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Henry W. Boone  
Boston Pa

# GUIDE

TO THE

## MADEIRAS, AZORES,

BRITISH AND FOREIGN

## WEST INDIES, MEXICO,

AND

## NORTHERN SOUTH-AMERICA;

COMPILED FROM DOCUMENTS SPECIALLY FURNISHED BY  
THE AGENTS OF THE

ROYAL MAIL STEAM PACKET COMPANY,

AND OTHER AUTHENTIC SOURCES.

WITH A DESCRIPTION OF THE PASSAGE ACROSS THE  
ISTHMUS OF PANAMA:

ILLUSTRATED WITH CHARTS.

ALSO, FULL PARTICULARS OF LANDING AT SOUTHAMPTON,  
AND THE PERIODS AND COST OF CONVEYANCE TO  
LONDON BY RAILWAY.

BY JOHN OSBORNE,

PASSENGER DEPARTMENT, LONDON OFFICE.

*Second Edition; enlarged.*

LONDON:

SIMPKIN, MARSHALL & CO., STATIONERS' COURT,  
AND SOLD AT THE COMPANY'S OFFICE,  
MOORGATE STREET.

1844.

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PREFACE.

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THE favourable manner in which the first edition of the Guide was received, has stimulated me to render the present Work as complete as possible. It is enlarged to fully twice the amount of matter contained in the first edition. New information has been obtained from the Royal Mail Steam Packet Agents abroad, in reply to a new series of questions; the history of each colony has been enlarged; their peculiar laws and government explained; and notice has been made of some new sources of trade and manufacture: in fact the work may be said to have been written anew. A chapter on health and climate is also added.

To B. Wyon, Esq. I am indebted for the copies of the colonial seals attached to each island, as they are taken from his beautiful designs.

Bungo 18  
166393

To G. R. Porter, Esq., of the Board of Trade, I am indebted for the Statistics of the British Colonies. They are now for the first time published, and cannot fail to be interesting to all concerned in these important dependencies of Great Britain.

The alterations in the Routes ordered by Government are duly noticed; they come into operation this day, and consist of an additional communication with St. Jago de Cuba,—now twice a month,—and the performance of the Route from Jamaica to Santa Martha, Carthagena, Chagres, and San Juan de Nicaragua, by Steam; the Mails leaving England on the 17th of each month.

J. O.

*London,*

*17th August, 1844.*

P.S. Any new information addressed to me at this office will be thankfully received.

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# Royal Mail Steam Packet Company

INCORPORATED BY ROYAL CHARTER.

---

## Directors.

JOHN IRVING, Esq., M.P., *Chairman.*

ANDREW COLVILLE, Esq., *Deputy Chairman.*

THOMAS BARING, Esq., M.P.

GEORGE BROWN, Esq.

ROBERT COTESWORTH, Esq.

RUSSELL ELLICE, Esq.

GEORGE HIBBERT, Esq.

JOHN IRVING, JUN., Esq.

MICHAEL M'CHLERY, Esq.

C. E. MANGLES, Esq.

THOMAS MASTERMAN, Esq.

H. NELSON, Esq.

## Secretary.

EDWARD CHAPPELL, Captain R.N.

WEST INDIA PASSENGER TARES

**LIST OF THE COMPANY'S VESSELS.**

---

**SHIPS of 1400 Tons, 450 horse power each.**

AVON .....	Captain STRUTT.
CLYDE .....	„ SYMONS.
DEE .....	„ HEMSLEY.
FORTH .....	„ CHAPMAN.
MEDWAY .....	„ M'DOUGALL
SEVERN .....	„ VINCENT.
TAY .....	„ HAYDEN.
TEVIOT .....	„ ALLAN.
THAMES .....	„ HAST.
TRENT .....	„ BOXER.
TWEED .....	„ SHARP.

**Of 900 Tons and 300 horse power each.**

ACTÆON .....	Captain JAMESON.
CITY OF GLASGOW .....	„ ANDREWS.

**SCHOONERS.**

LIFFEY .....	„ RASTERICK.
LARNE .....	„ VALLER.
LEE .....	„ GREAVES.

**WEST INDIA PASSENGER FARES,**

*Which includes the use of Bedding and Linen, Steward's Fees,  
and all other Charges, except for Wines, Spirits, Malt  
Liquors, and Mineral Waters.*

This Company's Steam Ships leave Southampton at 2 p.m. on the 2nd and 17th of each Month, unless the latter should be a Sunday, and then on the day following.

**Atlantic Voyages, by Steamer.**

## OUTWARD.

## HOMEWARD.

PLACES.	OUTWARD.		HOMEWARD.	
	After Cabin.	Double Fore Cab. per Berth.	After Cabin.	Double Fore Cab. per Berth.
Antigua .....	£45	£35 ..	£47	£35
Barbadoes .....	..42	..32 ..	..47	..35
Bermuda .....	..55	..45 ..	..40	..30
Carthagena .....	..60	..50 ..	..60	..50
Chagres .....	..60	..50 ..	..60	..50
Demerara .....	..45	..35 ..	..47	..35
Dominica .....	..45	..35 ..	..47	..35
Grenada .....	..45	..35 ..	..47	..35
Guadaloupe .....	..45	..35 ..	..47	..35
Havana .....	..56	..46 ..	..50	..40
Jacmel .....	..50	..40 ..	..50	..40
Jamaica .....	..50	..40 ..	..50	..40
Martinique .....	..45	..35 ..	..47	..35
Montserrat .....	..45	..35 ..	..47	..35
Nassau .....	..60	..50 ..	..50	..40
Nevis .....	..45	..35 ..	..47	..35
Porto Rico .....	..45	..35 ..	..47	..35
St. Jago de Cuba ...	..55	..45 ..	..50	..40
St. Kitt's .....	..45	..35 ..	..47	..35
St. Lucia .....	..45	..35 ..	..47	..35
St. Thomas .....	..45	..35 ..	..47	..35
St. Vincent .....	..45	..35 ..	..47	..35
Santa Martha .....	..60	..50 ..	..60	..50
San Juan de Nicaragua	..60	..50 ..	..60	..50
Tampico .....	..67	..57 ..	..67	..57
Tobago .....	..45	..35 ..	..47	..35
Tortola .....	..45	..35 ..	..47	..35
Trinidad .....	..45	..35 ..	..47	..35
Vera Cruz .....	..65	..55 ..	..65	..55
Madeira .....	..30	..22 ..	Fayal ..17	..17

*Outward and Homeward by Steamers—and Intercolonially  
Sailing Vessels.*

PLACES.	OUTWARD.			HOMeward	
	After Cabin.	Double Fore Cab. per Berth.		After Cabin.	Double Fore Cab. per Berth.
La Guayra .....	£50	£40..	.....	£50	£40
Porto Cabello .....	..50	..40..	.....	..50	..40
Honduras .....	..60	..50..	.....	..60	..50

Whenever a single Passenger requires the exclusive use of a Fore Cabin, the Fare is to be charged at a mean between the After Cabin and Fore Cabin rate.

The difference in the rates of Passage Money between After and Fore Cabins refers merely to the position of the Sleeping Cabin; in all other respects the Passengers will be precisely on the same footing.

Arrangements, on reasonable terms, may be made by Invalids or others desirous to take the round of the Voyage.



# VOYAGES.

	Nevis.	Porto Cabello.	St. Juan's, Porto Rico.	St. Jago de Cuba
	10	60	30	75
	30	45	50	90
	180	230	150	120
	115	165	85	55
	135	185	105	75
	55	55	75	100
	20	55	40	75
	30	30	50	75
	15	60	35	75
	130	180	100	70
	190	240	160	130
	70	120	30	40

Courland Bay,  
 Tobago.  
 180 miles.—23 days.

**DEMERRARA ROUTE.**  
 One Steamer every 15 days.

## VESSELS OF THE ROYAL MAIL STEAM PACKET COMPANY'S VESSELS;

giving the Distances from place to place, and Time from England.—See page xix.

TABLE I.

### OUTWARD ATLANTIC ROUTE.

One Steamer every

128 miles, - 57 days.

**St. Thomas.**  
23 miles, - 27½ days.

St. Juan's, in  
Porto Rico.  
63 miles, - 30 days.

And by the same  
Route back to  
Grenada.

260 miles, - 54 days.

San Juan de  
Nicaragua.  
240 miles, - 36 days.

Chagres.  
240 miles.

Carthagena.  
280 miles.

Kingston, Jamaica  
470 miles.

St. Jago de Cuba.  
190 miles, - 32½ days.

Back to Jamaica.

Southampton.  
276 miles, - 94½ days.

To England.

**TABLE XI.**

**HONDURAS  
ROUTE.**

One Schooner every  
30 days.

Belize.  
500 miles, - 46½ days.

And back to  
Havana.

Fayal.  
2240 miles, - 544 days.

Southampton.  
1380 miles, - 62½ days.

\* The communication to La Guayra, etc. is twice a month, a Schooner being sent by the Government of Venezuela to St. Thomas to receive the Mails made up in London on the 17th.

## REGULATIONS FOR PASSENGERS.

---

I.—Deck Passengers only carried *intercolonially*. To find their own provisions and bedding, and not admitted abaft the chimney. To pay one-fifth the cabin fare.

II.—Passengers' servants not to be booked as Deck Passengers.

III.—Children of Cabin Passengers under three years of age to go free; above three years, and under eight years, to pay one-fourth the cabin-passage rate paid by their parents; above eight years, and under twelve years, to pay one-half ditto.

IV.—Passengers' male servants to pay *one-half*, and female *two-thirds* the cabin-passage rate paid by their employers.

V.—Passengers not proceeding after taking their passage, to forfeit half the passage-money.

VI.—The Spanish dollar to be taken in all the British possessions at the rate of 4s. 2d. sterling; the doubloon at 64s.

VII.—In Foreign Ports the Fares specified in the Intercolonial Table are to be paid in silver dollars, or their equivalent in other current coin; this rule applies also to the British Colonies, except that notes of the West India Colonial Bank are to be taken as equivalent, when convenient to all parties.

VIII.—Dogs to be charged at one-eighth the fare paid by their owners.

IX.—Merchandize, Specie, &c., not to be carried under the name of luggage.

X.—Each adult Passenger allowed to carry luggage, free of charge, not exceeding twenty cubic feet measurement; children and servants half that quantity.

XI.—All extra luggage to be charged 5s. per cubic foot.

XII.—Should any occurrence prevent the vessels from meeting at the appointed places, the Company does not

hold itself responsible for the maintenance of Passengers, or for their loss of time during any detention consequent thereon; nor for any delay arising out of accidents; nor for any loss, damage, or detention of luggage.

XIII.—There is to be no difference in the Fares between the Fore and After Cabins, so far as mere Intercolonial passages are concerned; the difference of Fares being only intended to apply to Transatlantic passages out and home.

XIV.—Transatlantic Passengers are always to have priority of choice of Cabins over Intercolonial Passengers, whether previously booked or not. This is not however to extend to the displacing of any Intercolonial Passenger from an after Cabin, while any other Cabin of that description is vacant.

XV.—Should any *Outward* or *Homeward*-bound Passenger, who was originally booked for a Fore Cabin, shift to an After Cabin, he is to be charged After Cabin Fare throughout.

XVI.—Should any *Homeward*-bound Passenger originally booked for an After Cabin, upon subsequent transhipment fail to obtain accommodation in an after Cabin, he is to be charged only as a Fore Cabin Passenger throughout.

XVII.—Should any *Outward*-bound Passenger, originally booked for an After Cabin, upon subsequent transhipment fail to obtain accommodation in an After Cabin (as this can only occur when the voyage is nearly finished), he is to be allowed a deduction of Five Shillings per day for every day he is compelled to occupy such Fore Cabin.

XVIII.—Intercolonial Passengers must not be booked farther than they can be conveyed by the vessel in which they embark, or by other vessels, expected to be met with, to which they can be transferred.

XIX.—Passengers are not allowed to take on board wines, spirits, or other liquors for use during the Voyage, an ample stock thereof being provided on board, at moderate prices.

XX.—Passengers are earnestly recommended to conform to established Regulations as respects Passports, &c., especially in Foreign Ports. Passports are now required by persons landing at Madeira.

XXI.—The Company's Steam Tender will convey Pas-

sengers on board, free of charge, at Southampton, leaving the shore for that purpose not later than ten minutes before one, p.m. on the day of sailing. Baggage, except carpet bags and hat boxes, must be shipped the previous day. No heavy baggage will be received on board on the day of sailing.

~~~~~

**RULES AND REGULATIONS FOR PASSENGERS  
ON BOARD SHIPS.**

All persons taking a passage, either themselves or through their agents, must engage to comply with the following Regulations:—

1st.—Breakfast at nine o'clock. Luncheon at noon. Dinner at half-past three o'clock. Tea and coffee at half-past six o'clock. At one quarter of an hour previous to breakfast, dinner, and tea, a bell will be rung in order to give persons time to prepare.

The Wines to be supplied are Port, Sherry, Madeira, Hock, Champagne, Claret, and Moselle, to which moderate prices are affixed.

2d.—All passengers who are not unwell are expected to take their meals at the public table; and all cabin passengers are expected to appear respectably dressed at table.

3d.—Cabin passengers, when in health, are to be dressed before eight o'clock; their beds to be turned down, their berths cleared out and beds made up before ten o'clock.

4th.—At ten p.m. all lights are to be put out, after which no wines, spirits, &c., are to be supplied, nor servants to be called, unless in case of sickness. No lights, except those in the fixed lanterns, to be on any account whatever allowed in the sleeping berths.

5th.—Sheets and pillow cases are to be changed every eight days, on long voyages, and a clean towel to be allowed to every passenger daily.

6th.—Wearing apparel, or slippers, are not to be allowed to be left lying about out of the berths.

7th.—Smoking is not to be allowed either in the saloons or the berths, or the quarter-deck. The upper deck, before the funnel, is allowed for that purpose.

8th.—All Gambling and games of chance are positively prohibited in every part of the ship during the Sabbath. No excess of any kind will on any day, but more especially on that day, be permitted.

9th.—All the stewards and servants of every description are to keep themselves clean and decently dressed, under pain of dismissal.

10th.—Heavy baggage is not allowed in the berths. Passengers are specially requested to select for their use during the voyage, trunks, portmanteaus, or boxes that are of a moderate size and readily moveable. Heavy baggage will be put into a baggage-room, to which access can be had when it may be wanted, and at convenient times. The Company do not hold themselves liable for any damage or loss of baggage, nor for unavoidable delay, accidents, fire, steam, or sea risks of any kind whatever.

11th.—Each After-cabin Passenger has a separate berth. No berth or cabin can be occupied by a passenger without application to the agent on shore or to the captain on board.

12th.—No transfer of accommodation in the steamers by an individual who has taken his passage to one who has not taken his passage, will be permitted, without leave first obtained.

13th.—In case of any negligence, inattention or impropriety on the part of any of the servants, or any other ground for dissatisfaction, passengers are particularly requested to give notice immediately to the commander, who has full authority to act under such circumstances, and the Company would also wish to receive intimation of the same by letter, addressed to the Secretary.

(By Order of the Court of Directors),

E. CHAPPELL, *Secretary.*

55, Moorgate Street, London.

May 1st, 1844.

## Wines, Spirits, Malt Liquors, &c.

Are charged for at the following rates, on board the  
Ships.

|                       |       |                                                 |
|-----------------------|-------|-------------------------------------------------|
| PORT .. }<br>SHERRY } | ..... | { Quarts..3s.<br>Pints..1s. 6d.<br>½ Pints..9d. |
| MADEIRA.....          | ..... | { Quarts..4s.<br>Pints..2s.<br>½ Pints..1s.     |
| CLARET .....          | ..... | { Quarts..4s.<br>Pints..2s.                     |
| CHAMPAGNE .....       | ..... | { Quarts..4s.<br>Pints..2s.                     |
| HOCK .....            | ..... | { Quarts..4s.<br>Pints..2s.                     |
| MOSELLE.....          | ..... | { Quarts..3s.<br>Pints..1s. 6d.                 |
| SAUTERNE .....        | ..... | { Quarts..3s.<br>Pints..1s. 6d.                 |
| SPIRITS .....         | ..... | { Pints..2s.<br>Glass..6d.                      |
| ALE and PORTER .....  | ..... | { Quarts..1s.<br>Pints..6d.                     |

Glass of PORT, SHERRY, or MADEIRA, 4d.

|                                        |     |
|----------------------------------------|-----|
| Iceing and Sweetening, per glass ..... | 3d. |
| Sweetening only .....                  | 2d. |

**FREIGHT OF SPECIE.**

|                                                                                 |              |
|---------------------------------------------------------------------------------|--------------|
| Any distance exceeding 3000 miles, and deliverable at the Bank of England ..... | 1½ per Cent. |
| Exceeding 2500 miles, and not above 3000                                        | 1 " "        |
| 1000 ————— 2500                                                                 | ¾ " "        |
| Not exceeding 1000 miles .....                                                  | ½ " "        |

No sums under 5000 dollars are to be conveyed, however short the distance, at a lower rate than ½ per Cent.; but when large amounts are to be remitted to places within 500 miles the *Captain* or *Agent* may make special agreement with the *Shipper*, and no *Package* is to be taken at a less Freight than 5 dollars. The Tables of the Routes to determine the distances.

|                                  |             |
|----------------------------------|-------------|
| Cochineal, Indigo, and Gum.....  | 1d. per lb. |
| Quicksilver on value .....       | 2 per Cent. |
| Jewellery—under 1500 miles ..... | 1½ " "      |
| over .....                       | 2 " "       |

**FREIGHT FOR PARCELS.**

|                                                         |               |
|---------------------------------------------------------|---------------|
| Under One Cubic Foot Measurement ....                   | 10s. 6d.      |
| Above One, and under Three, Cubic Feet                  | 21s. 0d.      |
| Above Three Cubic Feet, per Foot .....                  | 7s. 0d.       |
| Periodical Publications, Quarterlies, or Pamphlets..... | 3s. 0d. each. |
| Ditto Monthlies .....                                   | 1s. 6d. " "   |

Boxes, or closed parcels, can be taken for the British Possessions. Periodical Publications, with the covers open at both ends, will be taken for all parts.

It is requested that parcels will be sent to the London Office, five days before the date of sailing, but they can



be received until 3 o'clock two days previous to the vessel's departure, after which time they must be forwarded to the Company's Agent at Southampton, at the shipper's expense.

The value and contents of each package must be stated.

No Parcels to contain Letters, Bills, or Money.

In all cases the above Charges must be paid before Shipment.

No Parcels (except Passengers' Luggage) will be received on board any of the Company's Packets, but from the Agents at each Port.

Parcels arriving from Places abroad will be lodged in the Custom House, Southampton; from whence they will have to be retired by the parties to whom they may be addressed.

~~~~~

*N.B.—This Company will not be responsible for the Act of God, the Queen's Enemies, Fire on shore or afloat, or any other Damages or Accidents of the Seas, Rivers, and Steam Navigation. The Company will not be answerable for any Package in case of any Loss, beyond the value of Five Pounds, unless by special Agreement.*

BY ORDER OF THE COURT OF DIRECTORS,

EDWARD CHAPPELL,  
*Secretary.*

London, June, 1844.

## POSTAL TABLE.

PLACES.	Mails of the 2nd.	Mails of the 17th.	Postage, under	Time out. Days.	Time for Replies. Days.	Time home. Days.	Course of Post. Days.
			$\frac{1}{2}$ ounce.				
			s. d.				
Antigua .....	1	1	1 0	25 $\frac{1}{2}$	15	24 $\frac{1}{2}$	65
Barbadoes .....	1	1	1 0	21	15	29	65 <i>a</i>
Bermuda .....	—	1	1 0	32	30	18	80 <i>b</i>
Carthagena .....	—	1	*2 3	32 $\frac{1}{2}$	9 $\frac{3}{4}$	38	80
Chagres .....	—	1	*1 0	34	5	41	80
Demerara.....	1	1	1 0	26 $\frac{1}{2}$	7 $\frac{1}{2}$	31 $\frac{1}{2}$	65
Dominica.....	1	1	1 0	24 $\frac{3}{4}$	15	25 $\frac{1}{4}$	65
Grenada .....	1	1	1 0	23	15	27	50
Guadaloupe .....	1	1	*1 5	25	15	25	65
Havana .....	1	—	*2 3	35 $\frac{1}{2}$	4	25 $\frac{3}{4}$	65 <i>c</i>
Honduras.....	1	—	*1 0	46 $\frac{1}{2}$	2	46 $\frac{3}{4}$	95
Jacmel .....	1	1	*1 5	27 $\frac{1}{2}$	12	25 $\frac{3}{4}$	65
Jamaica .....	1	1	1 2	28 $\frac{3}{4}$	8	28 $\frac{1}{4}$	65 <i>d</i>
La Guayra .....	1	—	*2 3	27	6	32	65 <i>e</i>
Martinique .....	1	1	*1 5	25	15	25	65
Madeira .....	1	1	*1 10	7	—	—	—
Montserrat .....	1	1	1 0	25 $\frac{3}{4}$	15	24 $\frac{1}{4}$	65
Nassau.....	1	—	1 0	37 $\frac{1}{4}$	1	26 $\frac{3}{4}$	65 <i>f</i>
Nevis .....	1	1	1 0	26	15	24	65
Porto Cabello .....	1	—	*2 3	28	2	35	65
Porto Rico .....	1	1	*1 5	30	13	22	65
St. Jago de Cuba....	1	1	*2 3	31	2	32	65
St. Kitt's.....	1	1	1 0	26	15	65	65
St. Lucia .....	1	1	1 0	24	15	26	65
St. Thomas .....	1	1	*1 5	27	15	23	50 <i>g</i>
St. Vincent .....	1	1	1 0	23 $\frac{3}{4}$	15	26 $\frac{1}{4}$	65
Santa Martha	—	1	*2 3	31 $\frac{1}{2}$	11 $\frac{1}{2}$	37 $\frac{1}{4}$	80
San Juan de Nicaragua	—	1	*2 3	36	1	43	80
Tampico .....	1	—	*2 3	47	5	43	95
Tobago.....	1	1	1 0	23 $\frac{3}{4}$	12	29 $\frac{1}{4}$	65
Tortola .....	1	1	1 0	27	15	23	65
Trinidad .....	1	1	1 0	25 $\frac{1}{2}$	9	30 $\frac{1}{2}$	65
Vera Cruz .....	1	—	*2 3	42 $\frac{3}{4}$	17 $\frac{1}{2}$	34 $\frac{1}{2}$	95

\* Postage must be prepaid.

*a* Bridgetown can correspond 15 days earlier

*b* St. George's can correspond 30 days earlier.

*c* 2nd only for Mails. Passengers can go via St. Thomas and Bermuda 40 $\frac{1}{2}$  days from England.

*d* Town of Kingston, 1s. postage.

*e* 2nd from Grenada, or 17th via St. Thomas.

*f* 2nd via Havana with Mails. Passengers can also go on 17th, via Bermuda.

*g* St. Thomas (town) can correspond 15 days earlier.

**DETAIL OF ROUTES,**

PERFORMED BY THE

**Royal Mail Steam Packet Company.**

**TABLE I.**—One steamer. Starting at 2 p.m. 2nd and 17th each month.

**N.B.**—When the latter of these dates falls on a Sunday, the vessel sails on the following day.

This steamer will proceed direct to Madeira, where she will remain about six hours or as much longer as may be required to replenish the coals to a quantity sufficient to last till the ship reaches Grenada. From Madeira the ship proceeds to Barbadoes, where she will land the out mails for that Island, wait one day for the return mails, and then proceed on to Grenada. This steamer will meet at Carlisle Bay, Barbadoes, the steamer from Grenada, where she will deliver to that steamer all the out mails and passengers for Tobago and Guiana, with which that steamer will proceed direct to Tobago and Demerara. At Grenada the out steamer will meet three steamers. To one of these will be delivered all mails for places specified in Table II. To another will be transferred all mails for places specified in Tables IV. and VII. To a third she will transfer the mails and passengers, Tables V., VI., X., and XI.; which three steamers will proceed on their respective routes: to the schooner bound to La Guayra, the steamer of 2nd of each month, will deliver all mails for the places specified in Table IX.

**TABLE II.**—One steamer. Starting at 6 p.m. on the 25th day after the out mails leave Southampton, as shewn in Table I., this steamer having received all the mails and passengers proceeds to Trinidad, and at the appointed time receives home and intercolonial mails, with which she returns to Grenada. Here she meets the return steamer from Demerara, and delivers to her home and other mails proceeding northward, as shewn in Table IV.; and to the steamer waiting to proceed to Jamaica she delivers all mails going in that direction. Having received from these steamers all mails from Barbadoes, Tobago, and Guiana, she proceeds with them to Barbadoes, where she delivers all the intercolonial mails for that island, as shewn in Table I.; she will receive from her all mails for Tobago and Guiana, and proceed with them direct.

**N.B.**—Whatever may be the time of arrival of the out mails at Trinidad, this steamer must leave that place with the return mails precisely at 6 a.m. on the 23rd day after the 2nd and 17th of every month.

**TABLE III.**—Starting at 6 p.m. on the 23rd day after the out mails leave Southampton.

This steamer, having received on board at Barbadoes (as shewn in the remarks on Tables I. and II.) all mails for Tobago and Guiana, proceeds with them to Tobago and Demerara, where she remains till the appointed time, receives all return mails, and proceeds with them by Tobago to Grenada; where she will await the arrival of the next steamer from Europe. Whenever the out mails do not arrive at Barbadoes or Grenada within the estimated time, this No. III. steamer is not to proceed on her route till five days after the appointed time; but in such case she must leave Demerara, on her return, on the same day as if no such delay had occurred.

**N.B.**—Whatever may be the time of arrival of the out mails at Demerara, this steamer must leave that place with the return mails precisely at noon, on the 33rd day after the 2nd and 17th of every month; and when the tide does not suit for crossing the bar of the river, the ship can depart two hours earlier or later at the discretion of the captain.

TABLE IV.—Starting at 6 a. m. on the 24th day after the out mails leave Southampton.

On the arrival of the steamer from Europe at Grenada, this steamer, receives all out, home, and other mails proceeding northward, with which she proceeds to St. Thomas, exchanging mails at all the intermediate islands, as shewn in this table. At St. Thomas she delivers all the European mails either to the steamer proceeding for Fayal and Southampton, or to the steamer proceeding to meet the homeward bound steamer at Bermuda. Having accomplished this, the steamer proceeds to deliver out or other mails at St. Juan's, Porto Rico; receives from thence intercolonial mails only, with which she returns to Grenada, exchanging mails at all intermediate places by the way, and remaining at Grenada till the arrival of the next out steamer. Whenever the out mails do not arrive at Grenada within the estimated time, the steamer proceeding on this No. IV. route, may be delayed two days longer at Grenada, the time so lost being retrieved by curtailing the subsequent stoppages.

TABLE V.—Starting at 6 a. m. on the 24th day after the out mails leave Southampton.

On the arrival at Grenada of the steamer leaving Southampton on the 2nd of each month, this steamer receives all mails for places specified in Tables V. and IX., as well as as any for St. Jago de Cuba and Nassau. With these she proceeds to Jacmel, remains long enough off that place to land and receive mails, after which she proceeds to Jamaica, where she lands the mails for that island, and despatches those for St. Jago de Cuba by the Company's steamer: receives all mails proceeding towards Havana, Honduras, Mexico, Nassau, and Bermuda, from Jamaica and places in Table X., with which she goes on to Havana. At this place she will meet the steamer returning to England from Mexico, to which she delivers any mails for Nassau, Bermuda, &c. and also those for Honduras to the Company's schooner, Table XI., after which she proceeds to Vera Cruz, &c. as shewn in this Table. Having landed there the mails for that place and Mexico, she proceeds on to Tampico, where she exchanges mails, and remains five days for return mails or a longer period should it be ne-

cessary thoroughly to effect all shipments, &c. returning to Vera Cruz in time to receive return mails from Mexico, so as to quit Vera Cruz exactly at the appointed time: she then returns to Havana, where she meets the next outward bound Mexican steamer, receives all mails for Nassau, Bermuda, and England, delivers any mails for Honduras to the Company's schooner; after which she proceeds on to Nassau, lands out and receives home mails, goes on to Bermuda, receives there from the St. Thomas steamer all the mails brought by her, and proceeds forthwith to Southampton. In the event of the steamer not arriving from St. Thomas with the windward island mails at the estimated time, this No. V. steamer is not to leave Bermuda for England till she has waited at least a week, to ensure that the mails in question shall not be left behind. Whenever the out mails do not arrive at Grenada within the estimated time, this No. V. ship may remain there for them till six days after the appointed time; but in such case she must depart from Vera Cruz as if no such delay had occurred.

N. B. Whatever may be the time of arrival of the out mails at Vera Cruz, this steamer must leave that place with the return mails at 6 a. m. precisely, on the 61st day after the 2nd of each month.

TABLE VI.—Starting at 6 a. m. on the 24th day after the out mails leave Southampton.

On the arrival at Grenada of the outward mails leaving Southampton on the 17th of each month, this steamer, having received all those for this Table, and also those for Table X., with which she proceeds to Jacmel, exchanges mails there and goes on to Jamaica, where she lands the mails for that island, despatches those for Table X. by that steamer, after which she receives all mails for St. Jago de Cuba, and proceeds to that place. Here she will remain two clear days to receive mails, with which she returns to Jamaica, there takes on board all the mails for England or places to the eastward, thence to Jacmel, Porto Rico, and St. Thomas. Here she receives homeward mails from the steamer from Grenada, after which she proceeds, *via* Fayal, to Southampton, as per Table No. VIII. Whenever the out mails do not arrive at Grenada within

the estimated time, this No. VI. ship may remain there for them till six days after the appointed time; but in such case she must depart from Jamaica as if no such delay had occurred.

N. B. Whatever may be the time of arrival of the outward mails at Jamaica, this steamer must leave that place with the return mails precisely at noon, on the 37th day after the 17th of each month.

TABLE VII.—Starting at 6 a.m. on the 44th day after the Jamaica out mails leave Southampton.

This steamer having received at the appointed time all home and other mails from the steamers from Jamaica and Grenada, as well as from the schooner from La Guayra, proceeds to Bermuda, where she will find waiting the homeward-bound steamer, to which she delivers everything for Europe, and then proceeds as shewn in this Table, to Nassau, Havana, and Jamaica; exchanging mails, &c. by the way. At Jamaica, she receives from the St. Jago de Cuba steamer all home and other mails proceeding eastward, and proceeds with them by Jacmel, Porto Rico, and St. Thomas. At St. Thomas she transfers her home mails to another steamer which proceeds with them to Bermuda. Whenever the steamer from Grenada does not reach St. Thomas with the homeward mails at the estimated time, this No. VII. steamer must not start for Bermuda till three days after that period; retrieving the delay in such case by curtailing the subsequent stoppages, so as to leave Jamaica at the time appointed. Should this No. VII. steamer on arriving at Bermuda not meet there the steamer from Havana, she will coal complete, and after waiting seven days proceed to Southampton; but should the Mexican steamer arrive at Bermuda, after detaining this No. VII. steamer so long as to prevent her reaching Jamaica in time, by the way of Havana, she will, after delivering the home mails to the Mexican steamer, proceed direct to Jamaica so as to keep her appointed time.

N. B.—Whatever may be the time of arrival of the outward mails at Jamaica, brought thither by the outward-bound Mexican steamer, as shewn in Table V., this steamer

must leave Jamaica with the replies to those out mails precisely at noon, on the 37th day after the 2nd of each month.

**TABLE VIII.**—Starting at six a.m. on the 44th day after the Jamaica, &c., out mails leave Southampton.

This steamer, having received from the Jamaica and Grenada steamers at St. Thomas all home mails, proceeds with them to Fayal and Southampton. Should the weather prevent communication with Fayal when the steamer reaches that island, she must extend her stoppage there till she can obtain coals sufficient to ensure reaching Southampton under steam; but if there be sufficient coals on board she may omit altogether calling at Fayal. Should the steamers not arrive from Jamaica and Grenada, this steamer must not leave St. Thomas for Southampton till seven days after the appointed time.

**TABLE IX.**—One schooner. Starting at 6 a.m. on the 24th day after the out mails leave Southampton, on the 2nd of each month.

This schooner having received at Grenada the mails from the steamer arrived from England, will proceed at the appointed time for her destination. Landing the out mails, &c., at La Guayra, for that place and the City of Caraccas, she proceeds to Porto Cabello, where she remains two clear days to receive return mails, then returns to La Guayra, receives home mails, &c., from that place and Caraccas, and proceeds to St. Thomas, where she delivers her mails to the homeward-bound steamer. Whenever it occurs that the out mails do not reach Grenada at the estimated time, this schooner must not depart on her route till five days beyond that period.

**TABLE X.**—One steamer. Starting from Jamaica at 6 p.m. on the 29th day after the out mails leave Southampton, on the 17th of each month, for Santa Martha, &c.; also at 6 p.m. on the 31st day after the out mails leave Southampton on the 2nd of each month for St. Jago de Cuba.

This steamer, having at Jamaica received from No. VI. steamer out and other mails, will proceed with them as



shewn in this Table to Santa Martha, &c. At St. Juan de Nicaragua she receives home mails, &c. and returns by the same route to Jamaica, where she is calculated to arrive in time to meet the outward Mexican steamer, to which she delivers mails for Europe; receives out mails with which she proceeds to St. Jago de Cuba, waits there for replies, and returns to Jamaica, where she delivers mails for Europe, St. Thomas, &c., to No. VII. steamer, after which she awaits the arrival of No. VI. steamer.

**TABLE XI.**—One schooner. Starting at noon on the 36th day after the out mails leave Southampton, on the 2nd of each month.

This schooner, having received at Havana from the steamer bound to Mexico all the mails for Honduras, proceeds to Belize, remains two clear days there to receive return mails, &c., and then returns to Havana, where it is calculated she will arrive in ample time to meet each outward and homeward-bound Mexican steamer. Whenever the out mails do not arrive at Havana by the outward-bound Mexican steamer within the estimated time, this No XI. schooner may remain there for them till six days after the appointed time; but in such case making all the despatch to and from Belize possible, so as to ensure arrival back at Havana to meet the homeward and next outward-bound Mexican steamers.

**RAILWAY TRAINS, STEAMERS, &c.**

Railway trains start from Southampton for London, at 2, 7, 9, 11, A.M., and 1, 3, and 6, P.M.; Sundays at 2, 10, 5.

Railway trains arrive at Southampton from London, at 10, 12½, 2, 4½, 6, 8½, and 11½; Sundays at 2 and 9.

Fares—first class, 20s.; second class, 14s. At 11, A.M. and 3, P.M. 21s.;—no second class train at these hours.

There are repeated communications between Southampton and the Isle of Wight during the day, and also with Portsmouth, by steam boats.

With HAVRE three times a week, calling at Portsmouth one hour and a quarter after leaving Southampton, and performing the passage from thence in ten hours.

Fares—Main Cabin, 21s.; Fore Cabin, 14s.; Carriages, £3; Horses, £3; Dogs, 5s.

First class steamers, from Havre to Rouen, daily in six hours. Railway from Rouen to Paris at 6, 8½, 11, 1, 3, and 6 o'clock. Ditto from Paris to Rouen at 7, 9, 11, 1, 3, and 5 o'clock.

Fares—first class, 13s.; second class, 10s. 6d.; third class, 8s.

For GUERNSEY and JERSEY, every Tuesday, Thursday, and Friday evening at 7 o'clock, returning from the islands every Monday, Thursday, and Saturday.

Fares—Main Cabin, 25s.; Second Cabin, 18s.; Carriages, £3; Horses, £3; Dogs, 5s.

St. Malo and Granville from Jersey—Main Cabin, 10s.; Fore Cabin, 7s.

The steamer will leave Jersey for St. Malo every Wednesday, after the arrival of the steamer from Southampton, returning on the following day; also to Granville every Friday, returning every Saturday. Fares from Guernsey to Jersey—Main Cabin, 4s.; Fore Cabin, 2s. 6d.

Steam vessels maintain a direct communication between Southampton, Falmouth, Plymouth and Dublin, without calling at any intermediate ports, and sail from South-

ampton, every Thursday, at 3 o'clock in the afternoon; to Southampton from Dublin every Wednesday; Ditto from Falmouth, every Friday, 8 o'clock morning; Ditto from Plymouth, every Friday, 4 o'clock afternoon.

Fares—Southampton to Plymouth, 25s.; to Falmouth, 35s.; to Dublin, 37s. 6d.; in best Cabin, including steward's fees.

*Conveyances and Fares to and from the Terminus to all parts of Southampton.*

Flys, (one horse,) luggage included, to the Pier, and all below the Bar, 1s. To any part above Bar, or within the boundaries of the town, 1s. 6d. To Highfield and Portswood, 2s. 6d. Two-horse Flys, sixpence extra.

Barrowmen and Porters, to the Pier, and all below the Market, 1s. To above the Market and within the Bar, 1s. 6d. To above the Bar and within the Turnpike, 2s. Double Barrows or Trucks, sixpence extra.

Omnibuses, to any Hotel, and all parts of the town, 6d. each person; except to and from the Mail Trains, 1s. each.

### COACHES.

To Portsmouth, daily, at Twelve o'clock, Two o'clock, and half-past Five.

To Poole, at half-past Five, and Twelve at night.

To Lymington, at Six in the morning, and half-past Five in the evening.

To Weymouth (*Magnet*) at half-past Eleven.

To Exeter, at half-past Eleven, and Nine in the evening.

To Bath and Bristol (*Mail*) at half-past Nine at night, through Romsey, Salisbury, Warminster, and Frome.

To Brighton (*Mail*) every morning at Ten.

To Oxford, mornings at Ten, through Newbury.

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NOTE.—We have seen an invention, at Messrs. Maynard and Harris's, 27, Poultry, admirably contrived for Travelling, a light Iron Bedstead is ingeniously introduced into the back of one of a pair of Trunks, occupying only two inches of space, and we are told that it adds no more than 10lbs. to the weight.—See their Advertisement.

## FOREIGN CUSTOMS' REGULATIONS.

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### MEXICO.

*The following is from the Tariff published 5th October, 1843.*

The following goods shall be free from all duties, in whatever vessel they may be imported :—

- 1 Wire for carding
- 2 Exotic animals, alive or dissected
- 3 Quicksilver
- 4 Coals (whilst the mines of the Republic are not worked)
- 5 Mineralogical and geological collections
- 6 Precious articles of natural history
- 7 Sketches and models in relief of machines, edifices, and vessels
- 8 Bricks and clay for foundry ovens
- 9 Printing types
- 10 Printed books sewed and bound ; printed and manuscript music—
- 11 Geographical, topographical, and nautical maps
- 12 Machines, apparatus, and instruments for the sciences
- 13 Machines and apparatus for agriculture, mining, or arts, excluding alembics which be not of recent invention. In this, as well as in the anterior classification, it is understood by machines, all things artificially wrought and composed of various pieces, adapted for physical experiments, and for the exercise of the chemical affinities of all bodies, let them be solid, liquid, gaseous, or imponderable ; that is to say, want of all sensible weight. Articles which may be sold separately, as raw iron, oil, cloth, felts, and leather, &c., although accompanying the machinery, shall be subject to the payment of duties.

- 14 Collections of ancient and modern medals, of all metals, sulphur, or pasteboard
- 15 Timber for masting
- 16 Exotic plants, and their seed
- 17 All kinds of vessels for nationalization
- 18 Linen rags
- 19 Printing ink

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### HAYTI.

*The following regulations have lately been enacted by the Government of Hayti, having taken effect from 11th September, 1843.*

The tonnage duty heretofore exacted on foreign vessels, at one dollar Spanish per ton, is increased to two dollars Spanish per ton.

All foreign vessels going from one port to another, in this island, will pay for each port visited, an additional duty of \$100 Haytian currency on vessels under 150 tons.

Vessels from 150 to 200 tons to pay \$150. Vessels of 200 tons and upwards to pay 200 Haytian dollars.

The duties on wharfage and weighage of merchandise imported, are increased to double their former rates.

The "territorial" duty on exports is still in force; but the duty of exportation is reduced, which reduces the export duty on coffee from \$20, Haytian currency, per 1000 pounds, to \$12. Cocoa, from 10 to \$4 per 1000 pounds. Tobacco in leaf from \$15 per 1000 pounds to \$5. Logwood from \$7 per 1000 pounds to \$2. Mahogany from 22 to \$12 per 1000 cubic feet. Hides of all kinds are free of export duty.

The wharfage and the weighage and measuring are to be added to the foregoing quantities as follows:—On coffee, one dollar; cocoa, one dollar; tobacco, one dollar; logwood, one dollar; mahogany, one dollar: all Haytian currency. Hides are charged one cent Haytian each.

The present value of a Haytian dollar is two-fifths of a Spanish or American silver dollar, or sixty per cent. below par.

## LA GUAYRA, &amp;c.

*The following articles are allowed free of duty on importation.*

Mathematical instruments, books, maps, samples or patterns, and other articles not subject to duty, can be taken by the Royal Mail Steamers.

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 HAVANA, April, 1844.

All Spanish products imported from the *Peninsula* in *Spanish Bottoms* (except flour, which pays 20 rials per bbl.) are subject to a duty of  $6\frac{1}{2}$  p  $\text{c}$  on the valuations in the *Tariff*.—All kinds of machinery and implements for sugar mills, steam engines for sugar estates, are *free* of duty.—Agricultural machinery and implements pay 24 p  $\text{c}$  ad val.

*Extract of Custom Regulations*:—Every ship-master is bound to have on his arrival ready for delivery to the boarding officers of the revenue, a manifest containing a detailed statement of his cargo and ship stores, and in the act of handing it over has to write thereon the oath that he has no other cargo on board and the hour when he delivers it, taking care that it be countersigned by the boarding officers. Within twelve hours, which, begin to count from the moment he delivers such manifest until 7 o'clock in the evening, and again from 6 o'clock in the morning until the moment the said twelve hours elapse, he can make any alteration by *presenting a separate note*, in which he specifies the errors he may have committed in the manifest: after the expiration of the twelve hours no alteration will be permitted. Goods not manifested will be confiscated without remedy, and if their value should not exceed \$1000, the master of the vessel will be liable to pay a penalty of double the amount of such non-manifested goods: if they exceed that sum, and belong to the master or come consigned to him, his vessel, freight, and other

emoluments will be forfeited to the revenue. Goods over manifested will pay duties as if they were on board. Goods not manifested but claimed in time by a consignee, will be delivered up to the latter, but the master in this case will be subject to a fine equal in amount to that of such goods. Gold and silver not manifested by either master or consignee, are liable to a duty of 4 p<sup>o</sup>. Goods falling short of the quantity manifested, when landed, and not being included in any invoice of consignee, will render the master liable to a penalty of \$200 for each package so falling short. Every master must present himself within twenty-four hours after his arrival, at the custom-house, in order to swear to his manifest; in neglect of which he is liable to a fine of \$1000. Every consignee is obliged to present a detailed note of goods within forty-eight hours after the arrival of a vessel, if not, such goods are liable to 2 p<sup>o</sup> extra duty; the same is the case if such notes do not contain a statement of the number of pieces, contents, quantity, weight and measure. Every vessel is required to bring a bill of health certified by the Spanish Consul at the port of her departure, or that nearest to it, otherwise they are placed in quarantine.





THE  
WEST INDIA GUIDE,

&c. &c.

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PARTIES intending to proceed by the Royal Mail Steamers, are recommended to apply, either by letter, addressed to Captain Chappell, Secretary, or personally, at the office of the Company, 55, Moor-gate Street, London, at least a fortnight previously; at which time the name of the next steamer is generally known, or, if not then known, the address of parties is registered, and they are duly informed by post afterwards. This early application is strongly recommended, as a choice of berths can then be made, which may materially conduce to the comfort of the passenger during the voyage. The berths in these steamers are fitted up with every attention to comfort. Each after-cabin passenger has a separate cabin, which contains, besides the bed, a chest of drawers, wash-hand stand, &c., and is large enough also to contain any personal luggage the passenger may require during the voyage; and he can have access, at times, to his heavy luggage, which is stowed away down below deck, on application to the Captain or Ship's Clerk.

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The berth is not considered engaged until the whole fare is paid. The ticket then issued specifies the number of the berth, and secures it to the passenger during the voyage. Heavy baggage should be at Southampton two clear days before the sailing of the ships; and in that case should leave London on the 15th and 29th of each month, addressed to the care of Mr. G. Dunlop, 79, High Street, Southampton, General Shipping Agent, who is also the Company's Custom House Agent. All packages intended for use on the voyage should be distinctly marked so, and in transmitting advice of their dispatch to Mr. Dunlop, the numbers of the berths engaged should be stated, in which case due care will be taken that the packages so marked are placed in the proper berths.

Passengers may leave London by the train from Vauxhall at five p.m. on the afternoon of the day previous to the sailing of the ship; and on arriving at the Southampton station, at half-past eight, p.m. they will find omnibuses and flies to convey them to any hotel in town. There is also a train at half-past eight, p. m., from Vauxhall, arriving at Southampton at midnight; but passengers coming by this train should write, the day previous, to the hotels to secure beds.

Passengers might come down, and be in time, should their baggage have been previously forwarded by the train that leaves Vauxhall on the day the ship sails at seven a.m. or nine a.m.; but for convenience and comfort, the previous evening's trains are strongly recommended.

The Company's steam tender, *Victoria*, conveys passengers, and any *small* article of personal luggage,

from the pier to the ship at ten minutes to one o'clock on the day of sailing, *free of expense to the passengers*. But as it is not always certain that passengers can catch the small steamer by the nine o'clock train from London, they are recommended to go down to Southampton by the previous evening's trains, by which they will have ample time to make all their arrangements before the *Victoria* starts.

As the large steamers, on the morning of sailing, are moored about five miles below the town, to expedite the dispatch of the mails, passengers are strongly recommended to be in time for the *Victoria*, but if too late they must hire a boat which will cost three shillings each person, at the least.

Passengers arriving from France and proceeding by the West India Steamers, have, till lately, been permitted to tranship their baggage from one steamer to the other without examination; but in consequence of the large number of letters taken out in this way to the injury of the Post Office revenue, all foreign baggage must now undergo a partial examination by an officer, at the passenger's expense, and for this purpose application should be made to Mr. Dunlop immediately on the passenger arriving from the continent.

The most commodious hotels adjoining the quay, and custom-house, are the "Sun," "Castle," and "Royal George." Families residing at Southampton for any time, will find superior accommodation at the "Royal Hotel" (Matcham) and the "Dolphin."

The large steamer having received her mails and passengers, about three p.m. proceeds direct to Madeira, calling no longer at Falmouth or Corunna.

## AT SEA.

The ship has left the land "tight, staunch, and strong." Probably it is winter, and the westerly winds drive in from the wide Atlantic the long swell of deep-blue water; and the ship, as she breasts these heaving billows, groans and creaks through the whole of her mighty frame. Every one reels and totters,—there is no rest on deck,—to bed with the sick. Discomfort prevails; and many times do some lament they had ever come on board. Every sense is offended, and tempers are sorely tried.

So it is another day, and another night, and the Bay of Biscay has many a heavy heart on its "still-vexed," bosom.

But will you not try to come on deck? Although the sea is yet rough, the morning is fine and beautiful; you will see something well worth your attention. Do come: struggle with your sickness:—half of it is because you yield to it. Turn your thoughts from your own discomfort, by looking on something to interest you. Wrap up well,—don't mind appearances.

Now we are on deck: you are not the first to get out. See that Spanish lady with red handkerchief over her hair and shawl on her shoulders, how she claps her hands and shouts with joy at the "mountainous" waves. And are they not magnificent!—not like the waves in the channel, discoloured, and broken, and fretted by the many obstructions,—these are each a long, deep-blue line or ridge of massive water, coming on without break or partition in their irresistible force, swooping down as if to engulf us;

but be not afraid. Pause one moment and you will see how art triumphs. Steady your feet, and let us watch this third wave,—it is the largest. Now it comes looking with its top curved as if it would surely swallow us in its briny gulph. How majestic and irresistible in its course is this high ridge of measureless water. But fear not, already you perceive we rise to meet it, and now it comes bearing the heavy ship high on its bosom, and, swelling up to near the nettings at our feet, gradually subsides and recedes at the other side, to rise again in its turn. And the ship glides on, faster than before, in the trough left by the receding wave.

Now let us stand as far aft as we can, even to the taffrail, and looking forward to the very bowsprit, mark the long, beautiful line of the deck. There is no poop or quarter-deck to break the even lines or seams, that carry your eye to the very bows. Note how gracefully the noble ship dallies and bends to the surge—like a coy bride, fearing, though anxious for her lover's approach. She bends and sways with easy, graceful motion, and nobly rides over all without allowing a drop of green water to suffuse her deck. How beautiful a machine is this magnificent ship, and how like a god is man who can create such a machine, so complete, so perfectly applicable to his purposes!

Aye, for a time you had lost your sickness in your wonder; and is not a scene like this worth coming out to see? Stay-at-home travellers may sit and imagine other scenes, but no imagination can reach reality here.

Another night, and we have reached the latitude of Lisbon. What a delicious change in the weather

and in our feelings! The weather, that had been squally with snow and sleet, is now genial and warm, and the sun shines out with gladness. It seems as though during the night we had passed into another hemisphere, so complete is the change. No fires are needed in the saloons now; cloaks are discarded, and crowds of passengers are on the deck whom we had not seen before.

All are trying to walk the seams; and the Spanish lady as she attempts and fails, shouts with laughter, and her clear, brilliant voice rings out high over all. Now you can with more comfort admire the waves; you have already almost "got your sea-legs on," and can walk without danger of falling. And notice the sea-birds as they fly past, or accompany the ship, how graceful are their movements.

What is it you ask? "When will dinner be ready?" You have got your appetite then? Ah, you now can know the delight of the senses, for they have lain dormant for days.

The dinner! Never did alderman know the true relish, the ravishment of eating, who has not been a voyage across "the Bay," and, after three days' sickness, sat down with reinvigorated appetite to a dinuer fit for a lord mayor. This haunch of mutton, the steward says, has hung over the ship's rail fifteen days; it is roasted to a turn—how delicious it eats. Every one is busy.

After dinner comes the dessert, and the toasts of "the Captain," and "the Directors, and success to their undertaking," are received with acclamation. And yet another toast, which our happy-looking friend yonder has risen to propose. Ah, "the ladies!" how is it we had forgotten them? He

notes the neglect and claims his privilege, as an Irishman, to be their proposer.

Refreshed and invigorated after dinner, we are again on deck, and the sea is becoming more and more smooth, the air more warm, and the moon, though young, is shedding a bright lustre on all around. See how high above us she is, almost to the zenith,—so high, that she scarce casts our shadows on the deck. Singing! Yes, that clear joyous voice of the Spanish lady again fills the ear. She sings some of Bellini's sweet and tender songs. And now another and another: men's voices, these chime in. How delicious, in this clear fresh air,—with our senses not only returned, but returned with renewed enjoyment and keener relish,—is this evening song, the song of the happy heart and pensive feeling.

What a beautiful world is this, if we could always enjoy it thus!

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**MADEIRA.**

ON leaving Southampton the steamers proceed direct to Madeira, which is reached in six or seven days; the distance is about 1280 miles.

The land when first seen—it may be the first sight of foreign land to many of the passengers—seems a huge black castle rising directly out of the sea, with its walls dilapidated, and its turrets and towers in demolition; but as the steamer gracefully rounds the eastern point of land, the scene is strikingly beautiful.

“The eye paused,” says a writer in the *Monthly Repository* of 1834, “fascinated, as it rose upwards from the town and took in the white dwellings, fairy temples, elfin cottages, and sprite cells, that sat upon the mountain side; so small, so elegant, so airy, did they all appear: the builders must have been workmen from the world of spirits; they were the houses of Lilliput. It was the hugeness of the mountain which, to my unaccustomed sense, gave to the buildings those diminutive and fairy-like proportions; and the trees, too, belonged to Oberon’s own forest; and the shrubs were of Titania’s garden. There, upon a turning ridge in the hill, one stood out against the light, and yet preserved its Lilliputianism; another, nestled in a hollow, was the snug retreat of some six-inch sage, shut out from the world. And everywhere the green, gliding off into brown and deeper shades or brighter hues, told spring, summer, and autumn had their home there, together and for ever. Craving still, and feeding



still unsated, the gaze was called to a hundred points of beauty and fascination in a moment, and revelled bewilderingly on all; till, taking in the whole of the grandeur, and magnificence, and fairness, of the uptowering and outlaid bulk of the mountain, the soul said—‘*This is sublime.*’

“Nor was the town of Funchal without its novelty. Houses all so un-English; all white, steeples and turrets shooting up above the flat roofs, and all silently smiling under the sun’s light; the boats with their high pointing sterns and gaudily coloured bows, a big eye looking out of each, or a bunch of flowers on each side washed by the spray, as they lay wobbling near the surfy beach; the men *standing* to row, with their faces to the boat’s stern. And that genial richness of the climate, the temperature, was alone sufficient to satisfy and repay every excited fancy or previous discomfort. Midsummer voluptuousness was in the air; and a few days before I had been shivering in the snow and sleet. Here all was glow and free elasticity: no buttoning up, no muffling of the body to exclude the cold blast and the snow, but jacket discarded, and neck bared to taste fully the fanning breeze through the sun’s heat. ‘People ought to be happy here,’ I thought.”

“I should think,” remarks another writer, author of “Six Months in the West Indies,” and of whom we shall have to borrow as we proceed, “I should think the situation of Madeira the most enviable in the whole earth. It ensures almost every European comfort, together with almost every tropical luxury. Any degree of temperature may be enjoyed between Funchal and the Ice House. The seasons are the youth, maturity, and old age of a never-ending still-

beginning spring. Here I found what I use to suppose peculiar to the Garden of Eden:—

Blossoms and fruits at once of golden hue  
 Appeared, with gay enamelled colours mix'd.

The myrtle, the geranium, the rose, and the violet grow on the right hand and on the left, in the boon prodigality of primitive nature. The geranium, in particular, is so common, that the honey of the bees becomes like a jelly of that flower."

The steamer proceeds to Funchal, the capital, seated on the south of the island. The shores are so rocky and precipitous, that the steamers do not anchor, but go close in, to land and receive passengers and mails, and to coal if requisite.

Passengers are landed by shore-boats, which are both safe and commodious, and are managed with great expertness by the boatmen. There is no regulated charge for landing, but agreements should be made with the boatmen by the passengers: the price being from one shilling to three or four dollars each passenger, according to the distance and weather.

The Portuguese government has lately permitted passengers to land their baggage duty free, a bond or engagement being given by the importer to re-ship it after one or two years, or then pay the island duty. This must be a very great convenience, as many articles of luxury or comfort have heretofore been charged with heavy customs' duties.

English gold and silver are current here, as are also Spanish dollars and their parts. There are no banks; passengers, therefore, should supply themselves with Spanish dollars, English gold, or letters of credit on merchants in the island, of whom several are English.

There is one good hotel and several respectable boarding-houses; furnished houses may also be had at a rent varying according to size and conveniences, from three hundred to one thousand dollars (£60 to £100), for six months. The charge in the boarding-houses is from forty to fifty dollars per month. There is good water in the island, and an abundance of fish and vegetables. Families going to Madeira, with the intention of taking a furnished house, are recommended to take their own house linen and plate, and, if for an invalid, an arm chair.

The island does not admit of any wheel carriages being used. The modes of conveyance are on horse-back or in palanqueens and hammocks; the price of hire for the latter, with two men, is about half a dollar per hour. Good saddle-horses are to be had on hire, at very moderate charges, by the hour, day, or month.

The prevailing religion is the Roman Catholic; but there is an Episcopal chapel and a Presbyterian place of worship. There are some Portuguese schools supported by Government.

A club, called the Funchalense, with reading, card, and billiard-rooms, is much frequented. Admission is obtained through the introduction of members. Balls are given by the club six times in the year.

Madeira is not considered a colony of Portugal, but a province of that kingdom, and sends two deputies to the Cortes at Lisbon.

It is now necessary for parties to take a passport on visiting the island, which is to be obtained of Mr. Vanzeller, Portuguese Consul General, 15, St. Mary Axe, at the cost of five shillings each; or at

Southampton, of Mr. Priaulx, at the cost of ten shillings each. Parties must be introduced. They must provide themselves also with a passport on leaving Madeira, which is obtained of the British Consul, George Stoddart, Esq., at the expense of four dollars, sixty cents (£1 sterling), for either an individual or family, and without personal attendance.

Besides the West India steamers, there are also sailing vessels that are fitted for passengers to and from London and Madeira. The charge by these is about the same as by the steamers. The West India steamers do not call at Madeira coming home, but last year the Royal Tar steamer was sent out about the beginning of June, to bring home such as desired to return to England. She made two trips from Madeira to Gibraltar, delivering her passengers to the Peninsular steamers there, and one trip direct home.

There are several English physicians, residents in the island; of these Doctors Renton, Ross, Broughton and M'Kellar are the most eminent.

Sir James Clark, Bart., in his valuable work "On the Sanative Influence of Climate," has written fully on the beneficial effects of the climate of Madeira, particularly on those who are liable to pulmonary consumption. He writes:—"Madeira has been long held in high estimation for the mildness and equality of its climate, and we shall find on comparing this with the climate of the most favoured situations on the continent of Europe, that the character is well founded.

"The mean annual temperature of Funchal is 64°, being about 5° only above that of the Italian and Provençal climates. This very moderate mean tem-

perature arises from the summer at Madeira being proportionally cool. For, while the winter is  $20^{\circ}$  warmer than at London, the *summer* is only  $7^{\circ}$  warmer; and while the winter is  $12^{\circ}$  warmer than in Italy and Provence, the summer is nearly  $5^{\circ}$  cooler. The mean annual range of temperature is only  $14^{\circ}$ , being less than half the range of Rome, Pisa, Naples, and Nice."

Nearly the same quantity of rain falls annually at Madeira as at Rome and Florence, but at Madeira there are only 73 days on which any rain falls, while at Rome there are 117. The rain at Madeira falls at particular seasons, chiefly in the autumn, leaving the atmosphere in general dry and clear during the remainder of the year.

From this comparative view of the climate of Madeira, it must be readily perceived, how great the advantages are which this island presents to certain invalids over the best climates on the continent of Europe. It is warmer during the winter and cooler during the summer; there is less difference between the temperature of the day and night, between one season and another, and between successive days; it is almost exempt from keen, cold winds, and enjoys a general steadiness of weather to which the best of these places are strangers.

Sir J. Clark is also of opinion that a sea-voyage is generally beneficial in the early stage of consumption. The sickness and vomiting are highly useful in many cases, and the increasing motion of a ship, by the constant exercise it produces, is also very advantageous. He quotes Dr. Heineken, who himself resided at Madeira in consequence of a pulmonary complaint, on the great benefit that the pulmonary

invalid would receive by a residence during the whole year in Madeira. Dr. Heineken found that he rather retrograded during winter, but always gained ground during the summer. "Could I enjoy for a few years," he observes, "a perpetual Madeira summer, I should confidently anticipate the most beneficial results." He also recommends such patients, of which he was one, to pass the winter in the West Indies and the summer at Madeira. This can now be done with comfort and regularity by means of the West India steamers that call every fortnight, all the year through, at Madeira, on their way to the West Indies, Mexico, &c.

The vine was first introduced from Crete in 1421. The Wines of Madeira have been in more repute in England than they now are. Sherry wine has, in a great measure, superseded them. This arose from the adulteration practised in the preparation of Madeira wines. It is difficult, however, to imagine that adulteration was ever practised to a greater extent upon Madeira, than it is now practised on Sherry. It is not, therefore, improbable that a reaction may take place in favour of Madeira.

The quantity entered for home consumption in Great Britain in 1827, amounted to 308,295 gallons, whereas the quantity entered for home consumption in 1833, only amounted to 161,042 gallons; and the duty paid in 1843 was only on 69,906 gallons, and in 1842 on 51,513 gallons, showing, however, an increase in 1843 over 1842 of 17,393 gallons.

Each vineyard is divided by a walk about two yards wide, bounded by low stone walls. Along these walks, arched over with laths about seven feet high, they erect wooden pillars at equal distances to support

a lattice-work of bamboos, which slopes down from both sides of the walk till it is only two feet high. The vines are in this manner supported from the ground, and the workmen have room to root out the weeds between them. In the season of the vintage, they crawl under the lattice-work, gather the grapes and lay them in baskets. It is this mode of keeping and drying the grapes in the shade, that gives the Madeira wines that fulness and richness of flavour which they possess.

Malmsey, a very luscious species of the Madeira, is made from grapes grown on rocky grounds, exposed to the full influence of the sun's rays, and allowed to remain on the vine till they are over-ripe.

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## THE ATLANTIC.

AT Madeira a few hours suffice to exchange the mails and passengers, and the noble ship is again cleaving her way to the New World.

To those passengers who for the first time have attempted a long sea voyage, the strangeness of the sailor's life has now become pleasurable. The air is balmy, the pulse quickens, the spirits are alive to all things with a keener relish. Meals, that before were turned from with loathing, are sought with anticipated pleasure; every sense is joy. Each passenger finds his fellow-passenger more agreeable as the cold conventionalisms of the world fall off.

And then what fresh interest in all around!—the deep, the air, the sky.

Those denizens of the water, how beautifully free and exquisitely graceful are their glad movements, as they play across the bows of the ship! What a suitable "habitation" have they—

———Marvellously plann'd  
For life to occupy in love and rest.

How fresh the morning breeze; how gorgeous the setting sun, and serene the coming on of evening mild, when stars—more bright than those that shine in our cloudy sky—send down their piercing rays.

Onward ploughs the giant ship. What to her are the winds! She heeds them not. The waves! they are but her highway. Onward she goes,—untiring, un-resting, with steady purpose.



What to us, in this noble ship, were the fears, the superstitions, the terrors, of those who accompanied that MAN who first sought, through these waters, the New World. Who, with firm faith, on that eventful third of August, 1492, pushed off his three small ships—one only of which was completely decked—to seek that New World which had for years existed in his thought, and flourished in his imagination.

We are not to be terrified by fancied shrieks in the wind, or of hostile hosts imaged in the clouds. The change in the direction of the compass does not fill us with dread, nor do we suppose that the masses of sea-weed that may compass us around, are sent by spirits of evil to bar our approach.

To us these things are as idle dreams. But they were strong and fearful realities to those lone men in their little ships who first entered these seas. They were realities to all but him whose firmness, decision, and indomitable will led them on, in firm trust in that God whose religion he sought to establish in a world unknown.

“David was once a shepherd,” said Columbus, “and I serve the same God who placed him on a throne.”

As we draw near Barbadoes, and, in the certainty on the morrow of entering our haven, let us meditate what must have been his thoughts and feelings, when, after many years of contest and delay, and among his superstitious crew, he stood in the noon of night, on his vessel's deck, and for the first time, saw a moving light on shore:—

c

Chosen of men! 'Twas thine, at noon of night,  
 First from the prow to hail the glimmering light;  
 (Emblem of truth divine, whose secret ray  
 Enters the soul, and makes the darkness day.)

"PEDRO! RODRIGO! there, methought it shone!  
 There—in the west! and now, alas, 'tis gone!—  
 'Twas all a dream; we gaze and gaze in vain!  
 But mark and speak not; there it comes again,—  
 It moves!—what form unseen, what being there  
 With torch-like lustre fires the murky air?  
 His instincts, passions, say, how like our own?  
 Oh! when will day reveal a world unknown?"

ROGERS.

### CLIMATE,—HEALTH.

It may not be out of place here to add some few remarks on the climate of the West Indies, its influence on invalids, the most favourable season for arrival, and a few precautionary words to travellers from Europe.

It is admitted that at particular seasons the climate in some parts is unhealthy, and from the unfavourable situations of most of the towns, the mortality is great, as in the Havana and Vera Cruz; but there are other parts which can always be resorted to, while in the mountainous districts almost an European climate may be obtained. We would instance the windward islands from Barbadoes to St. Thomas, and the Danish island of Santa Cruz. In these islands the temperature varies but slightly, ranging between 78° F. and 82°, but in the higher parts even 60° has been registered. Throughout these islands little sickness ever prevails, and many persons may be found who have resided there without any ill

effects for forty years. Jamaica is not generally so free from sickness; but this may be accounted for from the numerous shipping, and the irregularity of living in all sea-port towns; for, sickness in the West Indies is owing more to imprudence of living, than to the climate,—a fact that is represented in all medical works treating of tropical diseases. The interior of Jamaica is healthy, and a temperature of 58° is observed in the mountains.

Under these circumstances we are inclined to believe that the climate is not naturally unhealthy; and we trust that the name of West Indies will no longer strike terror into the ear of Europeans.

Its beneficial influence on invalids is a subject which merits considerable attention. Consumption and nervous diseases have yielded to a residence of more or less length in the islands named. Grenada presents every attraction, a fine and unvarying climate, magnificent scenery, and the grand foliage of the tropics. Santa Cruz, one of the finest islands in the West Indies, well cultivated even to the highest lands, presents the picture of a perfect garden. Here, to all the beauties of nature, are added good roads from one end of the island to the other; and the hospitality of the Danish inhabitants, whose habits and feelings much resemble the English, united with comfortable residences, render this one of the most desirable places of resort. Many American invalids frequent this island, and they give most favourable reports of the beneficial influence of its climate.

It is admitted that to enjoy the full benefit of change of climate the patient should make the change in the *early* stage of disease, and stay there

till permanent benefit is obtained. The advantages to be derived from a residence in the tropics are more rapid and lasting than in a climate like the Azores which is humid, and variable in its temperature. And for incipient consumption, a residence in the tropics is more strongly recommended than any other climate. The subject is worthy of deep consideration to those whose dearest hopes and wishes are often frustrated when brightest, and whose feelings in after life would be soothed by the consoling reflection of having saved the life of a husband, wife, or child, by a timely and well-chosen change of residence. The period for arrival is of much moment. The finest season is from October to June, as this interval is free from the torrents which fall in the intermediate time, and then commences what is called the unhealthy season.

The effect of a tropical climate upon Europeans is a subject too lengthy to enter fully upon here, and must be left to medical writers, as it is intimately connected with disease. Speaking generally, the effect of the climate is to produce great perspiration, which, although unpleasant, must not be checked, but rather encouraged. This is done by wearing thin flannel jackets next the skin, and not too light clothing. Attempting to remove the annoyance of the perspiration by checking it has caused many a fever and early death. Indeed, flannel jackets, and light calico drawers should always be worn as under clothing. Old residents know the advantages of this plan, and the safety to be derived from its continuance.

The mode of living should be regular but generous; excess, as also a too abstemious diet, should be avoided. The greatest attention must be paid

to the alimentary secretions, as a disordered state of the bowels is the first indication of tropical disease.

We would impress particularly upon Europeans, that too much attention cannot be paid to these matters; for the constitution undergoes a decided change from the change of climate.

As perspiration is great, it follows that much thirst results. The difficulty now occurs, how is this to be satisfied? All heating drinks must be avoided, as Sherry and Port wine; but light wines may be taken, as Claret, Hock, Sauterne, &c.; and *very weak* brandy and water, which is not unwholesome, but promotes and sustains perspiration. It only remains for us to add, that regularity of living is the grand secret of health, and attention to the foregoing observations will most assuredly preserve it.

Sir James Clark writes thus of the invalid; and his caution may be observed with advantage by all.

“On approaching the tropics, when about the 24th or 25th degree of latitude, where the temperature ranges from 70° to 80°, a degree of general excitement is very often experienced, with a disposition to catarrhal affections, which demands particular attention on the part of the invalid labouring under any chronic pulmonary disease.

“The proper means to prevent any injurious effects from the increase of temperature, is to live somewhat more abstemiously than usual, and upon less exciting food. The quantity of wine generally drunk should be diminished, or it may be advisable to abstain from wine altogether. Long exposure to the direct rays of the sun should also be avoided. Attention to these circumstances, with the use of a little cooling laxative medicine, will generally be all

that is necessary on arriving in the West Indies. For some time afterwards, a continuance of the same simple, unexciting regimen should be persevered in, in order that the system may become habituated to the exciting influence of a high temperature, and until the increased cutaneous secretion, which appears to be one of the principal means employed by nature to enable the living body to bear the heat of a tropical climate without injury, is fully established."

"The Englishman in Jamaica," observes Professor Liebig in his Animal Chemistry, "sees with regret the disappearance of his appetite, previously a source of frequently recurring enjoyment; and he succeeds by the use of cayenne pepper and the most powerful stimulants, in enabling himself to take as much food as he was accustomed to eat at home. But the whole of the carbon thus introduced into the system is not consumed; the temperature of the air is too high, and the oppressive heat does not allow him to increase the number of respirations by active exercise, and thus to proportion the waste to the amount of food taken; disease of some kind, therefore, ensues."

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## BARBADOES,

Though a low island, may be seen 11 leagues off; and as we draw near through this smooth water, for the first time breaks on our view the luxuriant and everlasting foliage of the tropics.

This island is about the size and height of the Isle of Wight. The estates are said to average 200 acres, and upon each of these there are a number of negro dwelling-houses, the planter's house, and a sugar work; which, uniting with the great varieties of tropical trees and shrubs, form a scene highly picturesque, and give Barbadoes the appearance of a cluster of villages, and a characteristic beauty,—that of finished cultivation and domestic comfort.

Barbadoes is one of the healthiest islands; it is almost entirely free from marshy grounds and from being cultivated throughout, and comparatively level,

it affords more opportunities of exercise than many others.

It is the most easterly of the Caribbee islands, and lies between  $59^{\circ} 50'$  and  $60^{\circ} 2'$  W. long.: and  $12^{\circ} 56'$  and  $13^{\circ} 16'$  N. lat. It is about 25 miles from North to South, and 15 from East to West, and contains 107,000 acres of land, the most of which is highly cultivated. It is divided into five districts and eleven parishes. As the seat of Government, it comprises within its jurisdiction Grenada, St. Vincent, and Tobago; each of which, however, retains its separate legislature.

It was probably first discovered by the Portuguese in their voyages from Brazil, and from them it received the name it still retains. It was found without occupants or claimants, having been deserted by the Caribbees; and the Portuguese, regarding it as of little value, left it in the state as when discovered by them. Formal possession was afterwards taken of the island by an English vessel, the crew of which landed there in 1605; and on the spot where James Town was afterwards built, set up a cross with this inscription, "James, King of England, and this island." But no settlement was made until some years afterwards, a grant of the island having been made by King James to the Earl of Marlborough (Lord Ley), and William Deane being appointed his governor, a vessel arrived in 1624, and laid the foundations of James Town, which was the first English settlement in the island. Barbadoes is commonly considered as having also been the first English settlement in the West Indies, but Edwards shows that St. Kitt's came into British possession in 1623.



The  $4\frac{1}{2}$  per cent. Crown duties, so long a heavy burden on this and the other colonies obtained by conquest, were thus imposed: after the Restoration, Lord Willoughby, who had been Governor for Lord Carlisle under Charles I., applied to Charles II. to be re-appointed. This the inhabitants opposed, and sought to be placed entirely under the Royal Government. They insisted that Lord Carlisle's patent was void in law, and their case was referred by Charles to a committee of the Privy Council. During the discussions before the Council, an offer having been made by one of the planters to raise a per centage duty on the produce of their estates, on condition that the King should take the sovereignty into his own hands, Charles greedily grasped at the offer; and though the authority of the person who made it was on the very next day denied by the planters, the hope thus raised in the mind of the needy and extravagant monarch, of realizing a revenue of considerable amount, was not speedily to be relinquished. His Council very readily seconded his views; the unfortunate planters had no power to resist. Every art of cajolery and intimidation was used, and the result was the following compromise. The Crown procured the surrender of the Carlisle patent, and engaged to confirm the planters in the legal possession of their estates; in consideration of which, the Assembly of Barbadoes was to grant to the King, his heirs and successors, a permanent and irrevocable revenue of  $4\frac{1}{2}$  per cent., to be paid in specie on all dead commodities of the growth of the island, that should be shipped off the same. Out of this the King was to pay one or two claimants, and the Governor's salary, £1,200 per annum. The  $4\frac{1}{2}$  per cent. duty was

granted by act of the island passed the 12th of September, 1663. It was repealed on the 10th October, 1838, by the Act 1st and 2nd Victoria, c. 92.

The Council is composed of 12 members. The Governor sits in council even when the Council are sitting in their legislative capacity; a method which in other colonies would be considered as improper and unconstitutional. The Assembly consists of 22, of whom 12 are a quorum. They are elected from the different parishes, and every person electing, or elected, must be a white man, professing the Christian religion, and a free or naturalized subject of Great Britain, having attained the age of 21. He must also possess a certain qualification in land.

The highest land is in the north-eastern quarter, called Scotland, which is hilly and bleak; its greatest elevation is about 1100 feet above the sea.

Scotland has been found to be one of the most healthy situations in the West Indies; and invalid soldiers have been removed to the hospital there with great advantage to their general health. This island is rather cooler—probably because of its being small and level—than the other islands to the northward: the N. E. trade-wind constantly blows over it. Hurricanes, which frequently desolate the other islands, have not visited Barbadoes with any severity since the memorable one of 1780, which laid it waste.

The chief town is called Bridgetown, situate on the north side of Carlisle Bay, upon the S. W. side of the island. It covers an extent of nearly two miles along the shore, and contains about 20,000 inhabitants. It has a cathedral and some handsome houses, but the want of good shop-windows, and the extreme irregularity of the buildings, impart a

meanness of appearance. At the southern extremity of the town is the naval Dock-yard and the garrison of St. Anne's; the barracks of the latter are large and spacious buildings, with covered galleries, fronting a very fine and extensive parade. A small assemblage of houses on the western coast, at about five miles to the northward of Bridgetown, bears the name of Holetown, and is remarkable, as before noted, for being the first settlement of the English, who landed in the neighbourhood, and called their hamlet Jamestown, in honor of the first Stuart.

Speightstown, three and a half miles more to the northward, has a roadstead and wharf.

There is a daily communication between these places; it is a very beautiful excursion, and the wind rarely fails either way. The view from Dover Hill, a fortress and signal station, half a mile from Speights-town, is very interesting. The houses are nearly lost in the foliage of gardens and cane-fields, and the almost painted sky shines in still sky-blue between the slender stems of the thousands of cocoa-nut trees which form a green fence upon the shore. "A cane-field," observes a traveller, "is one of the most beautiful productions that the pen or pencil can possibly describe. It commonly rises from three to eight feet in height; a difference in growth that very strongly marks the difference of soil or the varieties of culture. It is when ripe of a bright and golden yellow; and where obvious to the sun is in many parts very beautifully streaked with red; the top is of a darkish green, but becomes, either from an excess of ripeness or a continuance of drought, of a russet yellow, with long and narrow leaves depending, from the centre of which shoots up an arrow-like and

silver wand, from two to six feet in height, and from the summit of which grows out a plume of white feathers, which are delicately tinged with a lilac dye."

The steamer comes within a mile of the shore. The cost of landing by shore boats is from one dollar to one and a half. Passengers do not require to bring passports; nor is their luggage examined with any great strictness.

There are several hotels of respectability, whose charges are not so moderate as in other islands, but the accommodations are excellent. Poultry is good and abundant; as are also meat and vegetables.

The roads over the island are excellent, and the views rich in the extreme. Horse and carriage hire are moderate. Bathing-houses are numerous along the sea-shore, and the charges very low.

There are two literary societies in the town, which consist of all the leading persons in the colony, have good libraries, and give good dinners four times a year. There is also an agricultural society, and one or two commercial rooms.

There are several schools in the island under the superintendence of the Established clergy, Church Missionary Society, and Wesleyans. The total number of scholars in 1841, in public or free schools, was 7,068, male and female; these were chiefly supported by parochial grants and a bequest by the colony. In 1842, the total number of scholars was 3,486, but in this return the Sunday scholars were not given.

Codrington College is romantically situated on the borders of Barbadian Scotland, fourteen miles from Bridgetown; a steep cliff rises on one side of it, from the foot of which an avenue of magnificent

cabbage-trees leads up to the lawn in front of the building; and on the other side the ground gradually slopes away to some small rocks over the sea. This college was founded and liberally endowed by Colonel Codrington; and two sugar estates have been also bequeathed to the Society for the propagation of the Gospel in support of the college, and for a school attached to it; and here young men have not only the benefit of a university education, but receive orders, and are allowed to exercise their pastoral functions throughout the Leeward islands. There are 12 exhibitions on the foundation. It is also intended to appropriate this seminary for the reception and instruction of catechists. Upon the estates of the college there is a chapel, a school, and an hospital, almost exclusively for the use of the negroes.

POPULATION.

1841..... 120,500                      1842..... Incomplete.

	Baptisms.	Marriages.	Burials.
1841.....	4,475	782	1,652
1842.....	5,472	1,092	1,634

MILITIA.

1841..... 1,446 men.                      1842..... 1,124 men.

SHIPPING.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1841 ..	738	78,301	5,648	1841 ..	742	80,800	5,792
1842 ..	772	81,049	5,987	1842 ..	739	80,212	5,741

WAGES OF LABOURERS.

	1841	£	s.	d.	1842	£	s.	d.
Domestic, per month....	1841	1	13	4	1842	1	13	4
Predial, per day.....	„	0	1	3	„	0	1	3
Trades „ .....	„	0	2	6	„	0	2	6

## PRICES OF PROVISIONS.

Sterling Prices.		£	s.	d.	£	s.	d.	
Wheaten Bread, per lb...	1841	0	0	5	1842	0	0	5
Beef .....	..	0	1	0	..	0	1	0
Mutton .....	..	0	1	3	..	0	1	3
Pork .....	..	0	0	10	..	0	0	10
Rice .....	per cwt.	0	18	9	..	0	18	9
Coffee.....	..	5	0	0	..	5	0	0
Tea.....	per lb.	0	6	8	..	0	6	8
Sugar.....	per cwt.	1	10	0	..	1	10	0

Course of Exchange, 1841 and 1842—Fluctuating from £152 10s. to £160.

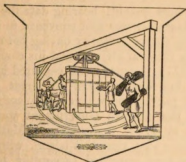
Declared value of Imports and Exports in 1840 was—

Imports.. £599,139 0 0 Exports.. £344,297 0 0

Proportion of Compensation, paid under the Emancipation Act—£1,721,345 19s. 7d. sterling.

The following NEWSPAPERS are published in Bridgetown :—

<i>The Barbadian</i> ...	{ Wednesday } & Saturday }	A. Clinckett, Esq.	Est. 1822
<i>The Liberal</i> .....	same days ..	S. J. Prescod,	.. .. 1837
<i>Barbadoes Mercury</i>	{ Tuesday & } { Saturday .. }	H. King & Co.	.. .. 1833
<i>Barbadoes Globe</i> ..	{ Monday & } { Thursday .. }	A. G. Drinan,	.. .. 1819
<i>The West Indian</i> ...	same days	J. Y. Edghill & Co.	.. .. 1833
<i>The Standard</i> ....	{ Tuesday & } { Friday .... }	H. W. Perkins & Co. ....	.. .. 1843



HÆ TIDI ERRENT ARTIS.

## GRENADA.

AFTER remaining a short time at Barbadoes, the steamer from England proceeds to Grenada, distant 140 miles. She goes alongside the company's wharf in Saint George's Harbour, and passengers can walk on shore.

Grenada was discovered by Columbus, on his third voyage, in 1498. It was settled by the French about 1650, and ceded to Great Britain, by the treaty of Paris, 1763. It is situated between the parallels of  $12^{\circ} 20'$  and  $11^{\circ} 58'$  N. lat., and  $61^{\circ} 20'$  and  $61^{\circ} 35'$  W. long. It is computed to be about 24 miles in length, 12 in its greatest breadth, and contains about 80,000 acres of land, which is divided into six parishes. There are several smaller islands, supposed to be 120 in number, called the Grenadines, in the vicinity of Grenada. But few of these, however, are comprised in the Grenada Government. These

islands are now subordinate to the Governor of Barbadoes.

Under letters patent, bearing date the 9th April, 1764, an Assembly was first convened in Grenada in 1765, the legislative authority having been previously exercised by General Melville and his council.

In July 1779, Grenada was captured by the arms of France, but was restored to Great Britain by the general pacification which took place in January 1783, and the English Government was fully re-established in 1784, under General Mathew as Governor. Since that time this island, with its dependencies, has been governed (according to the usual custom) under commissions granted by the Crown to the successive Governors, with accompanying instructions; and the legislative power has continued to be vested in the Governor and Council and the House of Assembly. The Governor presides solely in the Courts of Chancery and Ordinary. His salary is £3,200 currency per annum, which is raised by a poll-tax on all salaries; and it is the practice in Grenada to pass a salary Bill on the arrival of every new Governor, to continue during his government.

The Council consists of 12 members, and the Assembly of 26. A freehold or life estate of 50 acres, is a qualification to sit as a representative for the parishes; and a freehold or life estate with £50 house rent in St. George's, qualifies a representative for the town. An estate of 10 acres in fee or for life, or a rent of £10 in any of the out towns, gives a vote for the representatives of each parish respectively; and a rent of £20 per annum, issuing out of any freehold or life estate in the town of St. George, gives a vote for a representative for the town.

Grenada has never been subject to the 4½ per cent.



Crown duties. The Crown attempted to impose this tax by proclamation, after the grant of a legislative assembly had passed the great seal; but it was successfully resisted by the colony in the Court of King's Bench, in England, Lord Mansfield declaring it to be the judgment of the Court that the prerogative of the King before the date of the proclamation was clear, but that by that proclamation and commission the King had immediately and irrevocably granted to the inhabitants of Grenada, or to those who held property in the island, that the subordinate legislation over the island should be exercised by an assembly, with the consent of the Governor in council. By this decision the Crown duty was not imposed on Grenada, nor on the islands of Dominica, St. Vincent, or Tobago, which were then comprised under the government of Grenada.

St. George's, the capital of Grenada, which is built upon a peninsula, projecting into a spacious bay, called St. George's harbour, is on the west or lee side of the island, not far from the southern extremity. It is embosomed in an amphitheatre of hills, and chiefly situated on elevations which rise from the bay; the consequence is, that the streets are steep. The houses are well built, and on the whole the town has a handsome appearance. It is divided by a ridge, which running into the sea, forms one side of what is termed the Carenage; which is a large basin of water, surrounded by wharfs, and in the vicinity of which the principal merchants reside. In this Carenage the ships lie land-locked, and in deep water, close to the wharfs. The entrance is defended by a citadel, called Fort George, which is built upon a rocky eminence. On the left, the land rises gradually to

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some height, on which elevation the fortifications of Hospital Hill are erected, and a long ridge, which falls towards the middle, connects this fort with Richmond Heights, and constitute the back-ground of the scene. These heights are also fortified. Upon this hill are built some of the principal houses, the church, and the parsonage. The whole forms a scene of great richness and beauty.

This island being a British colony no passports are required. The custom-house officer attends at the wharf to examine the luggage.

There are two banks,—branches of the Colonial Bank and West India Bank; English, as also Spanish, money is current. Two respectable hotels are close to the landing-place; the charges are moderate. The town of Saint George's is abundantly supplied with water by pipes and fountains.

There are four places of worship in the town, of the Episcopalian, Scotch, Wesleyan, and Roman Catholic faiths.

The scenery of Grenada is romantic and picturesque in a high degree: it has been styled "the most lovely of our West India isles." In the N.W. are successive piles of conical hills or continuous ridges, covered with vast forest trees and brush-wood. Its mountains form many fertile valleys, interspersed with numerous rivulets, on which water-mills are erected for the use of the plantations. Some of the mountains rise to the height of more than 3,000 feet above the level of the sea. There are delightful drives about the island, and some objects of natural curiosity worth visiting. In several places are hot springs of sulphurous and other mineral waters, emitting a strong mephitic air, which instantly kills any small

animal brought too near. There are several indications of extinct volcanoes; that called Lake Antoine is the most remarkable, it is now filled with water, and about 50 feet deep; and although 18 feet above the level of the sea, and has no apparent connexion with other water, it has been continually encreasing in quantity for the last forty years; it is supposed now to cover an area of sixty English acres. Another lake, called the Grand Etang, is situated in the interior of the island, about seven miles from St. George's. The ride to this lake, which should be undertaken early in the morning, is truly romantic and picturesque, and its steep ascent of an Alpine character. This lake, as well as the former, is supplied with pure fresh water by subterranean springs.

The range of the thermometer in the shade, for the last six years, as registered by Dr. Stephenson of St. George's, is from 69° to 93° Fahrenheit; and the fall of rain is  $58\frac{45}{100}$  inches. The dews are neither very copious nor dangerous. No hurricane has been experienced here for upwards of 60 years. There are no venomous reptiles to the injury of life.

Captain Leese, is the Agent of the Company at Grenada.

## PRODUCE.

	Sugar.—lbs.	Rum.—gals.	Molasses.—gals.
1840 .....	12,519,895	395,811	78,492
1841 .....	9,904,683	328,251	81,325
	Coffee.—lbs.	Cocoa.—lbs.	Cotton.—lbs.
1840.....	22,665	238,195	93,614
1841.....	10,259	226,480	45,528

Including Island of Carriacou.

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## SHIPPING.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	375..	20,324..	2,320	1840 ..	388..	20,164..	3,333
1841 ..	425..	23,657..	2,587	1841 ..	428..	26,801..	2,569
1842 ..	313..	16,524..	2,050	1842 ..	261..	12,722..	1,727

## MILITIA.

1840 ..... Officers—104.... Privates—734.... Total—838

The Militia musters were suspended in the month of April, 1840, and consequently no returns since made.

## WAGES OF LABOURERS.

	1840.	1841.	1842.
Domestic ..... per month...	36s...	40s...	40s.
Predial, House & Grounds } included .....	20s...	20s...	20s.
Trades .....	80s...	80s...	80s.

## PRICES OF PROVISIONS.

Sterling Prices.	1840.			1841.			1842.		
	£	s.	d.	£	s.	d.	£	s.	d.
Wheaten Bread .. per lb. ..	0	0	4	0	0	4	0	0	4
Beef .....	0	0	7½	0	0	7	0	0	7
Mutton .....	0	0	10	0	0	10	0	0	10
Pork .....	0	0	7½	0	0	7	0	0	7
Rice .....	1	5	0	1	5	0	1	5	0
Coffee..... per lb. ..	0	1	0	0	1	0	0	1	0
Tea.....	0	6	0	0	6	0	0	6	0
Sugar.....	0	0	6	0	0	6	0	0	6
Ditto, refined....	0	0	9	0	0	9	0	0	9

From 1st Jan. 1841, the currency same as in Great Britain. Cut monies and "dogs" have been called in.

Population Returns not given. Returns of Schools and Scholars defective.

The proportion of Slave Compensation paid to the Proprietors, was £616,444 17s. 0d.

TWO NEWSPAPERS are published in St. George's :—

*The St. George's Chronicle*, on Saturday, by D. J. Davidson, Esq. Established 1742.

*Grenada Free Press*, on Wednesday, by J. R. M'Combie, Esq. Established 1826.

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MISERICORDIA PROBAT POPULUS ET FIDERA JUNGI

## TRINIDAD.

THE distance from Grenada to Trinidad is about 90 miles; and you soon come within sight of the beautifully-wooded mountains of this magnificent island. It lies between  $10^{\circ}$  and  $11^{\circ}$  of N. lat., and  $61^{\circ}$  and  $63^{\circ}$  of W. long. Its extreme breadth from E. to W. is between 60 and 70 miles, and 50 from N. to S. The name was given by Columbus from the circumstance of three of the highest peaks of the mountains having first appeared to him on approaching land. It was on his third voyage on 31st July, 1498. Having been in great danger in a violent storm, he made a vow to give the name of the Holy Trinity to the first land he should find; soon after which a sailor in the main-top saw three points of land, whereby the name fitted every way to his vow. The Spaniards did not attempt to make any settlement on the island till 90 years after its discovery.

It was almost immediately captured by Sir W. Raleigh in 1595, but speedily fell again into the power of the Spaniards. In 1797, Trinidad was captured by the troops under Sir R. Abercromby. It was ceded by the Spaniards at the peace of Amiens, and has since continued in the possession of the British.

The steamer goes through the Bocas de Huevos, which is narrow; but the Boca Grande, or large passage, into the Gulf of Paria, is that used by large sailing ships, and is about 5 miles wide, with the shores of South America on the right hand. Immediately on arrival the ship is boarded by the harbour-master, who is also health officer, and admits the ship to pratique.

A writer in 1825, thus describes the appearance of the Gulf of Paria: "Having entered the Gulf of Paria the water appeared of the purest ultramarine. On the right hand the mountains of Cumana, with their summits lost in the clouds; on the left, the immense precipices of Trinidad, covered to the extremest height with gigantic trees, which seem to swim in the middle ether; the margin fringed with the evergreen mangroves, which were here hanging with their branches bathed in the water, and there, themselves rising out of the midst of the soft waves; behind us, the four mouths of the Dragon of Columbus, with the verdant craggy isles between them; before us, the Port of Spain, the capital, with its beautiful churches, the great Savana, and the closing hills of Montserrat.

"Meanwhile, the long dark canoes glanced by, with their white sails almost kissing the sea, and enormous whales, ever and anon lifted their mon-

strous bodies quite out of the water in strange gambols, and falling down, created a tempest around them, and shot up columns of silver foam."

Not only are the mountains of this magnificent island beautifully wooded, but there are several rivers navigable far into the interior, irrigating and affording communication with millions of acres of virgin soil, where no foot but that of the Indian or Maroon negro has made an impress; it holds out, therefore, most advantageous prospects to the capitalist settler.

In the Gulf of Paria fish is so abundant that the greater part of the West Indies might be supplied. Shell-fish is particularly fine.

Coal has been found, and of good quality, in more than one part of the island, but the want of labour precludes its being worked.

In landing there is not the least danger, for there is no surf, and the public wharf extends far into the water, so that boats may approach at all times and at all hours.

You are about a mile from the shore, and are soon surrounded by shore-boats. You must make your bargain with these; from sixty cents, equal to 2s. 6d. sterling, or a dollar, according to quantity of luggage and delay, is fair pay.

If from England, or an English island, there is no examination of your luggage; but it is examined if from a foreign port, and a small *ad valorem* duty of from 3 to 7½ per cent. is sometimes charged on articles of foreign manufacture. It is very rarely, however, that any duties are charged.

There are two banks in Port of Spain, the Colonial and West India; and both British money and Spanish dollars are current.



Port of Spain is one of the finest towns in the West Indies. The streets, of which there are five miles within the suburbs, are wide, long, and laid out at right angles; no house is now allowed to be built of wood, and no erection of any sort can be made except in a prescribed line. Port of Spain is one of the few towns in the West India colonies that has obtained civic self-rule. There is a public walk, embowered in trees, and similar in all respects to the Terreiro in Funchal, and a spacious market-place, with a market-house or shambles, in excellent order and cleanliness. The Spanish and French females, their gay costume, their foreign language, and their unusual vivacity, give this market the appearance of a merry fair in France.

The Protestant church is beautifully situated with a large enclosed lawn in front. It is wainscotted inside with the various rich woods of the island. The Roman Catholic church, capable of containing 5000 persons, is also a fine building, and is situate on the southern extremity of the town: having two towers, it is very conspicuous from the anchorage. Its bishop is called the Bishop of Olympus. There is also a chapel, that of Santa Maria, used by seceders from the Catholic church.

There are several excellent hotels, some close to the landing-place, that have abundance of good water. Vehicles and horses are to be had for hire at the Brunswick Stables.

Passports are not needed on arriving; nor on leaving, except to a foreign port. In this case it can be obtained from the Secretary of the Colony, at the expense of a dollar and a personal visit.

There is a theatre, occupied by a French company, and two news and billiard-rooms.

Three companies of white troops and one of black, and a detachment of artillery are generally quartered in the capital.

The large number of religious places of worship throughout the island, shows a commendable desire among the inhabitants for religious instruction. There are now six Episcopalian, thirteen Roman Catholic, and five Wesleyan chapels scattered through the island, besides those in the capital. This shows a marked contrast to what it was ten years ago.

There are several, from eighteen to twenty, public schools in connexion with the Episcopal Church and the Church of Rome, both supported by Government; others supported by the Church Missionary Society, and some private schools. In all these both French and English are taught. There is a colonial hospital for 110 patients, established by Sir Henry M'Leod; also a house of refuge and a leper asylum. There are several mineral springs in the colony.

The island is governed by a Governor and Legislative Council, composed of six official and six non-official members, with powers to pass their own laws, subject to the approbation of the Secretary of State. The Bishop of the Diocese is also a member of Council, and may sit and vote at the Board. The laws in force are the laws of Spain, as established at the time of the conquest by the English, with such alterations only as have been made in them by orders in Council, to which this island, as a colony by conquest, is subject.

The thermometer in the shade, at the warmest part of the day, say two p.m., may be stated at 84° to 86°; at five a.m., it is 76°. The climate is peculiarly suitable for people advanced in life, labouring

under rheumatism, dyspepsia, or incipient phthisis. By leaving Europe in October, and living temperately in this colony, their lives might be prolonged many years. Endemic fevers are scarcely known; and, from the careful attention of Dr. Murray in the vaccine establishment, the island is kept free from small pox.

The dry season is from Christmas to the end of May; dry weather sometimes occurs in parts of September and October. In June the wet season commences, and the rain falls in torrents, with the winds variable from W. to S.E.

The dews are very copious; and though not dangerous, they should be avoided by Europeans. The clothing should be of thin flannel next the skin, light linen jackets, and thin woollen socks. White light beaver hats are preferable to black. A waterproof outer coat, for the wet season, should be provided, and the thin Codrington coat or wrapper is appropriate all the year.

The island is exceedingly well supplied with medical practitioners; some of the most esteemed are Doctors Neilson, Hartle, O'Connor, Murray, &c. &c.

The town is very healthy. The population, by the census completed in 1843, was 16,106 persons.

Robert Dennistoun, Esq., is the Agent for the Royal Mail Steam Packet Company in Port of Spain.

Besides the beautiful scenery in the Island of Trinidad, there are some natural curiosities that are worth visiting. These are the Pitch Lake at Point la Brae; the hot springs at Point a Pierre; the mud volcanoes; and the remarkable caves in the small Island of Gasparie.

“Every one who goes to Trinidad,” says Mr.

Coleridge "should make a point of visiting the Indian Missions of Arima and Savana Grande. They are wholly unlike anything which I had ever before seen; and differ as much from the negro-yard on the one hand, as they do from an European-built town on the other.

"The village of Savana Grande consisted chiefly of two rows of houses in parallel lines, with a spacious street or promenade between them, over which there was so little travelling, that the green grass was growing luxuriantly upon it. Each house is insulated by an interval of ten or fifteen feet on either side; they are large and lofty, and being beautifully constructed of spars of bamboo, and thatched with palm branches, they are always ventilated in the most agreeable manner. A projection of roof in front is supported by posts, and forms a shady gallery, under which the Indians will sit for hours together in motionless silence.

"They seem to be the identical race of people whose forefathers Columbus discovered, and the Spaniards worked to death in Hispaniola. They are short in stature, (none that I saw exceeded five feet six inches), yellow in complexion, their eyes dark, their hair long, lank, and glossy as the raven's wing; they have a remarkable space between the nostrils and the upper lip, and a breadth and massiveness between the shoulders, that would do credit to the Farnese Hercules. Their hands and feet are small-boned and delicately shaped. Nothing seems to affect them like other men; neither joy nor sorrow, anger or curiosity, take any hold of them. Both mind and body are drenched in the deepest apathy; the children lie quietly on their mothers' bosoms;

silence is in their dwellings, and idleness in all their ways."

There are schools appointed, in which the negroes and the Indians are educated, and the penmanship of the latter is remarkable for its beauty. The contrast between these two races is very striking, and is thus described by the same lively writer.

"Their complexions do not differ so much as their minds and dispositions. In the first, life stagnates; in the last, it is tremulous with irritability. The negroes cannot be silent; they talk in spite of themselves. Every passion acts upon them with strange intensity; their anger is sudden and furious; their mirth clamorous and excessive; their curiosity audacious; and their love the sheer demand for gratification of an ardent animal desire. Yet by their nature they are good-humoured in the highest degree. It is said that even the negroes despise the Indians, and I think it very probable; they are decidedly inferior as intelligent beings. Indeed their history and existence form a deep subject for speculation. The flexibility of temper of the rest of mankind has been for the most part denied to them; they wither under transportation, they die under labour; they will never willingly or generally amalgamate\* with the races of Europe or Africa; if left to themselves with ample means of subsistence, they decrease in numbers every year; if compelled to any kind of improvement, they reluctantly acquiesce, and relapse with certainty the moment the external compulsion ceases. They shrink before the approach of other nations as it were by instinct; and they are not now

\* Note to Second Edition : This is now authoritatively contradicted.

known in vast countries of which they were once the only inhabitants. In 1824, the number of the Indians was computed to be 893 in Trinidad."

Mr. Montgomery Martin, in his Colonial Library, gives the following description of the Pitch Lake.

"This lake is situated on the westward side of the island, on a small peninsular jutting out into the sea about two miles, and elevated 80 feet above the level of the ocean. It is nearly circular, and better than half a league in length, and the same in breadth. The variety and extraordinary mobility of the phenomenon is very remarkable. Groups of beautiful shrubs and flowers, tufts of wild pine-apples and aloes; swarms of magnificent butterflies, and brilliant humming-birds enliven a scene which would be an earthly representation of Tartarus without them. With regard to its mobility, where a small islet has been seen on an evening, a gulf is found on the following morning, and on another part of the lake a pitch islet has sprung up, to be in its turn adorned with the most luxuriant vegetation and then again engulfed. The appearance of this lake is like pit coal, except in hot weather, when it is liquid an inch deep. Crevices, sometimes six feet deep, are found in the pitch, filled with excellent limpid running water, and often containing a great quantity of mullet and small fish.

"The bottoms of these crevices are so liquid, that marked poles thrust in disappear, and have been found a few days after on the sea shore. (?) During the rainy season it is possible to walk over nearly all the lake, but in hot weather part is not to be approached. No bottom has ever been found to the lake. On standing still near the centre, the surface

gradually sinks, forming a sort of bowl, and when the shoulders become level with the lake, it is high time to get out. The flow of pitch has been immense, and the appearance of that which is hardened, is as if the whole surface had boiled up in large bubbles, and then suddenly cooled, but where it is liquid it is perfectly smooth."

Forty miles south of the Pitch Lake are several mud volcanoes, in a plain not more than four feet above the general surface. These come into action in the month of February or March, at about full moon, and send up fluid mud into the air, to the height of 30 or 40 feet, with a report at each time as if a heavy gun were discharged. The largest is about 150 feet in diameter, and has boiling mud constantly bubbling, but never overflowing, remaining always within the surface of the crater. When the old craters cease to act, new ones invariably appear in the vicinity. During the *hottest* months *cold* mud, 20° lower than the atmosphere, is thrown up, and the volcano is unapproachable to within fifty paces.

To the eastward of Port of Spain is a marsh of several thousand acres in extent, called the Grand Savannah, on which vast multitudes of cattle are allowed to roam and graze at large. It is said that the exhalations from this marsh renders Port of Spain at times unhealthy. There is a tradition that a Dutchman from Guiana, possessed of 500 slaves, intended to drain this marsh and settle on it, but that before the arrangements were completed, he fell into fashionable society in Europe, and ran through all his property. In the dry season the Savannah is set on fire, and it may be seen blazing and smoking for several weeks. In the conflagration myriads of snakes and small animals perish.

## POPULATION, Census 1842—10 Districts.

Males.	Females.	Total.	No. of Persons employed in		
			Agriculture.	Manufactures.	Commerce
24,058....	24,122....	48,180....	15,309....	2,164....	1,361

## SHIPPING.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	676	62,113	4,945	1840 ..	659	60,660	4,793
1841 ..	670	61,782	5,133	1841 ..	689	62,012	4,699
1842 ..	640	59,907	4,649	1842 ..	661	60,222	4,878

## ACRES OF LAND UNDER CROP.

	Sugar.	Cocoa.	Coffee.	Cotton.	Prov.	Pasture.	Tot. Uncul.
1840—	21,710..	6,910..	1,095..	2 ..	6,314..	7,237 ..	97,256
1841—	21,710..	6,910..	1,095..	2 ..	6,314..	7,237 ..	97,256
1842 wanted.							

## COURSE OF EXCHANGE.

1840—170 to 490<sup>s</sup> per £100 sterling.  
 1841—170 to 485<sup>s</sup> „

## WHALE FISHERIES.

	1840.	1841.	1842.
Number of Boats employed....	16....	16....	16
Whales taken.....	29....	28....	—
Gallons of Oil .....	28,545....	27,561....	—
Value in sterling of Oil .....	£2,931....	£2,872....	—
Price of Oil per gallon .....	2s. 1d....	2s. 1d....	35 cents.

*Note.* There are four Whale Fisheries in the Island, viz., one at Gasparillo, two at Monos Island, and one at Chacachacare.

The proportion of Slave Compensation paid to Trinidad was £1,039,119 1s. 3d.

There are two NEWSPAPERS published in Port of Spain:—

*Port of Spain Gazette*, published Tuesday and Friday, by H. J. Mills, Esq. Established 1826.

*Trinidad Standard*, on the same days, by J. M'Swney, Esq. Established 1838.





FULCURIOR EVENIT.

## TOBAGO

Is 120 miles from Barbadoes, and 85 miles from Grenada. It is the most southerly of the Caribbee islands, lying in lat.  $11^{\circ} 10' N.$  and  $59^{\circ} 40' W.$  from London. It is somewhat more than 30 miles in length from N.E. to S.W.; between 8 and 9 in breadth; and from 23 to 25 leagues in circumference. It is divided into seven districts, called divisions, and the same number of parishes.

Tobago was first discovered by Columbus, who gave it the present name from Tobacco, the pipe which the aborigines, to the surprise of the Spanish, smoked. The English visited this island very early, Sir Robert Dudley having been there in the reign of Queen Elizabeth. But no regular system of colonization was commenced by the English till 1765. After many changes of possession between the French and

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English, Tobago was finally ceded to England by the treaty of Paris in 1814. It now forms part of the General Government of Barbadoes, but continues to have its separate House of Assembly and separate Judicial Establishments.

This island presents an irregular mass of conical hills and ridges, with numerous valleys, which in the southern quarter are less abrupt in their acclivities. The soil is generally light and sandy, but fertile and well watered by a number of small streams, which make their way from the mountains to the sea. The coast affords several excellent bays and harbours.

The steamer proceeds to Courland Bay, on the north side.

Courland is not the capital of Tobago: the capital is Scarborough, five miles distant, which is situated on the S.W. side of Tobago, and extends, with little uniformity, along the sea shore. The cost of a mule or ass to Scarborough is about five dollars.

The steamers generally come in within 200 yards of the shore, and passengers are landed by the steamers' boats.

Passengers' luggage is not searched; nor is there any need of a passport on arrival; but every person about to *leave* the island must provide himself with a pass from the Colonial Secretary's office, which costs 8s. 4d.

Sterling and Spanish money pass current. There are two banks at Scarborough, branches of the Colonial Bank and West India Bank.

There is but one hotel at Scarborough, the accommodation in which is not of the best description. But, so hospitable are the residents, that strangers, respectably introduced, are always entertained at the houses of the planters and merchants.

There are three Episcopalian churches, two Moravian, and two Wesleyan chapels, in the island, to which schools are also attached; but the want of good teachers is felt.

Two companies of regular troops are stationed at Scarborough.

The legislature consists of the Executive Council and House of Assembly. P. M. Stewart, Esq. M.P., is the agent in London for the island.

This island is so cooled by the sea breezes, that its temperature is very supportable to Europeans; the average range of the thermometer is 85°. Nor is it generally subjected to those dreadful hurricanes which are so destructive in many of the other islands.

The land in the northern part is very mountainous, and so high as to be seen, in clear weather, at the distance of 12 leagues.

The island is well watered by rivulets that intersect the vallies. Almost every tropical plant grows in rich abundance here, as also all the culinary plants of Europe.

The rainy season begins about June, and gradually becomes heavy till September; towards the end of December, or beginning of January, crop time begins.

Tobago, as one of the islands ceded to Great Britain, is exempt from the 4½ per cent. Crown duties.

#### AREA and POPULATION.

Acres.	Males.	Females.	Total.
1842—57,408	5,502	6,246	11,748

	Baptisms.	Marriages.	Burials.
1840..	420	97	111
1841..	461	216	107
1842..	571	243	80

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Value of IMPORTS and EXPORTS for the year 1840.

Imports.. £64,222.      Exports.. £118,819.

MILITIA.

Total 1840.. 229      1841.. 229      1842.. 230

SCHOOLS AND SCHOLARS.

Established Church..... 10 Schools

	Males.	Females.	Total.
1840..	418 .....	340 .....	758
1841 .....	} Totals only. {		1440
1842 .....			879

Free Schools.—The funds are provided partly by the Colony and by the Society for the propagation of the Gospel in Foreign Parts. Expense £690.

Wesleyan Schools.. 1840-41.. 3 Schools      1842.. 2 Schools

	Males.	Females.	Total.
1840..	41 .....	27 .....	68
1841..	67 .....	46 .....	113
1842..	151 .....	117 .....	268

The Wesleyan Society grants £90, and voluntary contributions are also received.

*The Tobago Chronicle* newspaper is published on Thursdays, at Scarborough, by A. Hislop, Esq. Established 1836.

The share of the Slave Compensation money paid to Tobago was £234,064 5s. 0d.



DANUS PETINUS QUE VICISSIM.

## DEMERARA.

FROM Tobago to Demerara the route is rather against the trade-wind, and the ship is partially retarded. The calculated speed is six knots; the distance 320 miles.

Stretching along the coast of the Atlantic, between the lat. of  $6^{\circ}$  and  $8^{\circ}$  N., and the long.  $57^{\circ}$  and  $59^{\circ}$  W., lies that part of Dutch Guiana which contains the colony of Demerara, its dependent settlement of Essequibo, and the colony of Berbice. To the S.S.W. the river Courantin separates this tract from Surinam; to the N.N.W. the small inlet and stream of Moroko divides it from the Spanish territory on the right bank of the Oroonoko. Its length upon the coast, in a straight line, is about 160 miles; its breadth is not exactly ascertained, but is nearly twice its length, and reaches to the scantily-known provinces of New Cumana and New Andalusia,

which are claimed by the Spaniards, but which are in part inhabited by independent Indian tribes. The limits of Berbice, to the S.S.W., formerly extended no farther than to the Devil's Creek, but in 1799, they were enlarged by the addition of the lands between that creek and the river Courantiu. The opposite boundary of the colony, where Demerara commences, passes from the mouth of Abary Creek in a straight line to the southward. Between this line and a similar one, drawn from the Boarisiree Creek at the mouth of the Essequibo River, is included the colony of Demerara. The dependency of Essequibo occupies the rest of the territory as far as the Spanish frontier on the Moroko. The Dutch had possession of these places, and also Surinam, which took their names from the rivers on which they are respectively situated, and were together called Dutch Guiana; but after having capitulated to the English in 1803, they were ceded in perpetuity as a British possession by the convention signed in London 13th of August, 1814. By an order in council, in the year 1831, the colonies of Demerara, Essequibo, and Berbice, were united under one government, by the title of British Guiana.

The river of Demerara is half a league wide at the entrance, but is obstructed by a bar, on which there are only from nine to eleven feet at low tide, and eighteen or nineteen feet at high water. The steamers are therefore compelled to wait for tide, and enter the river only in day time. The pilots are noted for their attention and skill. The river of Demerara is navigable for ships about fifty miles above the town, and perhaps even higher; but as there are no plantations at a greater distance, no accurate survey has

been taken. At 130 miles from its mouth are considerable cataracts, beyond which the Europeans have not explored its course; but the Arrowauk Indians, who descend in large canoes, represent it as accessible above the cataracts to a much greater distance than the latter from the sea.

The steamers lie off the capital, formerly Stabroek, but now called Georgetown, about a quarter of a mile from the principal landing-place. Shore-boats are employed in landing, and about half a dollar is the usual charge for a passenger and his luggage. Luggage is not required to be searched, as there are no duties charged thereon.

Georgetown is on the east side and near the mouth of the river which gives name to the colony. The town is of an oblong form, about a quarter of a mile in breadth, and a mile in length; it stands on a low and level site, and the principal streets are perfectly straight, with carriage roads. The houses are of wood, two or three stories high, and raised on brick foundations. There is nothing in the public buildings to merit description. It is deficient in good hotels; but there are some respectable boarding-houses, the charges in which are from three to five dollars per day, exclusive of wines. Rain-water is that which is in general use.

In this colony, as well as others of the British possession, dollars are current, at 4*s.* 2*d.* each; British gold and silver are also current. There are two banks, branches of the Colonial and British Guiana Banks.

No passports are required for passengers, either on arriving or quitting the colony; but residents on leaving must take a pass from the Colonial Secretary.

There are two theatres in Georgetown, the "Dutch" and the "Queen's." The performances are occasional, by both amateur and professional actors.

There is a library, the subscription to which is 14 dollars, 67 cents per annum, or 2 joes.

The places of worship are numerous; they are of the Episcopalian, Scotch, and Lutheran Churches; the Roman Catholic, Reformed Dutch, Wesleyan Methodist, and the London Missionary Chapels.

An entire regiment of the line, together with one or two detached companies of another regiment, whose head quarters are at Berbice, is generally in barracks at Georgetown.

The Government consists of three bodies, viz.: the College of Electors, called Kiezers, or choosers, who are elected by the tax-payers for life, and who nominate the non-official members of the Court of Policy. This Court of Policy is the principal legislative court, and consists of five official, and five non-official members, the Governor being the president; and the Financial Representatives, six in number, who are also directly elected for two years by the tax-payers, and who, joined to the Court of Policy, form the Combined Court, and regulate the finance of the Government. As these institutions are but little known in England, it may be as well to give a short description of them, as well as of the origin of the Financial Representatives. The College of Kiezers appears somewhat to resemble the electoral college in France. It is not itself the legislative body, but, as its name signifies, (the College of Kiezers being literally the College of Choosers,) it chooses or elects the legislative body. Yet the very small amount of its members, and the



fact that the members of the College of Kiezers do not become members in right of any previously ascertained "qualification," in our English sense of the word, but are actually elected by the inhabitants at large, deprive it of its exact resemblance to the electoral colleges.

The Court of Policy, anciently called also the Council, seems to have been nothing but an executive and administrative board, assisting the Governor in the discharge of his duties, and composed of the four chief servants of the Dutch West India Company and four inhabitants chosen by the College of Burgher Officers or Kiezers. The Court of Policy was afterwards made by the terms of the capitulation to the English in 1803, a local legislature, and seems to unite the functions, except as to the levying of taxes, of the English Houses of Lords and Commons, and of the Privy Council.

The Financial Representatives resembled, in having the direct power of taxation in their hands, the English House of Commons, but resembled it in that respect alone; for the power of making laws was not given to the Financial Representatives, whose authority was expressly limited to "the purpose only of raising in conjunction with the Governor and Court of Policy of the said colony, the colonial taxes, and of examining accounts."

The first institution of trial by jury in Demerara, took place in 1818.

As British Guiana is a conquered colony, it is subject to be governed by orders in council.

Though situated under a vertical sun, British Guiana is more healthy than most of the West India islands, which probably arises from the greater equa-

lity of the temperature. The constant regularity of the trade-winds during the day, and of the land-breezes which succeed them in the evening, joined to the invariable length of the nights, with their refreshing dews, render the heat far from excessive. By a series of thermometrical observations taken at the Royal Engineer's quarters in Georgetown, at 6 a.m., 12 at noon, and 6 p.m., daily, from three thermometers of the best description, the mean heat during the day and throughout the year has no greater range than from  $82^{\circ}$  to  $85^{\circ}$ ; consequently consumptive catarrhal affections, and other diseases incident on sudden or great variations of climate, or which are the results either of intense cold or of excessive heat, are of very rare occurrence in Guiana. Nor must it be overlooked, that even the heat indicated by the degrees above given is materially abated by a *constant* breeze from the north-east, and which varies but slightly in strength. Malaria and miasmatic vapours, incident to all low flat countries, are the only bar to perfect salubrity; but these are rapidly yielding to the improvements in drainage, and to the greater attention among the medical profession to the pathology of the diseases arising from these causes.

There is no winter here. The year is divided into two dry, and two rainy, seasons; part of December, January, part of February, and May, June, July, constitute the two wet seasons: the other months, the dry seasons. The thermometer averages from  $82^{\circ}$  to  $84^{\circ}$  in the shade. The months of October and November are the most delightful in the year; the sky is cloudless, the heat moderate, and the thermometer at noon-tide scarcely higher than  $80^{\circ}$  Fahr.

During the rainy season the oppressive weight of the atmosphere is tempered by northerly breezes; and in the months of September and November the breezes from the East and South-East, which have passed over a vast extent of the ocean, are invigorating, and refresh the air to such a degree, that during the night the thermometer has been known to fall to 74° Fahr. The seasons do not *materially* affect the healthiness of the colony. The dews in the city are neither heavy nor dangerous. In the rivers, creeks, and in the uncultivated portion of the country, they are more copious and do not agree with European constitutions.

Georgetown is amply supplied with good medical practitioners. Those in largest practice are Drs. Hutson and Alleyne, and Mr. D. Blair, surgeon; there are several others of decided respectability.

Berbice is about 70 miles east, and the River Essequibo about 60 miles west, from Georgetown.

There is steam communication between these places and Demerara once a fortnight, and sailing vessels pass to and fro almost daily. Cabin fares to Berbice by steamer 6 dollars, and 4 dollars back to Demerara; to Essequibo, 3 dollars both ways.

The scenery in the interior, and especially up the Essequibo River, is most beautiful and romantic. This river is about 25 miles wide at its mouth; it is studded with islands, some of which are cultivated. Information respecting its course is equally obscure as of the Demerara river. The trees, of which it is said there are at least one hundred different sorts, cover the land at both sides of this majestic river. Their branches are crowded with birds of varied and beautiful plumage, and the whole bears the look of

everlasting summer. "Delight," says a distinguished traveller, "is but a poor word to express the feelings of a naturalist when he first sets foot within the virgin forests of South America."

The soil, in general, is rich in the extreme, and produces all the variety of tropical productions in lavish abundance.

An Agricultural and Commercial Society has recently been established in Georgetown, the leading objects of which, to quote from the prospectus, "shall be the improvement of the agriculture of the colony, and the encouragement of every branch of industry, manufacture, or trade, whereby the resources of the colony are likely to be developed and increased." His Excellency the Governor is patron of the society, which already boasts of a highly respectable list of members, both as regards rank and numbers. A munificent grant has been made to the society by the Legislature of premises, situated in the most central part of the city, which are immediately to be fitted up as exchange-room, reading-room, museum, library, &c., &c. We look with much interest to these societies now becoming general among the British West India colonies.

POPULATION of DEMERARA and ESSEQUIBO, according to  
Census on 15th October, 1841.

Males.	Females.	Total.
39,364 .....	38,564 .....	77,928

SCHOOLS AND SCHOLARS.

	Demerara.	1840.	1841.	1842.
Church of England .....		2,167	2,197	2,218
"    Scotland .....		1,914	2,098	* 848
Roman Catholics .....				250
Essequibo.				
Church Missionary Society ..		274	224	† 40
Wesleyan Missionary Society		1,046	1,046	298
			(Sunday.)	
London Missionary Society ..		1,803	1,825	1,800
Several miscellaneous Sunday Schools, for adults and boys and girls—numbers uncertain.				

SHIPPING.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	567	93,211	5,413	1840 ..	583	96,924	5,397
1841 ..	607	98,815	5,506	1841 ..	608	99,013	5,396
1842 ..	496	82,620	4,529	1842 ..	493	79,255	2,786

COURSE OF EXCHANGE.

Average of years 1840-41-42,—48<sup>8</sup>/<sub>100</sub> cents to the £ sterling.

WAGES FOR LABOUR.

	1840.	1841.	1842.
Domestic, per month..	£2 10s. ....	£2 10s. ....	£2
Predial, per day.....	2s. 1d.....	1s. 6d. to 4s. 2d.....	1s. 5d.
Trades.....	4s. 2d.....	4s. 2d. to 6s. 3d.....	3s. 6d.

PRICES OF PROVISIONS.

	1840	s.	d.	1841	s.	d.	1842	s.	d.
Wheaten Bread, per lb.	1840	0	10	1841	0	6	1842	0	4
Beef .....	"	0	10	"	0	10	"	0	10
Mutton .....	"	2	1	"	2	1	"	1	4
Pork .....	"	1	3	"	1	0	"	0	10
Rice .....	"	0	5	"	0	4	"	0	2
Coffee.....	"	1	0	"	1	5	"	0	8
Tea.....	"	6	2	"	8	4	"	5	4
Sugar.....	"	0	5	"	0	8	"	0	4

\* Returns in three parishes defective.

† Returns in two parishes defective.

## BERBICE.

Total Population, according to Census taken 15th Oct. 1841,

Males.	Females.	Total.
10,427	9,790	20,217.

## SHIPPING.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	136	18,940	1,114	1840 ..	134	19,577	1,132
1841 ..	128	17,402	1,033	1841 ..	152	20,825	1,218
1842 ..	95	14,397	815	1842 ..	85	13,566	730

Value of IMPORTS and EXPORTS in the year 1840 :

	Imports.	Exports.
Demerara.....	£844,383.....	£1,555,664
Berbice.....	144,004.....	332,063

The amount of Slave Compensation paid to British Guiana was £4,297,117 10 6.

NEWSPAPERS published in British Guiana :

<i>Guiana Times</i> , at	{ Monday & }	} by J. Emery, Esq.
Georgetown . . . .	{ Friday . . }	
<i>Royal Gazette</i> , at	{ Tues. Th. & }	} ,, Messrs. Bauon & Dallas, established 1805.
Georgetown . . . .	{ Saturday.. }	
<i>Guiana Herald</i> , at	{ Same days }	} ,, Dr. Dodgson, establish- ed 1842.
Georgetown . . . .	{ }	
<i>Berbice Gazette</i> , at	{ Monday & }	} ,, G. A. M'Kidd, Esq., established 1842.
New Amsterdam	{ Thursday.. }	

## JACMEL,--HAYTI,

Is distant 720 miles from Grenada. This distance is accomplished in about three days.

As the steamer calls merely for the exchange of mails and passengers, no delay is made, but she proceeds at once to Jamaica.

Hayti, or St. Domingo, was discovered by Columbus in 1492. It is next in size to Cuba, from which it is distant only twenty leagues. Placed between the 18th and 20th degrees of north latitude, and from 68° to 75° degrees west, it has a length of 360 miles from east to west, and a breadth varying from 60 to 120 miles. Its circumference, measured by an even line, excluding its bays, is nearly a thousand miles. This island, so important for its situation and great natural advantages, is four times as large as Jamaica, and nearly equal in extent to Ireland. Jamaica lies westward about forty leagues; and Porto Rico twenty-two leagues eastward. On the north are the Bahama islands, at a distance of two or three days' sail; and southward, separated by 700 miles of ocean, is the great continent of South America.

Columbus gave it the name of Hispaniola, and the name of San Domingo (in Spanish, Sunday), to a city he established in 1494, by which name the whole island, in process of time, came to be called; it has now resumed its original name of Hayti. The island is very rich in tropical products; the western side is remarkable for its fertility; and though the eastern side is by no means equal to the western, we are in-

formed upon respectable authority, that it contains certain districts which alone are capable of producing more sugar, and other valuable commodities, than all the British West Indian isles.

The plains are not healthy for Europeans; the thermometer there rises as high as 99°, but the country is continually refreshed by breezes and rains, and its salubrity is increased by the beautiful variety of its surface. There are three principal chains of mountains. The whole of these are described as fertile and susceptible of cultivation, even to their summits. Their highest elevations are about 6,000 feet above the level of the sea, and these are covered with forests of mahogany, brazil-wood, palms, elms, oaks, pines, iron-wood, cedar, ebony, &c. The island is said to have its mines of gold, silver, copper, iron, lead, precious stones, and crystals. Its plains nourish vast herds of cattle, equal in every respect to those of Europe; and horses are reared in sufficient numbers to supply all the West Indies. The French are therefore justified in designating this magnificent island *La Reine des Antilles*.

“It would be difficult,” remarks Mr. Candler, “to a person not acquainted with mountain scenery in the tropics, to form a conception of the grandeur and loveliness of nature, as exhibited in these wonderful hills (the journey from Port au Prince to Jacmel). Jamaica and Martinique have scenes surpassing fable, but Hayti has prospects more beautiful, and is richer still. At many points everything but high hills and deep valleys is shut out from view. The hills in many places, to a considerable extent, being covered with timber trees, the growth perhaps of centuries, interspersed with the graceful cabbage palm,—the



tree of liberty,—which is cultivated and fostered as the emblem of national freedom: the valleys and low rising ground being sprinkled with neat well-fenced cottages, green with Indian corn and the broad-leafed banana, or covered with numerous patches of the white flowering coffee. The people of Hayti, if they display no other refinement, shew admirable taste in the choice of place and situation to live in: some of the sweetest spots in the creation are covered with their dwellings, where to all appearance at least, they live a peaceful, contented, and happy life. Were such a land as this colonized by Europeans, we should hear no end of its praise.

The present race of Haytians have lately been described by a traveller, as a well-formed and robust people; seldom corpulent, but never thin; active in make, and vigorous in body. Their eyes are fine, their countenances quick and intelligent, and their teeth always well set, regular, and beautifully white. Their upright athletic make, and habitual consciousness of freedom, reminds the West Indian of the Jamaica Maroon. There is the same mien, the same gait, the same impression of liberty. The dress of this people is, in general, lively and graceful, and a general courtesy and decency prevail among all classes. The philanthropic Robert Owen, on his passage to Mexico a few years ago, touched at Jacmel, which he thus notices:—"It was a religious holiday,—everything was new to me, and more new, in consequence of its being the first free coloured population I had ever seen. It was better dressed, cleaner, more orderly, and more mild and polite in its demeanor the one to the other, than any working or trading people I had ever seen in any

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civilized country. There was more urbanity in the expression of countenance than I had witnessed in Europe and America."

Confidence in the common people of Hayti is rarely or never misplaced. Strangers may travel in every part of the country, night and day, without danger of being robbed or molested; and specie is safely sent from one part of the island to the other in bags only, in charge of a muleteer without guard.

The population of Hayti may be estimated at 850,000 souls.

The constitution of Hayti, as now embodied in the statutes of the island, was finally modified in 1816. The government of the republic is confided to a President, chosen for life, who has power to nominate his successor at death, reserving to the senate the right, if they see fit, to reject the nomination, and choose any other citizen they may prefer. The legislative power is vested in three branches, which must all concur in passing the laws: 1st. The president, with whom all the laws originate: 2nd. The senate, chosen for nine years, who are selected from lists presented by the president to the House of Assembly for its choice: 3rd. The House of Representatives, chosen for five years by free election of the people assembled in their respective communes; who are professedly and in theory an independent body, at liberty to call in question the management of public affairs, and to address the president on any occasion, as often as they will. The salary of the president is 40,000 Haytien dollars per annum, with an extra salary of 30,000 dollars when engaged in any one year in travelling through the island on a tour of inspection

for the public good. Each senator has a salary paid by the state of 133 dollars per month; and each representative receives 200 dollars per month during the session of Congress. The Haytien dollar, at the present rate of exchange, is 1*s.* 8*d.* The salary of the president, therefore, in sterling money, is £3,333; and, when travelling, £2,500 per annum in addition: the salary of a senator is £133 per annum; and that of a representative to the House of Assembly, during a session of three months, about £50. The president of Hayti, being governor for life, generalissimo of the forces, head of the church, and fountain of honour and rewards, is thus a sovereign in all but the name.

The town of Jacmel stands at the head of a very fine bay, it consists of two parts; the lower town, built along the shore at the bottom of the bay where the shipping lies, and where business is carried on; and the upper town, built on a hill immediately behind the lower. The view of the port, with its white buildings and terrace-like form, is very striking from the water. The streets, however, are poor and ill-paved, and there are not many good houses; the best building in the place belongs to the president, who is seldom there, and which stands empty. The inhabitants are estimated at from 6,000 to 7,000.

There is a good market place; a spacious and rather handsome parish church, and a strong prison. The public school of Jacmel is conducted on the monitorial system, under the care of an accomplished black man, who has about 70 scholars. There are also three private schools, where about 120 boys and girls are educated.

The river Gauche, with its many mouths, empties itself into the bay west of the town.

Landing is effected by the steamer's boat. The steamer makes no delay, as she merely exchanges mails and passengers. Passengers' luggage must pass through the Custom House, but this is little else than a formality, and occasions very little trouble.

Lodging-houses are of an inferior description, and of hotels there is not one; but persons arriving generally bring letters of introduction to residents which procure for them a hospitable reception.

No passport is required on arriving, but a complimentary visit is expected to be paid to the governor: natives are necessitated to procure passports on leaving the island.

One or two regiments of regular troops and a Guard National of about 600 men are generally at Jacmel.

Port au Prince, as well as Jacmel, is indifferently supplied with medical practitioners—the latter place has been pointed out as affording a good opening for a young medical man.

Jacmel is considered very healthy. Communication with the interior is made solely on horseback, as the roads will not admit wheel carriages. The journey to Port au Prince, 75 miles, is made in a day and a half; horses may be hired for the journey at 30s. each; baggage animals, and guides at the same rate. Aux Cayes, where several English merchants reside, is three days journey from Jacmel.

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DURO DE CORTICE FRUTUS QUAM DULCIS.

## JAMAICA.

THE distance from Jacmel to Kingston, Jamaica, is 255 miles.

This island, called by the natives, Xaymaca, which signifies a country abounding in springs, was discovered by Columbus on the 3rd of May, 1494. It is somewhat of an oval shape, about 160 miles long and 45 miles broad, and contains 4,000,000 of acres. Almost any temperature can be obtained from  $80^{\circ}$  at Kingston, to  $42^{\circ}$  on the summit of the mountain range. The air in the country is very light and enlivening, producing great cheerfulness and buoyancy of spirits. The Blue Mountains are an elevated ridge towering in some places to nearly 8,000 feet above the level of the sea, and running longitudinally through the island east and west.

The Blue Mountains are sometimes in view ere we

enter Kingston harbour. The scenery of this magnificent island is truly delightful.—The predominant features of the landscape are grandeur and sublimity. “When I first approached the south side of the island by sea,” writes an enthusiastic traveller, “and beheld from afar such of the stupendous and soaring ridges of the Blue Mountains, as the clouds here and there disclosed, the imagination was filled with admiration and wonder. Yet the sensation which I felt was allied rather to terror than delight. Though the prospect before me was, in the highest degree, magnificent, it seemed a scene of magnificent desolation. The abrupt precipice and inaccessible cliff, had more the aspect of a chaos than a creation; or, rather, seemed to exhibit the effects of some dreadful convulsion, which laid nature in ruins. Appearances, however, improved as we approached; for, amidst ten thousand bold features, too hard to be softened by culture, many a spot was soon discovered where the hand of industry had awakened life and fertility. With these pleasing intermixtures, the flowing line of the lower range of mountains (which now became visible, crowned with woods of majestic growth) combined to soften and relieve the rude solemnity of the loftier eminences; until at length the Savannas at the bottom met the sight. These are vast plains, clothed chiefly with extensive cane-fields; displaying in all the pride of cultivation, the verdure of Spring, blended with the exuberance of Autumn; and they are bounded only by the ocean, on whose bosom a new and ever-moving picture strikes the eye; for innumerable vessels are discovered in various directions, some crowding into, and others bearing away from, the bays and harbours with which the coast is everywhere indented.”

“The unimaginable luxuriance,” remarks another writer, “of the herbage, the singular exotic appearance of all around, the green-house-like feel and temperature of the atmosphere, and the fresh flush of vegetable fragrance wafted from the shore, are all calculated to regale the senses, exhilarate the spirits, and diffuse through the soul a strange delirium of buoyant hope and joy. Jamaica, in a word, may be reckoned among the most romantic and highly-diversified countries in the world; uniting the rich magnificent scenery with waving forests, never-failing streams, and constant verdure can present, heightened by a pure atmosphere, and the glowing tints of a tropical sun.

The rivers, including springs and rivulets, have been estimated at upwards of 200 in number: about 40 are of the largest class. From the mountainous nature of the country, and the huge masses of rock that frequently obstruct their course, they are often precipitous, and exhibit numerous and beautiful cascades, now bursting headlong in the foam and thunder of a cataract.

The southern shores of Jamaica, diversified as they are with hill and dale, timber and cultivation, and the Blue Mountains for a back ground, afford a delightful *coup d'œil*, though usually considered far inferior to the north side of the island. But the prospect on rounding the point, and entering the harbour of Port-Royal, is truly superb.

On the south side of the island, the sea-breeze from the south-eastward comes on at nine or ten in the morning, and gradually increases until noon, when it is strongest; at two or three in the afternoon its force diminishes, and in general entirely ceases

by five or six o'clock. About eight in the evening the land-breeze begins; this breeze extends to the distance of four leagues to the southward of the island. It increases until midnight, and ceases at about seven in the morning. These breezes render the temperature of Jamaica, which would be otherwise excessively hot and unfavourable to Europeans, tolerable; in the high grounds it is temperate, pure, and cooling.

Dews are abundant. More rain falls on the north than on the south side of the island. On an average of five years it rained 116 days; the fall is 50 inches. The difference of temperature between the north and south sides of the island amounts to  $5^{\circ}$  during the whole year, and in the first three months in the year from  $8^{\circ}$  to  $10^{\circ}$ .

By the treaty of 1670 the island of Jamaica was formally ceded by Spain to England. In 1678 an attempt was made by Charles II. to govern this island by laws passed in the Privy Council. The scheme is described by Mr. Edwards in the following words,—“A body of laws was prepared by the Privy Council of England, among the rest a bill for settling a perpetual revenue on the Crown, which the Earl of Carlisle was directed to offer to the Assembly, requiring them to adopt the whole code without amendment or alteration. In future, the heads of all bills (except money bills) were to be suggested, in the first instance, by the Governor and Council, and transmitted to his Majesty to be approved or rejected at home; on obtaining the royal confirmation, they were to be returned under the great seal in the shape of laws, and passed by the General Assembly, which was to be convened



for no other purpose than that and voting the supplies; unless in consequence of special orders from England." The success of the experiment upon Barbadoes (p. 25), had probably stimulated the King and his Ministers to this attempt, which in grossness, indeed, exceeded the former. The people of Jamaica, however, possessed the advantages of having an existing assembly,—their titles to their lands were not impeached,—and there had already begun a reaction in the minds of the English people, who were no longer so eager to please royalty at the expense of all that was just and honest, as they had been when Charles I. returned among them. Thus assisted, the colonists were successful at this time in their resistance. However, the great object in view, that of obtaining a perpetual revenue from Jamaica, was pertinaciously followed by the successive ministries from the second Charles to the first George; and at length, in 1728, a compromise was effected. The Assembly consented upon certain conditions to settle on the Crown a standing irrevocable revenue of £8,000 a year. The conditions were, 1st. That the quit rents arising within the island (then estimated at £1,460 per annum) should constitute part of such revenue; the 2nd was, That the body of their laws, the confirmation of which had been suspended by previous ministries in order to compel submission to the Home Government, should receive the royal assent; and 3rd. That such laws and statutes of England as had been at any time esteemed, introduced, used, or received as laws in this island, should be and continue the laws of Jamaica for ever.

The Governor, the Chief Justice, the Attorney-General, the Bishop, the Commander of the Forces,

and the Chancellor, are all members of the Council, *ex officio*, and the others are selected from the most respectable and opulent of the inhabitants. They are twelve in number, and are addressed by the title of honorable. The Assembly consists of 47 members, being two representatives to each parish, and an additional one to the towns of Spanish Town, Kingston, and Port-Royal. Its duration is seven years. The qualification of a representative is the possession of a freehold of £300 per annum in any part of the island, or a real and personal estate of £3,000. One elector must possess a freehold estate in the parish in which he votes of the value of £6 sterling, or at a rent charge of £30 sterling, recorded in the island secretary's office for twelve calendar months, and the right of voting thereon entered in the parish books, in the office of the clerk of the vestry, or clerk of the common council, six calendar months. He must be twenty-one years of age; and actually pay taxes to the amount of £3 sterling per annum. His specific place of abode must also be registered. He must take an oath as to his actual possession of the property; present a rent receipt from his landlord, and pay his taxes up to the term of his claiming to vote, and in continuity afterwards, as a condition of his continued privilege.

The chief justice is nominated by the Government of England. The present possessor of this high office is his honour Sir Joshua Rowe. He is associated with two duly qualified assistants, the Hons. W. C. M'Dougal and W. Stevenson. They hold their offices at the pleasure of the Queen in council, and have each a patent of office under the great seal of the island, as is the case with the

judges and principal officers of all the other courts, who are removable only by the sanction of the Queen in council. Their salaries are paid by the island, and are as follow:—The chief justice, £4,000 per annum, and each of his associates about £2,000. The whole annual cost for the judicial establishment is £23,476.

The annual revenue of Jamaica, including the local taxes of the different counties and parish vestries, is estimated at £600,000. It sustains its own government, and its ecclesiastical, naval and military establishments, (the salaries of the bishop and arch-deacon excepted,) besides yielding an annual revenue to the Crown of £10,000.

The island is divided into three counties, Middlesex, Surrey, and Cornwall; and these are subdivided into twenty-three parishes. It contains six towns and twenty seven villages, independently of those which have been recently established by the peasantry.

Port-Royal harbour is formed by an inlet of the sea, between the main-land and a long sand-bank, called the Palisades. At the point of this sand-bank stands Port-Royal, the principal naval station in the West Indies.

The steamer goes right up to the Royal Mail Company's wharf at Kingston. Passengers get on shore directly from the ship to the wharf; or, if by shore-boats, for 6*d.* or 1*s.* each passenger, according to distance and luggage. This latter is examined at the wharf by the custom-house officers, who invariably show every consideration. Articles introduced as *merchandise*, and of British manufacture, pay an inland duty of 4 per Cent.

Kingston is a large town, lying on a slope, with straight and moderately wide streets, but unpaved and dirty; the sand is many inches deep, and filth is allowed to remain a long time in the streets. Many houses are, however, extremely good and comfortable; they are generally of two stories, with verandahs above and below.

The English and Scotch churches are elegant buildings; the former is built on a lovely spot commanding a splendid view of the city, the plains around, the amphitheatre of mountains, and the noble harbour of Port-Royal. At the top of the declivity on which Kingston is built, are the barracks, called Up Park Camp.

The money is British sterling, as in England. All sorts of monies pass current. There are three banks, the Colonial, the Jamaica, and the Planters; all of first character and respectability.

Hotels and lodging-houses are both numerous and respectable; of the latter, Mrs. Edwards's, Lower King-street, is to be recommended. The charge of living is generally about 8*s.* per day, or 40*s.* per week,—wines extra.

All the conveniences for travelling are to be had in Kingston. Gigs, phætons, saddle-horses, and mules, can be hired at about the following terms:

Gigs, for morning or evening drives .....	8 <i>s.</i>
„ for the day .....	about 20 <i>s.</i>
Phæton and pair, morning or evening.....	20 <i>s.</i>
„ for the day .....	48 <i>s.</i>
Saddle-horses .....	per day 16 <i>s.</i>

The city abounds with livery stables.

Passports are only needed when going to foreign

countries. The cost of obtaining one is 12*s.* to 14*s.*; the party must attend personally on the different consuls.

Kingston has almost daily communication, by small schooners, with the several other ports round the island. In these there is generally fair accommodation for six to eight passengers.

The places of worship are almost of every denomination and creed. There are some first-rate schools, and instruction is given in several languages.

The two theatres in Kingston are not much encouraged. Occasionally a company of Italians come from the Havana and give operas for a couple of months.

The merchants have their commercial and reading rooms, which are regularly supplied with English, American, and other foreign and West Indian papers, periodicals, &c. These rooms are open from 7 a.m. to 5 p.m.; they are large and airy, and are in connexion with one of the hotels, being under the same roof.

In the upper part of the town there is also an extensive and respectable club-house, or Athenæum, to which is attached a superb library, billiard rooms, &c.

The regular troops are thus in general apportioned:—

In Kingston . . .	150	
Newcastle . . .	700,	distant 15 miles.
At Up Park Camp. . .	500	„ 2 miles.
Port-Royal . . .	300.	

There are usually one or two ships of war at Port-Royal, and a Government steamer.

The stranger will see many things worthy of notice

in Jamaica. All the natural productions are different to those of Europe. The pimento or Jamaica pepper-tree, which produces the "all-spice,"—of lofty grey trunk, and dark, polished, fragrant leaf, attains considerable size,—its green foliage often relieved by its delicate white blossom. The spice is a small berry which grows in bunches, and when ripe is like the elderberry in size and colour. Even the leaves of this lovely tree when pressed emit a strong aromatic odour. When swept by the breeze they shed their spicy fragrance through the air, imparting a charm to nature truly indescribable. The *lignum-vitæ*, profusely adorned with small blue blossoms; the date palm, much exceeding the cocoa-nut tree in the luxuriance of its branches, and many delicate kinds of acacia. The mango trees may be said to cover the country, and, during the four summer months, afford abundance of delicious food to man, mules, horses, cows, and pigs. All animals seem equally fond of this fruit. Altogether there are fifty varieties of excellent timber, available to the architect, the millwright, and the cabinet-maker. The birds also are numerous, beautiful and sweet-voiced. The turkey-buzzard is here protected from the fowler, because of its great use in clearing carrion away, and other sorts of unhealthy garbage.

The other objects of interest are the Botanic Gardens at Bath, distant by the Port Road 48 miles; the Falls, distant about 8 miles on the Windward Road; two copper mines, yet in their infancy, in the Port-Royal mountains; the Silk Company's Works; the Blue Mountain Peak, distant 30 miles, the access to which is not now difficult for riding. This Peak is about 8,000 feet above the level of the

sea. The scenery is most romantic through these rides, and the views extensive and magnificent.

About 36 miles from Spanish Town, in the parish of St. Ann, are the works of the Jamaica Silk Company. This company was incorporated by a local act, dated July, 1841. They purchased 378 acres of John Wilson Davis, Esq., on which they have erected two iron buildings and two wooden houses, and planted upwards of two hundred acres with mulberry trees. The place is called Metcalfe Ville, after their late much-esteemed governor Sir C. Metcalfe. The soil is a red marl, impregnated with iron, and suits the mulberry trees extremely well, and the climate in that part of the island is most congenial, the thermometer ranging from  $56^{\circ}$  to  $75^{\circ}$  F. In this climate the mulberries are evergreen, and are sufficiently advanced in 12 months to produce food for the worms; in the temperate zones the trees generally take five years to come to the same perfection. They are not allowed to grow into large trees, but are cut down after attaining a certain height, and then spring up afresh from many stems. One of the iron buildings is 225 feet long by 68 feet wide, and 35 feet high. It is furnished with railways and carriages for the conveyance of the food to the height of the shelves where the insects are placed: this is the Cocoonery. Another of the iron buildings, called the Filature, is 110 feet by 50, in which is the reeling apparatus, worked by steam. As silk-worm's eggs require from six to eight months to mature before they hatch, it has been found necessary in this climate to give the eggs an artificial winter, otherwise they would dwindle and die. This artificial winter is obtained by the eggs being put into jars, and these into charcoal, and

placed in an ice-house. The worms can thus be taken out according to the time the animal requires for maturity, and the food is always ready for its support. But Mr. S. Whitmarsh, the founder and manager of the company, writes that he has succeeded in "Creolizing" the silk-worms, as he calls it; and as this is of rare occurrence, we give the account in his own words:—"On the morning of 29th April, 1843, as I was examining a cloth of eggs just about to be laid away till the next season, I discovered that the eggs of one 'miller' had hatched,—the others remain dormant to this day, now nearly a year. I fed the live ones carefully, but out of 450 cocoons obtained only one pair of 'millers' to reproduce in ten days; these again, though fed carefully, dwindled away till all but one pair died, evidently from weakness. I persevered, however, watching the whole with great interest. For the third time, I procured but one pair from 450, but this pair was decidedly stronger than the former ones. The fourth time seven pairs were saved; and from that time they have been gradually improving, till now the eighth generation are the finest and best worms I have ever seen; the cocoons cannot be equalled. I have by crossing obtained the different varieties, all but one producing cocoons of the most brilliant whiteness. India and China have ten-day varieties, but they are so small, and yield so little silk, that they are not worth notice; but those of mine are superior to any of the annual varieties, and will, no doubt, improve by careful cultivation."

A few samples of the silk spun at this place, were brought to London by Mr. Whitmarsh, and submitted to some of the best judges of the article;



and before it was known from whence it was brought, they pronounced it to be first-rate silk, and then worth in the market from 22*s.* to 32*s.* per pound. These samples were wound by hand, and before the steam machinery was erected.

The black and coloured work people seem to like the occupation very well; and the Company have distributed to all that wished them, mulberry cuttings, to encourage the peasantry themselves to cultivate the worm.

We have been desirous of giving full particulars of this very interesting company, for no doubt what has been accomplished in Jamaica can also be done in other of the West India colonies. The manufacture of silk seems to be one of the many available resources of these countries, and will afford profitable employment for a numerous class of coloured work-people, who are not adapted to field labour. It is to be hoped that the Jamaica Silk Company will meet the success it deserves, and that other islands will be stimulated to similar exertions, in the production of an article of such extended use and unlimited consumption.

In October, 1843, a General Agricultural Association was formed, of which Her Majesty has since become the patroness. The objects of this society are stated to be, to publish information contained in agricultural and other scientific works,—to have experiments in agriculture tried,—to improve the condition and promote the education of the peasantry,—to improve the veterinary art,—and to correspond with other societies. The Rev. Dr. Stewart is the Hon. Secretary.

The consuls resident in Kingston are, Colonel

R. M. Harrison, for the United States; J. L. Dugusnay, Esq., for Spain; Don J. F. Martin, for New Grenada, Colombia, and Mexico.

R. Currie, Esq., is the agent to the Royal Mail Steam Packet Company.

	Baptisms.	Marrriages.	Burials.
1840	6,530	2,919	1,506
1841	5,823	2,315	1,691
1842	4,817	1,535	1,643

## MILITIA.

	Infantry.	Cavalry.
1840	9,035	554
1841	9,066	546
1842	8,601	572

## SCHOLARS, (sexes not distinguished.)

	1840.	1841.
Church of England.....	6,026	6,655
Wesleyan Methodists.....	2,741	2,541
Baptist .....	2,051	
United Brethren.....	1,428	
London Missionary Society .....	480	651
Scotch.....	1,924	
Jamaica Missionary Presbytery....	451	
Mico Charity.....		2,513
	<hr/> 15,101	<hr/> 12,360

## SHIPPING.

Inwards.	Ships.	Tons.	Men.	Outwards.	Ships.	Tons.	Men.
1840 ..	843	118,237	7,206	1840 ..	687	93,879	5,774
1842 ..	765	126,593	7,194	1842 ..	738	118,665	5,830

No returns for 1841.

## WAGES OF LABOURERS.

	1840.	1841.	1842.
Domestic, per week..	10s. to 16s.	10s. to 16s.	7s. to 16s.
Predial, per day..	1s. 6d. to 2s. 6d.	1s. 6d. to 2s. 6d.	1s. 6d.
Trades.....	3s. to 4s. 6d.	3s. to 4s. 6d.	4s. 6d.

PRICES OF PROVISIONS.

	s.	d.	s.	d.	s.	d.		
Wheaten Bread, pr 17 ozs. 1840	0	4½	1841	0	4½	1842	0	4½
Beef, per lb.....	0	6	0	6	0	6	0	6
Mutton ,, .....	1	3	1	3	1	3	1	3
Pork ,, .....	0	9	0	9	0	9	0	9
Rice, per quart.....	0	6	1	6	0	6	0	6
Coffee, per lb. ....	2	0	2	0	2	0	1	6
Tea, ,, .....	8	0	8	0	8	0	8	0
Sugar, brown .....	0	9	0	9	0	9	0	4½

Amount of PAPER CURRENCY at close of 1842.

Island Checks .....	£40,000	0	0
Colonial Bank Notes ..	80,247	9	0
Jamaica ditto .....	84,887	0	0
Planters' ditto .....	62,466	7	0
	<u>£267,600</u>	<u>16</u>	<u>0</u>

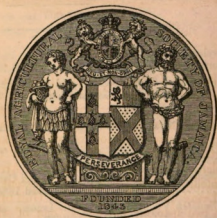
Declared value of IMPORTS and EXPORTS in 1840 was—  
Imports.. £2,183,917. Exports.. £2,208,985.

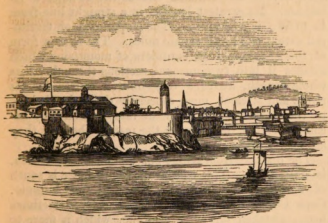
The proportion of Compensation, paid under the Emancipation Act—£6,161,927 5s. 10d., sterling.

The following NEWSPAPERS are published in Jamaica.

<i>Jamaica Times</i> , at Kingston .....	{ Daily .. }	by J. O. Clerk, established 1843.
<i>Morning Journal</i> , at ditto.....	{ Ditto .. }	„ Jordan and Osborn, established 1838.
<i>Jamaica Despatch</i> , at Kingston ....	{ Daily .. }	by J. Lunan, established 1832.
<i>Royal Gazette</i> , at ditto.....	{ Ditto .. }	„ O. Shannon, established 1779.
<i>Middlesex Gazette</i> , at Spanish Town	{ Wednesd. & Saturday }	„ Judah and Nelme, established 1843.

<i>Cornwall Courier</i> , at Falmouth. . . . .	{	Wednesd.	}	„	Executors of Wm. Dyer, established 1822.
<i>Falmouth Post</i> , at ditto. . . . .	{	Wednesd. & Saturday	}	„	J. Castello, established 1835.
<i>Baptist Herald</i> , at ditto. . . . .	{	Wednesd.	}	„	W. Knibb, established 1840.
<i>Cornwall Chronicle</i> , at Montego Bay.	{	Wednesd. & Saturday	}	„	A. Holmes, established 1781.





## HAVANA.

THE island of Cuba, of which Havana is the capital, is situated between  $74^{\circ}$  and  $85^{\circ}$  W. long., and  $19^{\circ}$  and  $23^{\circ}$  N. lat. The form of the island is exceedingly irregular, approaching that of a long narrow crescent, the convex portion of which looks towards the north. It is the most westerly of the West India islands, and compared with the Archipelago, has decidedly the greatest superficial extent of territory. Lying in the mouth of the Gulf of Mexico, it leaves two spacious entrances; one of which, between the most northerly part of the island and the southerly point of Florida, is 32 leagues wide; and the other, between the most southerly point of Cuba and northerly of Yucatan, is 38 leagues. From St.

Domingo it is distant 14 leagues, and from the most southerly of the Bahama islands the distance is 15 leagues. Its greatest length, in a straight line from E. to W., is 572 miles. The superficial or territorial extent is 31,468 square miles. The narrow form of the island, and the cordillera of mountains which divides it into two unequal sections throughout its whole length, leaves a very limited course for its rivers and streams, more especially those that belong to the northern side. In the rainy season they become torrents, but during the rest of the year they are nearly dried up.

The distance from Kingston, Jamaica, to Havana, is 740 miles. The course of the steamer is south of Jamaica and of Cuba, round Cape Antonio. Cape Corrientes is also passed, and has sometimes been mistaken for Cape Antonio, which is more to the westward.

The first sight of the Havana from the entrance of the harbour is exceedingly cheerful and picturesque. In the back ground the gigantic palm trees seem to overlook the city, and to form for it a magnificent frame-work of the richest verdure; while on the other sides the panorama is completed by the animated harbour within, covered with the flags of every nation, the rocky eminence at the entrance, and the formidable fortifications by which the whole are protected. The most agreeable land view which can be had of the city is perhaps to be found from the hill called the Indio, on the road between Regla and Guanabacoa on the other side of the harbour. The harbour is one of the best in the world, being deep enough for vessels of the largest class, and sufficiently capacious to accommodate a thousand