanged him.

The government in England at first thanked their representative for having saved the island; but a clamor, aroused by the abolitionists, caused them to send out a commission to examine into the cause of the outbreak and the means used to suppress it. Their report was as follows:—

“(1) That punishments inflicted by martial law were excessive; (2) that the punishment of death was unnecessarily frequent; (3) that the floggings were reckless and at Bath positively barbarous; (4) that the burning of one thousand houses was wanton and cruel.” The commission also reported that the “disturbances had their immediate origin in a planned resistance to lawful authority, and that a principal object of the disturbers of order was the obtaining of land free from the payment of rent.”

Mr. Eyre was recalled, but no one in Jamaica of respectable position and property but concurred in expressing the deepest gratitude to Mr. Eyre and the authorities for the able and decided measures they adopted; for there is not the least doubt that if the governor had hesitated to do his duty for forty-eight hours, the whole island would have been in insurrection, and the 360,000 negroes would have combined to “drive the whites into the sea,” as threatened in the House of Assembly. When Governor Eyre left Jamaica he carried with him the affection and esteem of the whole European population, who considered that he acted nobly,

ably, and zealously, and that in crushing the rebellion he saved them from destruction. Previous to Governor Eyre's recall, the Legislature, acting under his influence and advice, passed an Act abolishing the constitution, and virtually tendering the government to the Crown, thus making the island a crown colony. The Act empowered her Majesty the Queen "to create and constitute a government for the island in such form and with such powers as her Majesty may deem best fitting." This Act, indorsed by the Crown, was the final surrender of those liberties for which Jamaica in other days had hotly contended, a representative government which had, in a history of two hundred and two years, been almost republican in its powers and pretensions.

After being a crown colony for nearly twenty years, a new constitution was granted by an order of the Queen in council, dated 19th May, 1884, in which it was declared that the Legislative Council of Jamaica should consist of the Governor, the Senior Military Officer for the time being in command of her Majesty's regular troops in Jamaica, the Colonial Secretary, the Attorney General, and the Director of Public Works; not more than five members nominated by the Crown, and nine members elected by taxpayers of twenty shillings and upwards. The island was, by this order in council, divided into nine electoral districts, and a member was apportioned to each. With the view of granting to the elected members substantial power and responsibility in legislation, it was provided by the

order in Council that where six elected members were agreed on a question affecting finance, the ex-officio and nominated members should not be required to vote; and where the nine elected members were agreed on any other question, the same rule should be observed with regard to the vote of the ex-officio and nominated members. This concession to the elective element was increased by the appointment, on the inauguration of the new system of government, of only two nominated members, whereby a majority of three elected members was practically given in the Legislative Council.

The Governor is President of the Legislative Council, and six members and the President constitute a quorum for the despatch of business. Any member may propose any question for debate unless it involves the raising or expending of revenue, this latter power being vested in the Governor alone.

There is also a Privy Council, consisting of the Governor, the Senior Military Officer, the Colonial Secretary, the Attorney General, and such other persons, not exceeding eight in number, as may be appointed by the Queen.

There is a Parochial Board in each parish, consisting of the person representing the electoral district in the Legislative Council, the Custos of the Parish, and from thirteen to eighteen persons elected by the taxpayers, who are qualified to vote at elections for the Legislative Council. In Kingston the Chairman of the Board is styled Mayor, and the members are styled Councillors. The Parochial Boards manages all the affairs of the parish.

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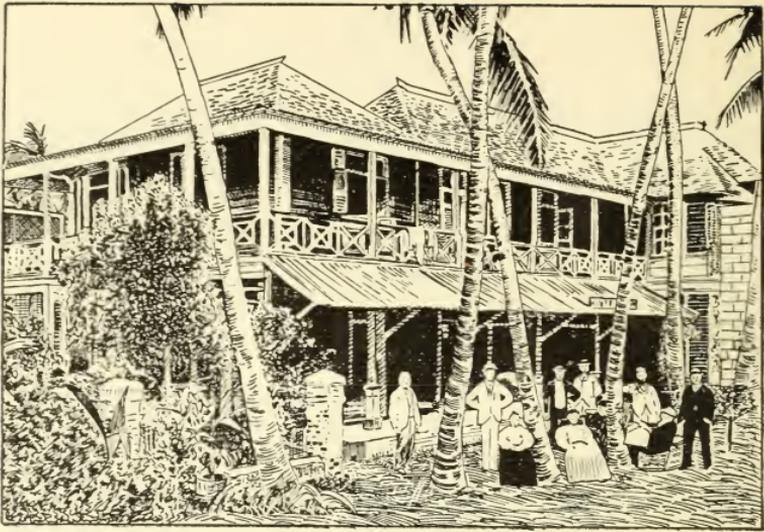
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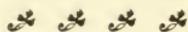
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The Tariff approved by the Governor and Privy Council, in accordance with the Hotel Laws, is to be found on page 57 of this work.

For further information please apply to the Secretary, to whom all orders for apartments, conveyances, etc., should be addressed.

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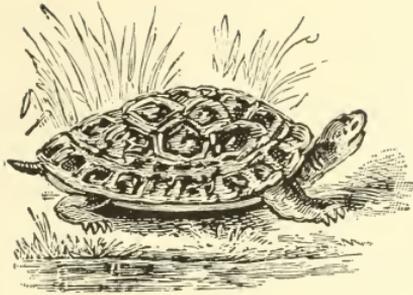
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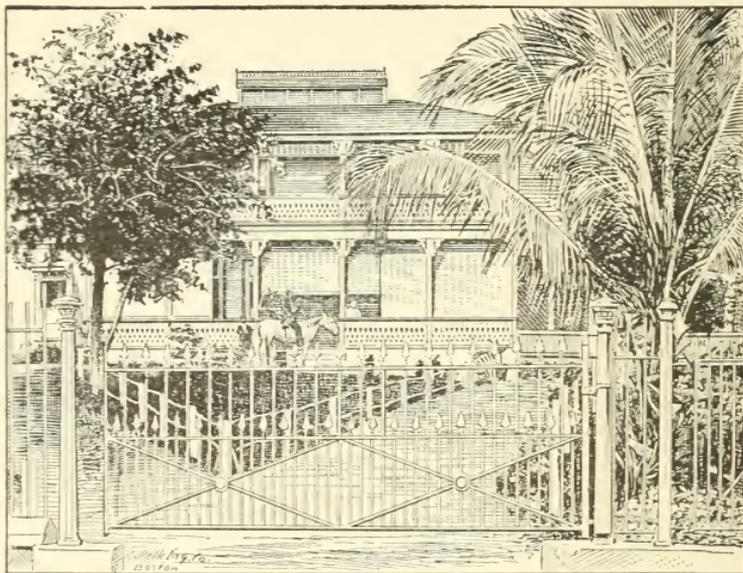
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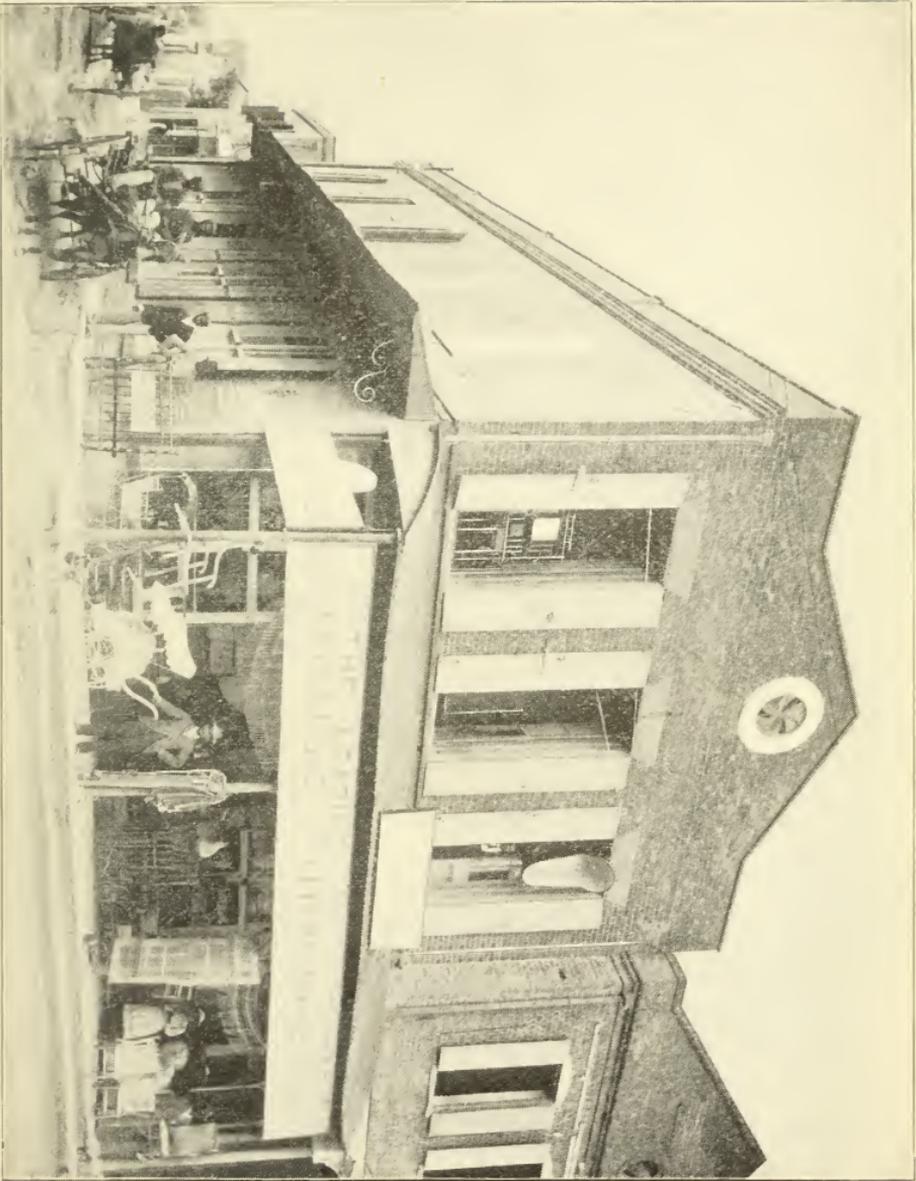
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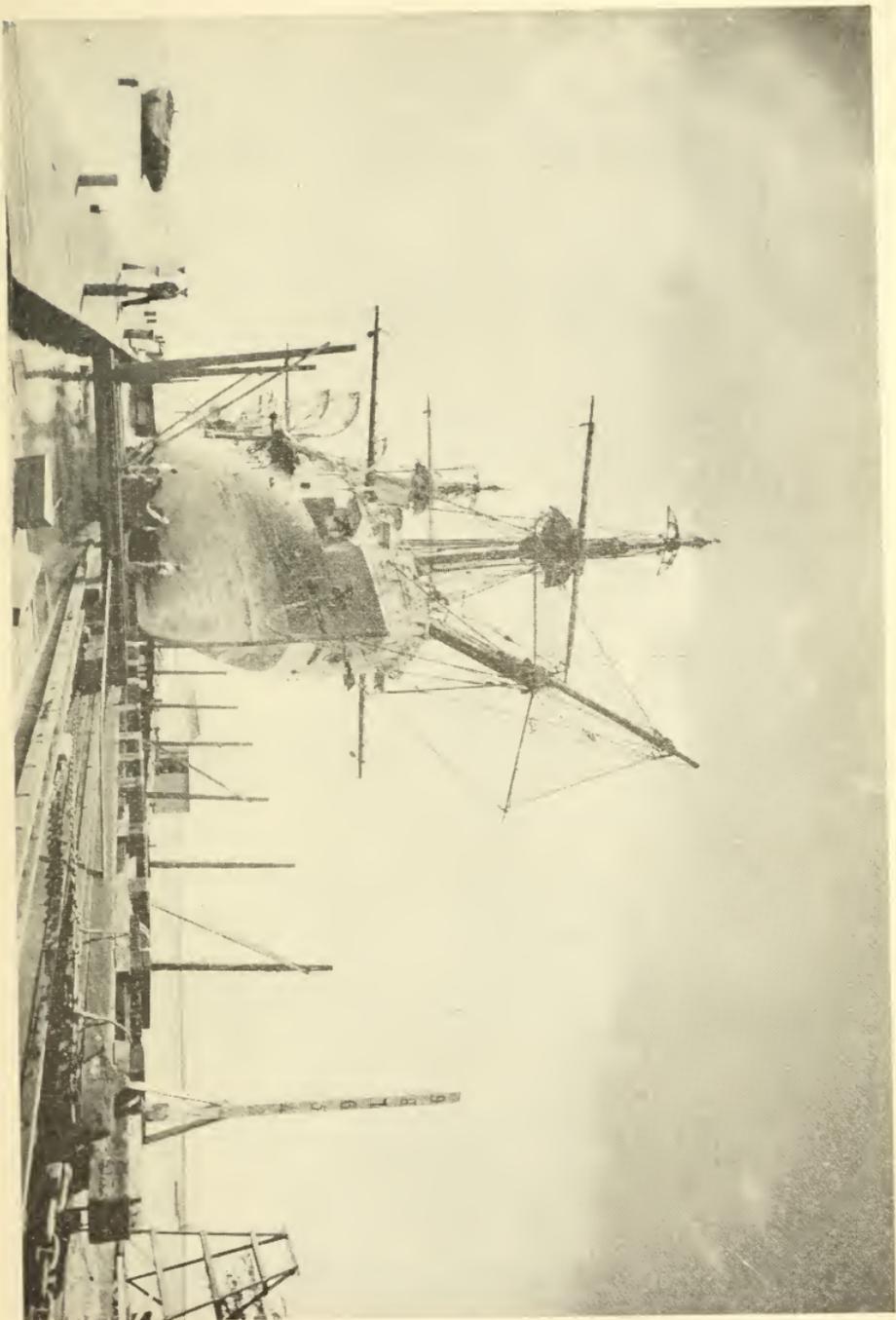
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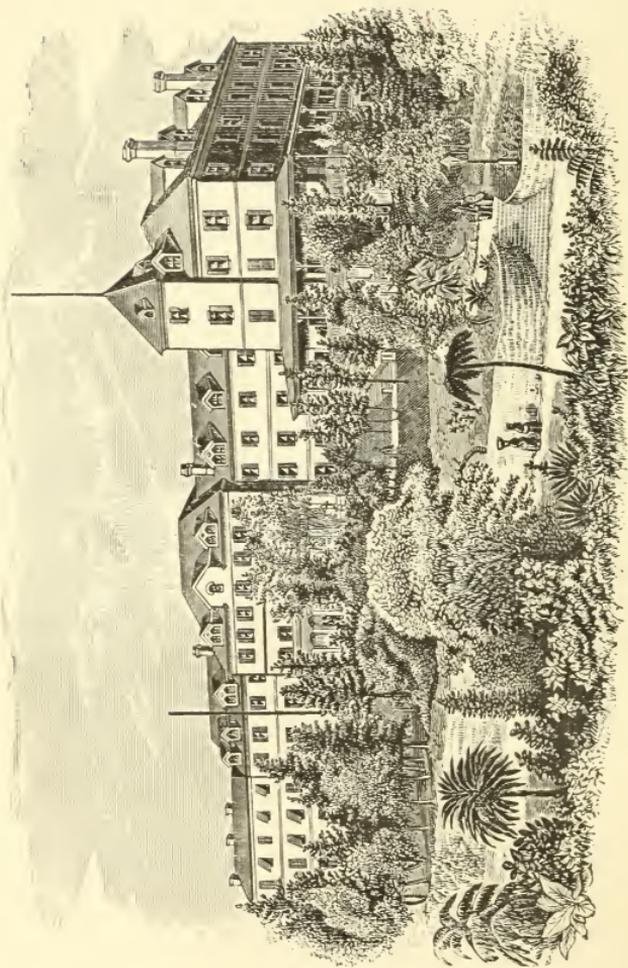
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