A POPULAR

HISTORY OF GIBRALTAR,

ITS INSTITUTIONS

AND ITS NEIGHBOURHOOD ON BOTH SIDES OF THE STRAITS,

AND

A GUIDE BOOK

TO THEIR PRINCIPAL PLACES AND OBJECTS OF INTEREST.

Together with a number of interesting anecdotes of events connected with the Rock, and useful notes and instructions for the Traveller and the Sportsman.

To which is added an extensive local Directory with Postal and Telegraphic Regulations and Tariffs—those for Hackney Carriages and Boats—Lines of Steamers touching at Gibraltar, with their Agents, Fares, days of sailing, &c., &c.—Tables of hours of Gunfire, of the Currency, of distances in the neighbourhood—and a quantity of other information as useful to Inhabitants as to Visitors. A coloured Plate of the Signals used at the Station is attached, with letter-press explanation—and also a copious Directory of the Staff and Departments (Civil and Military), Officers of Regiments, Foreign Consuls, Exchange Committee, Sanitary Commissioners, the Managing Board of the Hebrew Community, Names and Addresses of Residents in the Town, and advertisements of local Professors, Hotels, Agents and Tradesmen.

COMPILED BY MAJOR GILBARD,

GARRISON LIBRARIAN.

SECOND EDITION, WITH REVISED DIRECTORY—APRIL, 1881.

Price—15 rvn.

GIBRALTAR:

GARRISON LIBRARY PRINTING ESTABLISHMENT,

1881.

1881
Map + colour
plate

THE ALMANACK

FOR THE YEAR

1881.

	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
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INTRODUCTION.

THE principal part of this present "History of Gibraltar" has been compiled from the most reliable authorities who have written on the subject, and it is hoped that no matter of real value or interest, which can throw any light on its earliest history or its present development, has been omitted; although naturally, it has been necessary to condense a quantity of detail surrounding the history of the famous Rock, into a very small compass, which, in a more pretentious publication would receive, as it deserves, a more lengthened notice.

The history of the sieges the Rock of Gibraltar has sustained, and more particularly that of the last, the fourteenth or "Great Siege," has been dealt with rather more at length, and many interesting anecdotes introduced in connection therewith; the history of the neighbourhood from the earliest times has been included, and the traveller in these modern days will find that hints for his guidance and information have not been forgotten.

Perhaps the greatest merit of this History is that it has so little original: all available authors have been consulted, and their works extensively laid under contribution and largely appropriated; but it is hoped that a frank acknowledgment of these extensive requisitions may plead for forgiveness on this head. The sources of information thus obtained are so reliable that it cannot fail to induce a more general study of the stirring events connected with this grand old monument of which the historical incidents are of a nature so important, and extend back to such remote ages.

Even now we venture to say the Rock is as little generally known for the many pages it has filled in history, as it is so often spoken of in connection with heat, insalubrity, and barrenness; but those who know it well must render ample justice to the beauty of its situation, its delightful and healthy climate, its good roads, luxuriant gardens and plantations; as shown especially in the beautiful grounds of the Alameda and "The Mount," with their wealth of vegetation in magnificent trees of fir, locust, pepper, and olive, and the wild luxuriance of their flowering plants; as to the natural and artificial curiosities everywhere to be seen.

In no place or climate can be observed more beautiful tints of sky and water, and the sunset effects over the Spanish hills are as various and beautiful as they are surprising. Peeps of beauty and grandeur strike the eye at every turn, and the great Rock

itself, over which the Flag of England has waved for nearly two centuries, the sentinel and master of the Mediterranean, how grand! how imposing! "Poussin," say the French, "could not paint it; Chateaubriand could not describe it;" and, as Burke said; it is "a post of power, a post of superiority, of connection, of commerce; one which "makes us invaluable to our friends and dreadful to our enemies." It watches over the Mediterranean, the battle sea of Europe, the waters on which commerce first wafted with white winged sails, all the art and science that raises us above the savage. How grand the page of history that records the mighty deeds they have witnessed! how beautiful in picture and poetry this blue and sunlit sea stretching itself away like a sleeping lake, between the two continents which now recede gently from each other, but which, it is geologically certain, were formerly united by a deep valley.

The Moors called the Straits Bab-ez-zakak, the "gate of the narrow passage;" but narrow as the gulf is we cannot but remember that it divides the lands of knowledge, liberty and civilization from the untrodden regions of barbarous ignorance, of slavery, danger and mystery.

The history of Gibraltar is well deserving of careful study, and it is hoped that the recital of the events and vicissitudes it has experienced may prove as useful and valuable to the student as it must be interesting and entertaining to the casual reader.

The directions for travellers on riding excursions have been very carefully collected, and although expenses, &c., will, no doubt, be found to vary a little, those data given may be relied on. The excursions to be taken from Gibraltar into Andalucia are varied and numerous, and well repay a little trouble and even a little hard-living—not to mention the difficulty of the roads, for they are truly iniquitous, as when described by the Moorish poet—

"The valleys are gardens of Eden, but the
roads are those of Hell."

But if the province is the *inferno* of the mule and donkey, it is the *paradiso* of the poet. Ford says—*El reino de Andalucia* must take precedence over all others in Spain. Here, after the fall of the Gothic rule, the Oriental took possession and left the noblest traces of power, taste, and intelligence, which centuries of neglect have not entirely effaced. Andalusia is the Tarshish of the Bible, where King Soloman sent for apes and peacocks, and it was called Tartessus in the uncertain geography of the ancients, who were purposely kept mystified by the jealous Phœnician merchants, who had little notion of free trade. Justly did the ancients place their Elysian fields amid these golden orange-groves. This, the sweetest morsel of the Peninsula, has always been the prize and prey of the strong man, no less than the theme of poets; and the Andaluz, from the remotest periods of history, has been more celebrated for social and intellectual qualities than for the practical and industrial.

It will be observed that the subject of the Levanter wind has been dealt with in a somewhat lengthy way, but to any persons who have remained at Gibraltar for any prolonged time the subject cannot fail to be of the greatest interest, as its presence or absence has so great an effect on the comfort or otherwise of residence. The most simple explanation of this disagreeable visitor is given by Edmund Boissier in his "Voyage Botanique dans le Midi de l'Espagne," 1837, in which an account of Gibraltar is introduced. Speaking of the "band of clouds" on the Rock, he says:—

"Its formation is explained by the situation of this mountain, in the midst of waters, "and in a strait often agitated by tempestuous winds,"

which may be interpreted that the Easterly winds, in their course over the waters of the Mediterranean, become saturated with a considerable quantity of moisture which is precipitated on coming within the influence of the Rock; hence masses of vapour come rolling down the Rock, on the setting in of an Easterly wind, and, in a short time, a dense sheet of cloud is formed along nearly the upper half of the Rock, which some times remains for days;—or to explain it in a more scientific way, as given by Professor Froude:—The Levanter has its origin in the well-known physical conditions which lead to the formation of all clouds, and clouds on mountain tops in particular. The currents of the air or mountain slopes divert air in motion, transparent and translucent, although charged with aqueous vapour held in mechanical suspension, into higher levels, or into positions where it finds a lower atmospheric pressure, and immediately the water is precipitated in the form of cloud.

The back of the Rock is steep with a sharp slope of 45° reaching nearly to the top so that the East wind, having travelled far and absorbed much moisture, can only proceed by shooting up and over the Rock, or by splitting into two currents running round the North and South ends.

That portion of air diverted upwards precipitates its aqueous vapour near the top of the Rock and far beyond—and forms the particularly heavy cloud above described. To leeward the edges of the cloud are broken and melt continuously away and to windward it is replenished as fast.

Boissier speaks also of another curiosity of Gibraltar, and says that a Spaniard with whom he travelled from Seville to Madrid, asserted that "the Monkeys occupied "the Rock entirely, and were so numerous that no ships could dare approach land with-"out running the risk of being sunk."

The intending visitor, however, may be assured that he need have no fear either of the Gibraltar Levanter or Gibraltar Apes; he may find the former occasionally disagreeable, he will find neither dangerous.

The books consulted, on the subject of Gibraltar, to assist in the compilation of the present History, are the following; of which Ayala's Work, Montero's History, Sayer's History, and Ford's Handbook for Spain have been especially laid under contribution :—

Ayala's History.
Bell's Translation of the same.
Montero's Historia de Gibraltar.
Sayer's History.
Ford's Handbook.
Heriot's Historical Sketch of Gibraltar.
Dodd's History.
James' Straits of Gibraltar.
Conolly's History of the Royal Sappers and Miners.
Neale's Life of the Duke of Kent.
English and Edinburgh Enclyclopædias.
Madoz's Diccionario Geografico.
Carter's Journey from Gibraltar to Malaga.
History of the British Colonies.
Kelaart's Flora Calpensis.

And for Morocco:

Leared's Morocco and the Moors.
Hay's Western Barbary.
A Winter in Morocco.

The notes on Sporting in Andalusia have been contributed by Mr. Glassford and Mr. L. Bland, of Gibraltar, and those on Sport in Morocco are taken from Colonel Irby's "Ornithology of the Straits of Gibraltar"—a very interesting book to the sportsman and the naturalist. Besides these the author has received the greatest assistance, in local matters, from many gentlemen of the town and neighbourhood, who have been most kind in furnishing information.

As in the recital of historical events names of different Sovereigns of Spain have been introduced, it will be useful and instructive to give those contemporary with them in England and France that a clear idea may be formed of the times when certain events occurred. The period selected for a commencement is about the time when the Spaniards finally wrested Gibraltar from the Moors.

	SPAIN.	ENGLAND.	FRANCE.
1485	Isabel la Católica ...	Henry VII. ...	Charles VIII.
1515	Fernando de Aragon ...	Henry VIII. ...	Francis I.
1550	Carlos V.	Edward VI. ...	Henry II.
1560	Felipe II.	Elizabeth ...	Charles IX.
1644	Felipe IV.	Charles I. ...	Louis XIV.
1705	Felipe V.	Anne	Louis XIV.
1760	Carlos III.	George III. ...	Louis XV.
1808	Fernando VII.	George III. ...	Napoleon.
1840	Isabel II.	Victoria	Louis Philippe.

The History of Gibraltar is so intimately connected with that of Spain, and more particularly its capture by the English being a consequence of the political condition of the country and the disputes for its sovereignty, that a short account of the successions to the throne may fitly close our introductory remarks.

The Moorish dynasty in Spain came to an end during the reign of Ferdinand and Isabella (which was also memorable for the establishment of the Inquisition and the discovery of America by Christopher Columbus), and on the death of Isabella in 1506 Philip, Archduke of Austria, came to Castile in order to take possession of that Kingdom as heir to his mother-in-law; but he, dying a short time after, his son Charles V., afterwards Emperor of Germany, became heir to the Crown of Spain, which he assumed in 1517. Never before was accumulated such great power in Europe upon one head as Charles V. inherited. The two momentous marriages—that of Maximilian I. with the hereditary Princess of Burgundy and that of his son, Philip I., with Joanna of Spain, made her son Charles the master of immense countries, as he had scarcely taken his seat on the Throne than he was also elected to succeed Maximilian as Emperor of Germany in spite of the pretensions of Francis I., King of France. The jealousy between these potentates cost Europe four sanguinary wars. After thirty-nine years of constant wars Charles, in 1556, resigned the Empire to his brother Ferdinand, and his hereditary dominions, Spain, Italy, Flanders and the American possessions to his son Philip II., at which period the Throne of Spain was immensely powerful. Besides that fine and warlike country it governed also in Europe the two Sicilies, the Milanese, the seventeen Provinces of the Low Countries and Franche Compté; in Africa, Tunis, and Oran with their territories, the Canaries and some of the Cape Verd Islands; in Asia, the Phillippines, the Islands of Sundi, and a part of the Malaccas; in America, the Empires of Mexico and Peru; New Spain, Chili, and almost all the Islands situate between those two countries. The troops of Spain were the first in Europe, her immense fleets covered the Seas and the mines of Potosi and Chili, lately opened, were in full vigour and enriched Cadiz with an annual tribute of twenty millions sterling. Philip II. was the master of all these possessions; he had recently married the Queen of England, and the passionate fondness of Mary for a husband who made no return to her affection, gave him the command of all the forces of her Kingdom. In his reign Portugal also was added to his sceptre after sanguinary encounters with the partisans of Catherine, Duchess of Braganza, who was in the same degree of affinity to the late King, and this possession included the Portuguese Colonies on the Coasts of Africa, Brazil, and the richest Islands of the Indies. The "Invincible Armada" of 130 ships, which so signally failed in its object, was fitted out by him for the conquest of England in 1588 to chastise the Power which was abetting the revolution in Flanders and to crush the spirit of revolt of the Flemings. He died in 1598 after a reign of 43 years,

and was succeeded by Philip III., his son by his fourth wife, Anna of Austria, who died after a reign of 22 years, and in the following reign of Philip IV., Portugal shook off its bonds by a happily conducted Revolution in 1640, and the Independence of the Netherlands was acknowledged after thirty years of war.

In 1665 Philip IV. died and his successor Charles II., being only four years of age, the Queen Dowager Mary Anne of Austria governed the Kingdom. The King when eighteen years of age married a daughter of Philip, Duke of Orleans, who by her mother was grand-daughter to Charles I. of England; but this marriage producing no issue, on the death of the King, which happened in 1700, the succession to the Crown of Spain was contested between Philip, Duke of Anjou, second son of the Dauphin and grandson to Louis XIV., by Maria Teresa, whom the deceased King had in his will named for his immediate successor, and the Archduke Charles of Austria, brother to the Emperor Joseph, when the increasing power of the French Monarchy caused the "Grand Alliance" to be formed between the Maritime Powers to place the crown on the head of the Archduke Charles. This occasioned a long and destructive war in which Gibraltar was taken (as is described elsewhere), but the unexpected death of the Emperor Joseph in 1711 entirely changed the political aspect of Europe, for Charles, who had assumed the title of King of Spain, succeeding his brother in the Empire, the idea of maintaining the balance of power in Europe which had procured the Archduke such powerful support against the pretensions of Philip, pointed out the bad policy of suffering the Empire and the Kingdom of Spain to be again held by the same sovereign. This, together with reverses which had happened to Charles, brought about the peace of Utrecht, which confirmed the Crown of Spain to Philip, but stripped it of all those valuable European appendages which had for many years been annexed to that monarchy. Belgium, Naples, Sicily and Milan being resigned to Austria; Sardinia to Savoy, and Minorca and Gibraltar to England.

To prevent the danger apprehended from two kingdoms being possessed by one Prince of the house of Bourbon, Philip V. solemnly renounced his right to the Crown of France in case the succession should happen to devolve on him, and his brothers, the Dukes of Berri and Orleans, on their parts, renounced all claim to the Crown of Spain. Philip V. died in 1746, and was succeeded by Ferdinand VI., his son by his first Queen, who reigned thirteen years, and dying without issue was succeeded by his half brother Charles III. then King of the two Sicilies. Under his reign the Bourbon family compact of 1761 involved Spain, to its injury, in the war between England and France—and the Great Siege of Gibraltar resulted in failure. Charles IV. ascended the throne in 1788, and at first entered with zeal into the war against the French Republic, but concluded a discreditable peace, and in 1796 entered into an offensive

and defensive alliance with France and declared war against England, which was ended by the peace of Amiens in 1802. In 1803 Spain again declared war against England, and in 1807 Charles concluded a secret treaty with Napoleon respecting the division of Portugal, and 28,000 French soldiers maintained by Spain, marched over the Pyrenees. The family quarrels of the Royal family favoured the plans of Napoleon. Charles received the French as allies and in 1808 resigned the crown in favour of his son Ferdinand, but again retracted his resignation, and the affairs of the Royal family became so wretchedly embroiled that Napoleon did not fail to profit by it, naming his brother Joseph King of Spain, and had it not been for the energetic support of Great Britain the struggle for power could not have lasted long. Thus was brought on the Peninsula War, at the end of which Ferdinand VII. was seated on the throne, and here we close our remarks on Spanish history as affecting that of Gibraltar.

The origin of the Carlists wars may be summed up in a few words. Don Carlos the brother of King Ferdinand was heir presumptive to the throne, until on the birth of a Royal Princess (afterwards Isabella II.) in 1830, by Maria Christina the fourth wife of Ferdinand a royal decree rendered the crown hereditary in the female line, in default of male heirs and entirely changed the relations of the Prince to the throne. During a severe illness in 1832 Ferdinand, at the instigation of the friends of Don Carlos, renewed the Salic Law which rendered the throne of Spain hereditary only in the male line, but on his recovery the weak monarch protested that the decree had been extorted from him and he then declared his daughter to be the only legitimate successor and Don Carlos was banished. Ferdinand died in 1833 having appointed Queen Christina Regent till his daughter attained the age of 18 years. Don Carlos however claimed the throne in virtue of the Salic Law although it had been repealed, and was never in fact practically in force. Hence the Civil Wars which have so often deluged the fair country with blood, successively raised to almost supreme power many men of ambition and energy, and militated most powerfully against any advancement or improvement in the country. We trust that these wars may never be renewed, and that the country, so long torn by internal dissensions, may, under a strong and settled Government, continue in improvement and in the development of its unparalleled resources.

G. J. G.

THE SEAL

OF

GIBRALTAR,

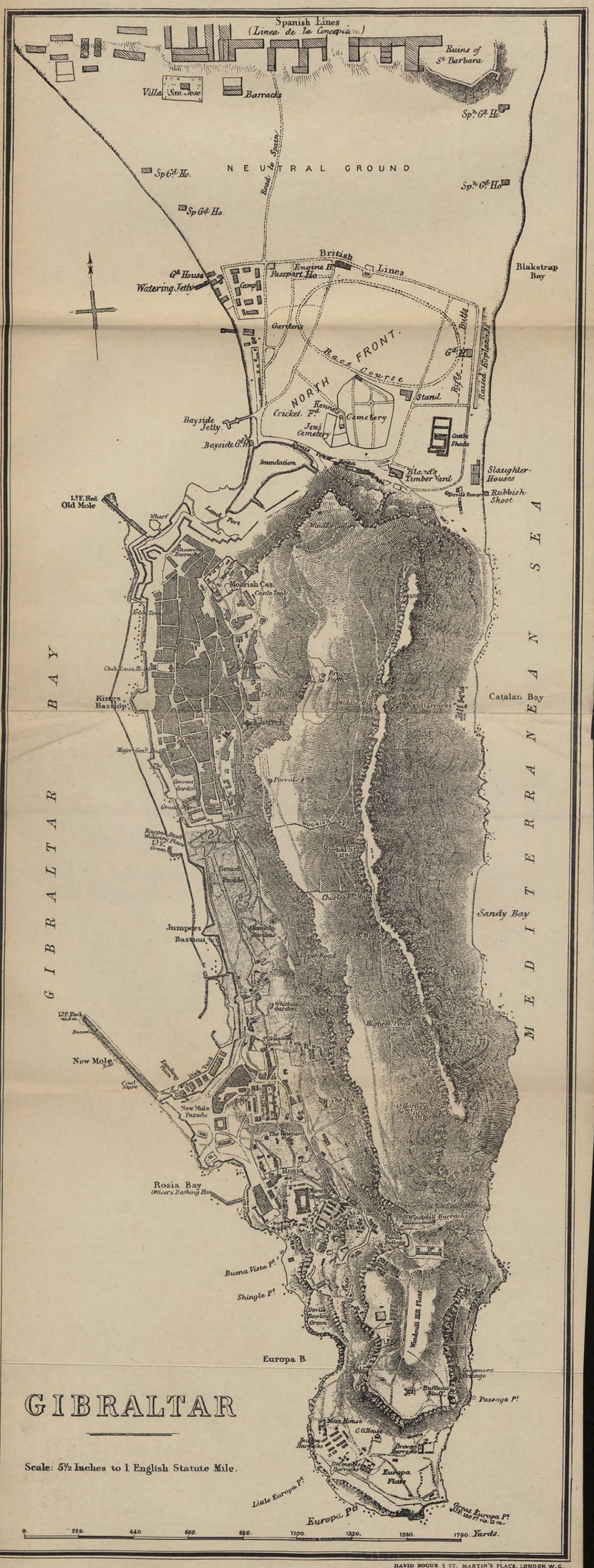
GRANTED BY

FERDINAND AND ISABELLA,

1502.

"When we came
To the strait Pass where Hercules ordained
The boundaries not to be o'erstepped by man."

DANTE.



GIBRALTAR

Scale: 5½ Inches to 1 English Statute Mile.

0. 220. 440. 660. 880. 1100. 1320. 1540. 1760. Yards.

DAVID BOGUE 3 ST. MARTIN'S PLACE. LONDON. W.C.

GIBRALTAR.

—:o:—

GIBRALTAR, the Mons Calpe of the ancients, one of the Pillars of Hercules, of which the other was Mount Abyla, Apes Hill in Africa (Monte Almina), was first known to the Phœnicians, and it is referred to and described by both Greek and Roman writers, but there is little doubt that it was not inhabited until the Mohammedan Invasion of Spain, which established an infidel dynasty in that country for upwards of 800 years. On this Rock they first landed and from here, when the Christian arms had regained supremacy, the last remnant of a glorious empire retired into Barbary. It was possessed successively by the Phœnicians, the Romans, the Carthaginians, and the Visigoths, but was of little value in the infancy of shipping and before a necessity for strongholds occurred. When the Province of Bœtica (now Andalusia) fell into the hands of the Carthaginians Calpe became of great use, and a watch tower was erected thereon, from whence the Roman gallies might be observed. Scipio dispossessed the Carthaginians of Bœtica, and the Romans held that and Calpe till A.D. 412, when at the close of that century the Goths gave the first check to the Roman power, and that division, called the Visigoths, seized on Ulterior Spain (Trans-Hispania), the Romans being entirely driven out of Spain A.D. 568. The Goths were Arian Christians and built two churches in the neighbourhood of Calpe, one at St. Roque and a chapel or oratory on the mountain itself. This was about the centre of the Middle Hill, and was chiefly the resort of those who made pilgrimages of penance. In the year A.D. 710 the Gothic Kingdom which had existed in Spain for three hundred years was distracted with intestine divisions, the nation had become effeminate and were totally neglecting the military discipline of their ancestors, when Count Ilyan, a nobleman of great wealth and influence and Governor of Ceuta, the only port in Africa attached to Spain, smarting under a private injury, combined with other discontented chiefs who were ripe for revolt; among them being two sons of the late King—but not being strong enough to oppose their Monarch Roderic he retired into Africa, and acquainting the Emir Mousa, the Saracen Governor of the Western Provinces, with the divided state of the Empire, promised if he would attempt to dethrone Roderic to assist him with his own interest and that of his friends. Mousa communicated the project to his Sovereign, who agreed to try its practicability and sent over a small detachment under Tarif-Abú-Zara, in September, A.D. 710, to inspect more closely the state of affairs; they landed on the coast near the present town of Tarifa, where finding no opposition they ravaged the neighbouring country and returned laden with spoils. This invader gave his name to the Town of Tarifa.

On April 30, 711, the Moorish chief, Tarik-Ibn-Zeyad, landed on the Rock with an army of 12,000 men, and from him it took its original name, Gebal-Tarik, or the Mountain of Tarik. The object of his invasion being of a more serious nature than that of the former expedition he determined to secure communication with Africa by establishing a post on the coast, and preferring the strong natural situation of Mons Calpe gave orders to erect a castle on the face of the hill which might answer the original purpose and also cover his retreat in case he should be unfortunate in his future operations. The present Moorish Castle is the remains of this once magnificent pile.

Tarik then marched into the country and surprised many towns, among others Carteia, and finally met the Gothic army under Roderic, King of the Visigoths, near Medina-Sidonia in Andalusia, and a bloody conflict ensued, but the Gothic army being raw and disaffected Tarik at length prevailed, and by this victory was left in possession of the whole kingdom, as he rapidly overran the country. Toledo, the Capital, was sacked, city after city surrendered to him, and ere the year had closed, the Moorish dynasty was established. The traitor who had betrayed his native country to the ravages of the avowed enemies of the Christian faith met with a just reward at the hands of the Moors—the wife of Count Ilyan was stoned to death—his son they threw headlong from the top of the castle of Ceuta; stripped the Count of all his possessions, and he miserably expired in irons in a fort in the territory of Huesca, near Tarragona.

Naturally the Moors attached the greatest importance to the Rock, and one of the Granadian poets thus alludes to it: "The Mountain of Tarik is like a beacon spreading its rays over the seas, and rising far above the neighbouring mountains. One would say that its face almost reaches the sky, and that its eyes are watching the stars in the celestial tracts."

There is no doubt that Gibraltar derives its name from a corruption of the two words, Gebal-Tarik.

In 1086 Gibraltar was in the possession of the Caliph Yusef ben Taxfin, and at this time the Spanish Moors, unable to contend with the forces brought against them by Alfonso of Castille, had implored aid from Africa. This was granted, and a powerful Moslem army was sent into Spain, which meeting the Christians near Badajoz defeated them with immense slaughter and soon afterwards turned on their weaker brethren and wrested from them the country. During these strifes Gibraltar was for a time in the possession of both parties.

In 1161 the primitive fortifications constructed by Tarik were largely increased by Abd-l-Mumen Ibn Ali, Caliph of the Almohades, who named Gibraltar Jehalu-

l-Fatch (Mountain of Victory). They became most formidable, and afforded great facilities for succouring the neighbouring towns.

In 1309 the Rock was, for the first time, exposed to a regular siege, and taken by Alonzo de Guzman (el Bueno) for Ferdinand IV. of Spain, after it had been in the power of the Moors for 598 years.

It was retaken by the Moors in A.D. 1333, but reverted to the dominion of the Christians in 1462, when the Spaniards wrested it from the Moslem dynasty, which was rapidly drifting to its final dissolution.

The Moors held Gibraltar altogether for 751 years, and it may be described as their first landing-place in, and their last point of departure from, Europe.

Up to this time Gibraltar had sustained ten sieges, and was to sustain many more before it remained finally in the hands of the English Nation. The sieges were:—

1. In 1309.—Taken from the Moors, by Alonzo de Guzman.
2. In 1315.—Ismail-ben-Feras, of Granada, besieged Gibraltar unsuccessfully.
3. In 1333.—Besieged by Abul-Hasar, Sultan of Fez, and taken by starvation after a gallant defence of 4½ months.
4. In 1333.—Besieged unsuccessfully by Alphonso XI. of Castille, when battering machines of various kinds were used.
5. In 1349.—Besieged again by Alphonso, whose death of the plague in 1350 caused operations to cease. (In 1410, the inhabitants of Gibraltar rose against the Granadian Moors, drove them out of the fortress, and placed themselves under the protection of the Emperor of Morocco, who sent 1,000 horse and 2,000 foot to garrison it.)
6. In 1411.—Besieged by Yusuf of Granada and taken through starvation.
7. In 1435.—Besieged unsuccessfully from the sea by Henry de Guzman, Count de Niebla, who was accidentally drowned in the retreat. (Artillery was used against Gibraltar for the first time in this siege.)
8. In 1462.—Taken by the Spaniards under Alonzo de Arcos, Rodrigo Ponce de Leon and John de Guzman, Duke of Medina-Sidonia.

Alonzo de Arcos was Alcalde of Algeciras and the result of the enterprise was mainly due to his energy; he was advanced to high honour by the King. The inscription on his tomb in the Carthusian Monastery at Seville is, "Here lies

interred the much honored Alonzo de Arcos, of Tarifa, who recovered Gibraltar from the enemies of our Holy faith. Gibraltar was occupied and garrisoned by the Duke of Medina Sidonia, but King Henry of Castille lost no time in announcing to the nation his intention of annexing it to the Royal Dominions, and made certain regulations for the increase of its population by annexing to it the district of Algeciras; the whole district, now the Campo of Gibraltar and including the town of Ximena, comprising 29 leagues in circumference. The King visited the city in 1463 and on leaving gave the office of Alcalde of the district to his favourite Bertran de la Cueva, and the lieutenancy of the city to Estevan de Villacreces. In 1465 anarchy prevailed in Spain, and the Infante Don Alonzo, then only 11 years of age, was nominated King by his party, and conferred on the Duke of Medina Sidonia the city and territory of Gibraltar for him and his successors for ever. The Duke immediately laid siege to Gibraltar (the ninth), which was taken after a desperate resistance of fourteen months, by Estevan de Villacreces, in June, 1467, and the second Duke was confirmed in its possession by Royal Decree of 1469, the *Sovereign Seigniorial Rights* only being reserved. Every inducement was again held out to settlers and special privileges conferred for the aggrandizement of Gibraltar. In 1474 the King died, and was succeeded by Ferdinand and Isabella, who again in 1478 confirmed the gift conferring also on the family the title of Marquess of Gibraltar, but Queen Isabella had always entertained an ardent desire to recover the city of Gibraltar and unite it to the Crown of Castille. Utrera was offered to the Duke in exchange, but was not accepted. In 1492 the second Duke of Medina Sidonia died, and his son applied to their Majesties for a confirmation of his titles to Gibraltar and its territory, to which he received for reply that on his giving up the city the rest should be confirmed. The Duke refused indignantly, and it was left for thirty-four subsequent years in the possession of the Medina family, being found highly serviceable in facilitating the expeditions for the conquest of Melilla in 1497, and other settlements on the coast of Africa. But in 1502, recourse being had for an explanation of its resumption to the *Sovereign Seigniorial Rights* reserved, Gibraltar was annexed to the Crown.

In 1506 Queen Isabella died and Castille was again threatened with revolution, during which Don John de Guzman, Duke of Medina Sidonia, attempted to repossess himself of Gibraltar, which he invested and blockaded for many months (10th siege); but finding there little disposition to surrender he raised the siege.

At the request of the inhabitants a Coat of Arms was granted to the City, which in consideration of Gibraltar being a fortress and the Key of the Spanish Dominions consisted of a Castle with a Golden Key pendant with the following inscription:—"Seal of the Noble City of Gibraltar, the Key of Spain."

The Deed of grant, signed by Ferdinand and Isabella, was preserved in the Archives at San Roque.

The accession of these Monarchs and the consolidation of the Kingdom of Aragon with Castille was the signal for the destruction of the Moorish dynasty in Spain, for in 1489 Ferdinand took the field with 50,000 foot and 12,000 horse, and with this formidable force marched against the enemy. The Moors, whose power had been gradually on the wane, were utterly helpless against such forces. Town after town submitted and in 1491 the great city of Granada was invested by 60,000 men: it surrendered after a most heroic defence the following year, and the banners of Christendom floated from the towers of the Alhambra.

In 1598 the last relics of the Moorish race were expelled from Spain; 600,000 of them being forcibly driven out of the provinces; and from Gibraltar a fleet of gallies embarked the last of the exiles and cast them destitute on the shores of Africa. Gibraltar was under the dominion of Spain until 1704, not, however, without witnessing some obstinate struggles, once owing to an attack by corsairs, Dali Hamat, one of Barbarossa's Captains, having surprised and pillaged Gibraltar in 1540, and at other times due to internal dissensions.

Following the pillage of the city by the corsairs the Emperor Charles V. ordered a more complete system of defence to be carried out. The Landport Gate was rebuilt and a battery constructed with a deep ditch facing the approach on the land side. In 1552 a celebrated Milan Engineer, Juan Bautiste Calvi, traced out other important works, viz., Charles V. Wall, from Southport Gate to the precipice and another from there to the top of the hill; by means of these Walls the city was entirely enclosed, and approach from the South rendered almost impossible. In 1575 further additions were made by an Italian Engineer, Fratino, and three bastions were built—Santa Cruz (now Jumpers), Rosario at Southport, and another, now the King's Bastion. In 1618 the Old Mole was strengthened and repaired, and in 1620 the Tower de Puerto (New Mole Battery) was renewed and enlarged, at the foot of which was then commenced the New Mole. It was originally intended to defend the entrance to the Bay, and give shelter to vessels pursued by the Moors or other enemies. From the Southport Gate the wall was also repaired to the Old Mole, within which was the Arsenal (now Casemate Barracks); this communicated with the Castle, of which it formed a part.

During the war of the Spanish Succession, which commenced in 1701, Gibraltar was taken after a siege of only three days (11th siege), by a squadron under the command of Sir George Rooke, on July 24, 1704, in co-operation with a land force of 1,800 English and Dutch troops under Prince George of Hesse Darmstadt: although the works were very strong and mounted 100 pieces of ordnance, well

appointed with ammunition and stores, yet the garrison consisted of only 150 men. The fortifications at that time consisted of those mentioned above, and a strong line wall compassing the town from North to South, and terminating at either extremity at the New and Old Mole. On the latter was a tower called Leandro which blew up the day the place was taken. All these works were armed with heavy ordnance, and the line wall mounted with artillery along its whole length. A few hundred yards north of the New Mole was a small bastion also heavily armed (now Little Jumpers). At the time of the siege by the Spaniards in 1727 the additions were the works on the heights above the Lines, called Willis's, the extension of the Prince's Lines and the formation of the inundation from a morass in front of the Grand Battery. A bombardment of six hours took place on the second day, when 15,000 shots were thrown into the town, and the Garrison surrendered. From that time the English flag has waved triumphantly, although not unmolested, over this inestimably important fortress—for the year did not pass away without an attempt to recover by Spain, in conjunction with the French, what was now by common consent allowed to be one of the keys of Europe; the fortress, then garrisoned by 3,000 men, being attacked by 17,000 Spaniards and French, under the Marquis de Villaridas, a French squadron of 12 ships of the line and 7 frigates; but the attempt, after a six months' siege, was unsuccessful; and this, the 12th siege the fortress had sustained, cost the besiegers 10,000 men. It was during this siege that a party of 500 volunteers, under Colonel Figuerola, who had ascended the east side of the Rock by a path called the Senda del Pastor, which was shown them by a Gibraltar goatherd named Susarte, and hidden themselves in St. Michael's Cave, passed over Charles V.'s Wall the next morning, and surprised and put to the sword the Middle Hill Guard, but were overthrown and nearly all killed by the Grenadiers of the Garrison, the promised support from their comrades being, through some jealousy, never sent and they having only three rounds of ammunition a man. Seventy thousand shots and eight thousand shells were thrown into the Garrison during this siege. The loss of the Garrison was 400 men.

On the 19th February, 1706, Gibraltar was made a free port by a special decree of Queen Anne, and in 1713 it was finally ceded to Great Britain by the Treaty of Utrecht.

In 1727 the Spaniards once more endeavoured to gain possession of this ancient stronghold. The attack, on this occasion, was conducted entirely by land, and having lasted for five months, was ended by peace being concluded between the two countries (13th siege). The Spanish army amounted to 19,270 men under the Count de las Torres; the Garrison was 1,500 men under General Clayton, but was reinforced by 5,481 men under the Earl of Portmore. The Spanish batteries

of 92 guns and 72 mortars opening fire early in May, discharged 700 shot per hour into the town for fourteen days, to which the Garrison could only reply with 58 guns; 21 on the Grand Battery, 23 on the Old Mole, 9 at Willis', and 5 from the Moorish Castle, many of them 6-pounders only; indeed the ordnance was of calibre so small that a 3-pounder is spoken of as having inflicted great loss on the enemy, and 23 of these were dismounted in seven days, but by the end of May the enemy's fire was kept under. The English fired 52,950 rounds and destroyed 23 mortars and 73 guns of the enemy. During this siege the Spaniards attempted to run a mine into the rock under Willis's and Queen Anne's batteries which, from their command, had caused the greatest annoyance to the enemy. Taking advantage of a natural cave which would hold about twenty men they commenced their mine, but although it was constantly prosecuted, it was never made use of, although the journal of the siege says it was loaded.

In the year following this siege great changes and alterations were made in the city, and customs, &c., exclusively Spanish gave way to English and English occupations, few Spaniards remaining but only Jews and Genoese traders. Every available spot on the Rock was fortified, the Franciscan Convent on the Line Wall with its beautiful gardens became the residence of the Governor; the Nunnery of Santa Clara, a barrack; the Convent of San Juan de Dios, a store; and that of the Mercenarios, the residence of the Admiral. The treaty of Utrecht in 1711 had confirmed the possession of Gibraltar to the English, but deep and deadly was the resentment in that haughty nation, which had extended their conquering arms so far, to see a fortress upon their own shores held and garrisoned by the English. Proposals were constantly made and renewed for its restitution until the outbreak of hostilities again in 1726. In 1715 George I. appears to have suggested to the Court of Spain, through the medium of the French Regent, the possibility of the restoration of Gibraltar upon certain conditions, and this was again renewed on the condition of the accession of Philip to the Quadruple Alliance; and in 1721 a letter was written by the King touching its restitution *upon the footing of an equivalent*, Florida being suggested as an exchange, but fortunately the Spanish King obstinately refused to cede any equivalent for the restoration of the Rock, but insisted on his right to its possession, and declined to be shackled by any condition whatever, on which active negotiations ceased. In 1725 the secret treaty was signed at Vienna between Philip and the Emperor, in which the latter pledged his good offices to obtain the recovery of Gibraltar, and this alliance brought on the siege of 1727.

In the year 1757 Mr. Pitt also conceived the idea of surrendering Gibraltar to Spain, a question mooted before on other occasions but defeated by the general feeling of the country. It is difficult to understand how such a statesman could

have been induced to entertain the notion, however important the equivalent advantages to be given in exchange, but it cannot be denied that the expenses of the place were enormous and constantly increased and the maladministration of the local Government a constant source of complaint, virulent pamphlets and articles on the subject being constantly published. There was a hatred of Military Government by persons engaged in commercial pursuits and also dissatisfaction among the military themselves. It is estimated that the emoluments of the Governor for pay and perquisites at the time were more than £20,000 per annum. This was afterwards changed, but as late as the year 1800 the salary of the Governor, by a pernicious and dangerous system was principally defrayed by the income derived from Wine House Licences and was computed to amount to £7,000 a year from this source alone.

To keep up this artificial revenue and to ease the Imperial treasury every encouragement was given to the establishment of Public Houses, and the sale of wine and spirituous liquors, the consequence of which policy in a crowded and confined garrison was that the soldiers were disorganized, riot and debauchery reigned unchecked and discipline was almost at an end. In 1760 during the Earl of Home's government two Regiments, becoming discontented, formed a plot to massacre their officers, seize the military chest and secure an escape by delivering up the fortress to the Spaniards. The conspirators numbered 730 : an accidental quarrel in a wine house disclosed the plot and the ringleaders were punished with a vigorous but necessary and just severity. In 1802 the Duke of Kent was sent to Gibraltar as Governor expressly to put a stop to the abuses which were then rampant. It is said in a journal of the time "the laxity of discipline seems, in "time, to have become general among the troops at the fortress and the extent to "which it was carried both by officers and men was little short of disgraceful." The Duke applied himself at once to the root of the disorder, he reduced the number of wine houses, ultimately by more than one half (thus materially curtailing his own income), he provided occupation and employment for the men and enforced the rules of the service. Regimental canteens were established and stringent rules for their guidance, which formed the commencement of the Canteen system in the British Army. In this way he reduced crime and the health of the troops was greatly improved. His efforts for reform, however, were neither supported by his subordinates in the Garrison or the authorities at home, while the liquor sellers who had derived so large a profit from selling poison to the troops, and who he had disestablished, worked on the minds of the soldiers, already ripe for mutiny from the radical change which had taken place. A general rising was threatened in which the deportation of the Duke was intended, some say his assassination ; but quarrelling among themselves they rushed to arms and attacked each others' barracks with loss of life. A partial outbreak only took place, which was suppressed ;

thirteen of the ringleaders were tried and three executed. ' Discipline was restored, but the triumph of law and order was not supported by the Government at home, although the troops were in real subordination for three months before he was recalled; reports from the disaffected having reached England and being pressed on the Ministers, the Duke was sacrificed to party feeling, ordered home within a year after his appointment, and refused any enquiry into his conduct, although this had earned the esteem and gratitude of the respectable inhabitants of Gibraltar, as evinced by their remitting to Captain Dodd, his Military Secretary, the sum of 1,000 guineas to purchase a piece of plate as a memento of their attachment to his Royal Highness and their perfect approbation of his conduct during his Government.

The Duke of Kent established a Brewery at Gibraltar in the hope that by the introduction of good malt liquor he should diminish among the troops the use of ardent spirits (hence the Brewery Barracks, Europa).

Peace lasted until 1779, when the disturbances in the British Colonies in America revived the hopes of the Spanish Court, which still brooded with a sullen enmity over the loss of Gibraltar and the repeated defeats it had experienced before that fortress; but experience had taught them that some new and more impressive mode of attack must be devised, and the fruitless toil of land works only being employed decided them on the necessity of a co-operating attack by sea. In the year 1774 therefore an order was issued throughout all the colleges and military seminaries of Spain that they should suspend all studies but those which had for their object the mode of attack upon fortified places by sea and land. War was again declared, and on the 11th July in that year, the 14th, or what is best known as the "Great Siege of Gibraltar," by the French and Spaniards commenced, which continued until the 12th March, 1783, when the news of the signature of the preliminaries of a general peace reached the Garrison, and General Eliott, the English Governor, and the Duc de Crillon, met amicably on the neutral ground. This was the last siege the Rock of Gibraltar sustained, and, despite the most strenuous efforts of soldiers in the field, and of diplomatists in the Cabinet, the Rock has remained ever since in possession of the English.

The following are some interesting particulars of this great siege, which lasted for three years, seven months and twelve days, during which the Garrison and inhabitants were often reduced to the greatest straits from starvation; indeed in January, 1780, had not relief arrived by Rodney's Fleet the Garrison must have surrendered.

The Spanish army consisted of 28,332 men, under Don Martin Alvarez de Sotomayor; the French army of 33,038 men, commanded by Baron Falkenstein; the whole under the command of the Duc de Crillon.

General George Augustus Eliott was the Governor at the time. Lieut.-General Boyd, Lieut.-Governor, and Major-General de la Motte commanded the Hanoverian Brigade.

The Garrison consisted of 5,352 men—Royal Artillery, Royal Engineers and a company of Artificers, 12th, 39th, 56th, 58th and 72d Regiments, and Hardenberg's, Reden's and De la Motte's Hanoverians—and was reinforced in 1780 by 1,052, (73d Highlanders), in March, 1782, by 700 (97th Regiment), and in October, 1782, by 1,600 men (25th and 59th Regiments).

The naval force was commanded by Admiral Duff and comprised the "Panther," 60 guns, "Enterprise," 28, "Childers," 14, "Gibraltar," 12, and "Fortune," 10. 900 men under command of Captain Curtis were landed from the fleet, and did duty on shore as a Naval Brigade.

Fire was first opened from the Fortress on the 12th September, 1779, the wife of an officer discharging the first gun to the signal of General Eliott; *Britons, strike Home.*

In January, 1780, the Garrison was relieved by Admiral Sir G. Rodney.

On the 7th June, of the same year, the Squadron was attacked by nine Spanish fire boats, but they were driven off and the boats destroyed, after which a fleet of gunboats was organised by the enemy, carrying each a 26-pounder. They bombarded the town and barracks nearly every night during the remainder of the siege, and caused great annoyance.

On the 12th April, 1781, the Garrison was relieved by an English Fleet under Admiral Darby, at which time the fortress was in the greatest extremity for want of provisions; the ordinary means of sustenance had been almost exhausted; supplies from Barbary were meagre and rarely reached the Garrison; bread was served out under protection of a guard; and roots, reeds, thistles and wild onions were greedily sought after and devoured by the famished inhabitants. The terrible prospect of famine loomed in the future, and to add to the despair was the fear of a general bombardment which had caused the inhabitants to flee to the South and live in huts and tents, abandoning the town and their houses. At this time the Governor made trial what quantity of rice would suffice a single person for 24 hours, and actually lived himself eight days on four ounces of rice per day. During this dreadful time, in spite of every precaution, the merchants managed to conceal their goods and to sell them at exorbitant prices.

The relief by Admiral Darby infuriated the besiegers, and a furious bombardment was opened by the enemy from 170 guns and 80 mortars for six weeks,

56,000 shot and 20,000 shell being fired into the town. Only seventy men of the Garrison were killed. The town, then deserted by the population, became the prey of the excited troops. The shells, breaking through the buildings and bursting the walls of the store houses, opened up the vast accumulations of spirits, provisions and stores which the greedy merchants had hoarded waiting till distress should raise prices to an usurious standard. When the soldiers discovered these secreted hoards, and remembered the suffering and privation they had gone through for want of these very supplies, they gave unbridled license to their resentment and plundered without restraint until the severest measures were put in force to arrest the pillaging.

The Governor, learning from spies and deserters and from personal observation that the enemy, confiding in their superior strength and never for a moment supposing that the Garrison would venture to risk an offensive movement, left their works weakly defended, while their guards were negligent and listless; determined to take advantage of the false security into which they were lulled, and to endeavour to destroy by a bold stroke the whole of their magnificent works. Accordingly on the 27th November, 1781, a great sortie was made by the Garrison on the enemy's trenches and batteries. The force consisted of 103 officers and 2,065 men, under General Ross, 72d Regiment. These were formed up on the Red Sands at midnight without any previous warning to the troops; the countersign for the night being "Steady," and steadily indeed they marched to the attack and fell into their appointed places for the assault.

The daring enterprise was completely successful, the ardour of the assailants was irresistible, the enemy fled on all sides, abandoning with the utmost precipitation the formidable works which it had cost them so much labour and so much blood and treasure to erect. They were completely destroyed, the assailants losing only four men killed and one officer, and twenty-five men wounded. It is estimated that the construction of these works under fire from the Garrison had cost three millions of money, and the lives of 5,000 men.

The following are the few words in which this splendid exploit was recorded, as taken from the Garrison Orders:—"The bravery and conduct of the whole "detachment, officers, seamen and soldiers on this glorious occasion surpasses the "Governor's utmost acknowledgments." In the same order book Brigadier Ross also begs to thank the Governor for entrusting him with the command, and desires to make a most public avowal of the firm good behaviour of the officers and men on that occasion.

Nothing can exceed the splendour of this feat of arms conducted by little over 2,000 men, drawn from a weak and sickly Garrison, on a front of such force and extent, protected by lines and forts which covered it, and in presence of an army

of 14,000 men encamped at the small distance of a mile and a half from their gates. The result was owing to the perfect secrecy of all the arrangements and the complete surprise of the enemy. When the troops entered the batteries the written report of the Spanish Commanding Officer was found in one of the splinter proofs. It stated that nothing extraordinary had happened during the night. An impression slightly premature.

General Eliott took no part in the command, although he followed the attacking columns from the fortress and was present in the batteries of the enemy.

In the summer of 1782 the batteries in the Galleries were commenced.

In September the supreme effort of the enemy was made to reduce the fortress, for which the most extensive preparations had been made both by land and sea.

The defence having hitherto been so stubborn, rewards were offered to the most skilful engineers in Europe for plans to subdue the fortress; that of the Chevalier d'Arçon being accepted, consisting of a combined attack by sea and land upon a scale so tremendously formidable, and assisted by floating batteries, *incombustible* and *insubmergible*, of the most ingenious invention, that it held out a prospect of certain success.

A short description of these formidable vessels will be interesting. Ten ships of from 600 to 1,400 tons burden were cut down to the proper proportions, and upwards of 200,000 cubic feet of timber were used in their construction. Each was clad on its fighting side with three successive layers of squared timber, three feet in thickness; within this wall ran a body of wet sand, and within that again was a line of cork soaked in water, to prevent the effects of splinters, the whole being bound together by strong wooden bolts. To protect the crews from shells or dropping shot a hanging roof was contrived, composed of strong rope-work netting, covered with wet hides and shelving to prevent the shot from lodging. Not the least remarkable part of these vessels was a plan to prevent combustion. A reservoir was placed beneath the roof from which numerous pipes circulated through the sides of the ship, giving a constant supply of water to every part and keeping the wood thoroughly saturated. Each battery was armed with from eight to twenty heavy brass cannon of new manufacture, with a reserve, and the crews varied in number from 760 to 250. One large sail propelled each ship.

The land batteries amounted to 246 guns and mortars, protected by an army of 40,000 men, under the Duc de Crillon; and on the 9th of that month Gibraltar was again bombarded by sea and land, commencing with a general discharge of 170 guns from the land batteries. It continued on the 10th, 11th and 12th, 4,000 rounds being fired in each 24 hours. On the 12th the combined fleets of France and Spain arrived in the Bay, raising the enemy's naval force to 47 sail of

the line, 10 battering ships carrying 212 guns, besides a large number of frigates, Xebeques, bomb ketches, gun and mortar boats. On the 13th the whole fleet ranged up to within 1,200 yards of the sea face and opened fire continuing for eight hours. Upwards of 400 guns were playing at the same time—186 from the land batteries and 142 from the ships. The Garrison could only bring 96 guns into action, but red hot shot was used by them, upwards of 8,300 rounds and 716 barrels of powder being expended. The effect of the red hot shot exceeded the most sanguine expectations both against the land batteries and the floating batteries. The enemy was entirely defeated and a great number of his ships and all the floating batteries were burnt. Three hundred and fifty-seven prisoners were saved by Captain Curtis, R.N., from the burning ships. But the loss of the enemy was very great; over 2,000 altogether, 1,473 being either killed, wounded or missing from the floating batteries alone; while the loss of the Garrison was only one officer and fifteen men killed, and five officers and sixty-three men wounded. In Spain the news of the failure of the attack was received with consternation and despair, and the countless thousands of spectators, who covered the enemy's camp and the surrounding hills, and who had hurried from all parts of Spain to witness the fall of Gibraltar, returned to their homes disappointed and chagrined. Two French Princes, the Comte d'Artois, brother to the King of France, and the Duc de Bourbon were in the Spanish Camp at this time. The bombardment was continued till the end of the month, 1,200 rounds being fired on an average in twenty-four hours.

On the 10th October Lord Howe's Fleet of thirty-four sail of the line arrived in the Straits, but adverse winds prevented any but a few transports from reaching the Rock, and the rest assembled off Marbella.

The combined fleets of France and Spain, eighty sail of the line in all, left the Bay to the Eastward, and six days after the English fleet sailed to the West, followed by the combined fleets.

At the end of October the camp of the enemy begun to break up, and the shot fired into the Garrison only averaged 250 rounds daily, which gradually decreased, and on the 20th January preliminaries of peace were signed.

The Garrison lost killed and dead of wounds	333
Died of sickness, exclusive of those who died of scurvy in 1779 and 1780	536
Discharged, from incurable complaints	181
Discharged, from wounds	138
Deserted	43
Total	1,231

The English expended 205,328 rounds and 8,000 barrels of powder, and had fifty-three pieces of ordnance damaged or destroyed; the besieging force, 258,387 rounds of shot and shell.

On the termination of the siege reciprocal visits were paid to the Spanish works and Gibraltar by General Eliott and the Duc de Crillon, when the Governor examined with particular interest the cave at the Devil's Tower where the enemy had been working to form a mine to blow up the north part of the Rock. The Duke asked the Governor what he thought of the mine, and General Eliott was about to find an answer, but the Duke perceiving his idea by the smile on his countenance prevented him by saying, "Is it not true, General, that that mine was "a farce? But in war, as in everything else, we must have amusement, and on that "account it was I ordered that Gallery to be made merely to amuse my soldiers." On the Duke's exploring the Gallery above Farringdon's Battery, which was then about 500 or 600 feet in extent, he turned to his suite and exclaimed, "These "works are worthy of the Romans." On the visit of the Duc de Crillon to the fortress the officers of the Garrison were introduced to him at the Convent, and on the officers of the Artillery being mentioned he said to them, "Gentlemen! I "would rather see you here as friends, than on your batteries as enemies, where," he added, "you never spared me." For his services during this remarkable defence General Eliott was rewarded with a pension of £1,500 a year, the Order of the Bath and the thanks of Parliament. The investiture took place on the King's Bastion, where the Governor had stood on the day of the final bombardment. It was not till four years after that tardy justice was due to this great soldier and he was raised to the peerage. The following words were addressed by the Governor to the troops of the Garrison when communicating to them the thanks of their King and country for their defence of Gibraltar, "And forgive "me, faithful comrades, if I humbly crave your acceptance of my grateful acknow-"ledgments. I only presume to ask this favour, as having been a constant wit-"ness of your cheerful submission to the greatest hardships, your matchless "spirit and exertions, and on all occasions your heroic contempt of every danger."

In 1830 the first Charter of Justice was given to the City. A magistracy was established, and the advantage of civil liberty accorded to the inhabitants. Nor have its military interests been neglected; the fortifications, always strong, have been vastly extended and improved, the heaviest ordnance has replaced the lighter guns of former days, and the number has been vastly increased, 550 guns being now in position, while during the great siege the number was 96 only; also immense stores of supplies and ammunition are constantly maintained in the greatest efficiency.

The work of improvement and addition is ever going on: military and civilian labourers are employed every day in building new batteries, re-arming old ones, and in every way adding to the efficiency and strength of this solitary and war-worn fortress. Ayala says that "the pertinacity with which it is attempted to be rendered impregnable evinces as well the mistrust of the present possessors as the injustice of still retaining it."

Gibraltar may be described as a bold headland promontory jutting insularly into the sea at the entrance of the Mediterranean, and is separated by a ridge from North to South dividing it into two unequal parts. It is a peninsula of oblong form, running nearly due north and south; it is about three miles in length, greatest breadth three-quarters of a mile, and circumference about seven miles.

The acreage of Gibraltar, including the North Front, is 1,266 acres, of which over twenty-one acres only (public property) are reserved as garden ground. There are, however, other spots cultivated in private properties and Government quarters. The greater part of the Rock is incapable of cultivation.

On the north it is connected with the main land by a low sandy isthmus, 1,500 yards in length (from the Bayside Gate) and from 950 to 1,800 yards in breadth in different parts.

On the western side, where the town is built, the slope is gradual in most parts; but the eastern, which faces the Mediterranean, is an inaccessible cliff, bare of vegetation, and forming a series of rugged precipices, broken only in one spot by an immense bank of sand 450 feet in height, the accumulation of many ages, which lies heaped up under the Signal Station-hill.

At the northern face the mountain rises, a perpendicular and unbroken cliff, to a height of nearly 1,400 feet, terminating in a narrow plateau, crowned with a powerful battery. The guns in this battery, even at this height, were frequently dismounted during the siege.

At its extreme height the Rock is marked by three points, viz., at the north, the Rock Gun, or Wolf's Crag, 1,250 feet; in the centre, the Upper Signal Station, 1,255 feet high; and at the south, Sugar Loaf Hill or O'Hara's Tower, 1,408 feet high; but the greatest height is at a point between the Signal Station and O'Hara's Tower. This tower was built by General O'Hara to watch the movements of the Spanish fleet at Cadiz; it was soon afterwards struck by lightning,

which completed its inutility. The greatest heights in the neighbourhood are, Ape's Hill, 2,808 feet; Queen of Spain's Chair, 971 feet.

The Rock is composed of compact limestone or grey dense marble, varied by beds of red sandstone and fissures of osseous brecchia, which last resembles in character that found in the limestone rocks of Antibes, Nice, Pisa, and Dalmatia, and contains the bones of various animals, among which Cuvier enumerates the fossil elephant, ox, deer, cave-bear, sheep, horse, ass, snakes, and many others, both of existing and extinct species.

Though Gibraltar has traditionally held the title of a barren rock, its floral and vegetable kingdom are sufficiently rich and varied to occupy the attention of botanists. The clematis, geranium, aloe and rose run wild, and the myrtle, locust tree, the wide-spreading bella sombra, a great variety of cactus, the vine, fig-trees, olive, almond, orange, and lemon are present in various localities.

There are 456 species of flowering plants and ferns indigenous to the Rock, and forty-four which are introduced; some of them being very curious and beautiful.

The town or city consists of two distinct portions, known as North and South, the former being by far the most important, and in which is the commercial portion, which is comprised mainly in two parallel streets, Waterport-street and Irish-town, and the lanes connecting them; the abrupt slopes at the back of the town being thickly covered with houses built tier above tier to a height of 250 feet above the sea; and at the northern extremity of this district is the Moorish Castle with its ancient walls, bearing a silent witness, in its battered masonry, to the assaults of time and of many famous sieges. It was built by the Moors in 932 A.D.

The South-town is formed by a small collection of houses which stand on the slope of the hill below O'Hara's Tower, and includes Rosia and the New Mole-parade. This suburb is divided from the city by the Alameda-parade and public gardens.

The only houses on the East side of the Rock, if we except the Cottage of H. E. the Governor at Europa, are those of the village of Catalan Bay, in which the inhabitants are chiefly fishermen and of Genoese origin.

CLIMATE OF GIBRALTAR.

Temperature.

Ample testimony is borne by the ancients to the beauty of the climate: Lucan, the poet, speaks of the serenity and perpetual clearness of the sky about Gibraltar, and Pliny, though having given, with laudable partiality, the preference to his native Italy, renders justice to the Southern coast of Spain, and affirms *that* only can be compared with it.

The general character of the climate is very agreeable from November to May, but the remaining five months are hot, and the East wind or Levanter prevails.

The mean temperature, taken from an average of twenty-two years, is 62° 13′, the maximum heat being in July, 92° 20′, and the minimum in February, 32° 6′.

The heat in summer is, however, even more oppressive than the thermometer would indicate, owing principally to the want of a free circulation of air, which is prevented by the height and shape of the rock, most of the winds blowing only in certain quarters of the rock, but as a general rule the summer nights are much cooler and not often oppressive, except when a severe *black* Levanter wind is blowing.

The prevailing winds are East and West, or variations of these quarters. When a North wind blows in the winter, which is rather uncommon, it is oftentimes bitterly cold, from passing over the snows of the Sierra Nevada on its route, but no great extreme of cold is ever known. The Easterly winds are most prevalent in the summer months, and the Westerly in the winter. The Levanter is most unwholesome; it is usually accompanied by a dense mass of dark cloud, which hangs over the rock and dissolves in a clammy and unpleasant moisture. Its presence is quickly recognized by dull pains in the bones, the tongue is parched, and an oppressive languor paralyzes both mind and body. When, after a depressing Levanter, the wind suddenly changes, the sensation is one of the greatest relief.

What may be called the "manufacture" of the Levanter when an East wind is blowing is very curious to witness. It is best seen from the road in front of the Governor's Cottage, Europa, when, on looking towards the peak of O'Hara's Tower, the beautiful blue sky of the Mediterranean is seen clear and cloudless, but within a short distance of the highest part of the rock clouds are gathering and a black vapour pouring over the summit like smoke from a factory chimney, spreading an inky pall over the town and far over the Bay towards the opposite

coasts of Spain. Opinions differ as to whether the Easterly blasts are colder than the Rock, or *vicè versâ;* but that the heavy vapour of the Levanter is due to the condensation of the air *on* the Rock there can be no doubt. The effect of the East wind on the Bay is extremely curious, where sharp and intermittent gusts prevail by reason of the hill running North and South, so that the flat back receives the Levant winds which reverberate, flying round each end of the Rock with great impetuosity, while the third column of the air mounts over the Rock, and which is by a fourth higher free wind forced down, and meets with the two winds that whirl round the mountain at an equal distance from the ends of the Rock; these form vortices, which are continued in numberless eddies quite to the front of the Bay, so that vessels riding abreast of the town have smart gusts of wind at all points of the compass in the space of half an hour. (This is a description by an old writer.)

In winter the cold is never excessive, snow falls very seldom, but hail often rattles down, being driven by gusts of wind; ice is a rarity, yet upon the summit of the Rock and on the neutral ground, very early in the morning, it has been as thick as half-a-crown.

The Levanter wind when it blows in the winter is often most tempestuous and rages violently for several days, with heavy and copious rains, hence the Portuguese saying—

Rain with a Levanter,
Makes the stones canter.

In the yellow fever years (1813, 1814) the East wind prevailed for seven months out of the twelve.

Rainfall and Water Supply.

The rainy months are from September to May, and the average fall taken for twenty years is 34·53 inches, but this is subject to very great variations, as in 1841-42 only fifteen inches fell, while in 1855-56 the quantity registered was nearly eighty inches.

In 1766, on the last day in January, occurred one of these deluges caused by a tremendous fall of rain, to which places in southern latitudes are often exposed. The torrent from the mountain was so impetuous, carrying with it stones of great size with sand and earth, that it filled up the lower parts of the houses, blocked the streets and prevented the opening of the Sally Ports. More than 50 persons are said to have perished on this occasion.

In 1834 a similar occurrence took place when eleven lives were lost, and in November, 1875, there was also a great flood, and two persons lost their lives, being buried by the fall of a shed in the garden of the Convent, Europa Road.

During the other months of the year the rock is brown, parched, and dried up, and all vegetation perishes, but with the first showers all this is changed, and the appearance of the rock alters in a few days as if by magic. The grass springs up, the shrubs and trees begin to bud, and the eye, wearied by the heat and dust of summer, is refreshed by the beautiful bright green of the early vegetation; nowhere is this better seen than on the North Front, where a day or two's rain covers the sandy waste with a beautiful green carpet.

The supply of water was, until 1868, entirely dependent on the rainfall; but since the discovery of fresh water on the North Front, and the supply of better tank accommodation, this want is no longer felt, and the benefit is everywhere manifest by the better order of the sewers, drains, &c., which must result in the increased healthiness of the place.

Since the constitution in 1865 of a body of Sanitary Commissioners, composed of gentlemen of the town, who give their services gratuitously, assisted by a skilled engineer, the condition of the drainage, cleansing, water supply, paving and lighting has been very materially improved, as also the town itself by constant alterations in the narrow streets, courts, ramps, &c., and by the planting of a considerable number of trees in well chosen spots which give a grateful shade in the streets from the summer sun. The water from the wells at the North Front is pumped into the town into enormous tanks below the Moorish Castle, and also into the naval tank on the Europa Road, a colossal work with retaining walls of immense thickness. From this immense reservoir a small engine forces the water into two smaller tanks, one on the Engineer Road, the other above Windmill Hill; and from these sources, Windmill Hill, Europa, Buena Vista, &c., are supplied. The actual source of the water found at the North Front is a subject of controversy, but it is generally believed to be derived from two sources, the drainage of the opposite Spanish hills, Sierra de Carbonera, and the filtration of surface water through the large area of sand of the North Front. The depth of the clay which retains it must be extremely close to the sea level, as towards the end of the summer the water pumped up has a mixture of sea water which renders it hardly potable.

It may be added that constant experiments have been carried out in many parts of the Rock for the discovery of the purest water.

Mortality.

This has hitherto been far above a healthy average, although it seems to be dependent neither on the heat nor the rainfall; for some of the most healthy seasons

have occurred when the thermometer has been the highest, while in the two years before mentioned, when the greatest extremes of rainfall occurred, no visible effect was produced on the mortality.

The prevailing diseases are pneumonia, fever, and consumption.

The mortality among children is very remarkable, and can only be accounted for by the overcrowding of the poorer houses, neglect of the parents, and insufficiency of proper food.

During the virulent fever which visited the Rock in 1804, 5,733 persons died out of a population of 15,000 in a few weeks.

The fever again visited the Rock at the end of 1813, when the gates were closed and all business suspended; and again in the following year.

The general health of the troops is excellent, and there is no place in the world where English soldiers are quartered where a young regiment pulls itself together and is improved so readily. The men are constantly employed, and the sentry work at night is performed in a most clement climate. Rock fever is occasionally prevalent among them, and curiously enough, is more common in the regiments which are quartered in the coolest situations, Europa and Windmill Hill; but the cause is not far to seek: the steep hilly road from the town to these places, when hurrying to save the gate, is the cause of the men getting overheated, and the cool air of their destinations, with perhaps their coats thrown open to enjoy it, produce a chill, and that, unless taken in hand at once, is a certain prelude to Rock Fever.

Mem.—Avoid sitting in a draught, when heated.

POPULATION.

The population at the end of 1878 was 25,700, including the military; the civil population divided as follows:—Protestants, 1,203; Roman Catholics, 15,296; Hebrews, 1,465; Mahommedans, 44.

GEOLOGY, BOTANY, AND NATURAL HISTORY.

The Rock is composed of compact limestone or dense grey marble, varied by beds of red sandstone and fissures of osseous breccia. At the base of the precipice, which runs about halfway up the mountain on the western side, lies a sloping plain of stratified silicious sand, on which the lower part of the town is built. It is called the Red Sands.

There is no doubt that Gibraltar has undergone many movements of upheaval and depression, accompanied by violent ruptures of strata, land slips, and continual sea action. The beds of limestone must have been formed at the bottom of the sea during the secondary period, as is shown by the marine remains contained in them, in a position nearly horizontal; and they were tilted up by some force acting from below, most probably volcanic. This was the first period in the history of the Rock, and in the second fresh beds were deposited round its base, which were again tilted up 19 degrees more than they were at first by a second upheaval. This movement, however, was only partial, and confined to the southern portion, and the Rock was broken across—the line of fracture being plainly marked by the gap and ravines between Middle Hill and Rock Gun height.

During this epoch the Catalan Bay sands were formed: the wasting action of the sea had formed a cliff and terrace, and on this beds upon beds of sand were deposited, sloping outward; and in one of the numerous changes of level to which the Rock was subjected the whole of these sands were lifted up. They slope against the eastern face at an angle of 80 degrees. During the great earthquake which destroyed Lisbon, these sands sunk many feet and large pieces of the Rock rolled into the sea.

A third upheaval, still further south of Middle Hill, again tilted the beds in that part 19 degrees. The line of division is marked by an indentation to the south of Signal Station Hill.

These successive and violent alterations have been instrumental in giving so irregular an outline to Gibraltar, the grand sentinel watch tower of the Mediterranean. Hence the Spanish names for it "El Cuerpo" (The Corpse) and "The Crouching Lion,"

"*A guisa de Leon cuando se posa.*"

and these appearances can be easily traced, the former looking South, the latter North.

The surface of Europa Point is almost entirely composed of water-worn rock; and at the back, 270 feet above the sea level, is an oyster-bed. The general appearance of the Rock indicates that the whole of it has been submerged subsequently to the last of the disturbances.

No general change of level has taken place probably during the human period, but the elevation must have been instantaneous, as fossil shell-fish are found with both valves adhering, showing the animals must have been alive at the time.

The remarkable osseous breccia is found in different parts of the Rock,—in fissures and open caverns. The concretions are calcareous, and inclose the bones of different animals, many of which are of extinct kinds.*

* *Vide* "Geology of Gibraltar," by James Smith, Esq., F.G.S., 1844.

The flora and vegetable kingdom of Gibraltar are rich and varied; there are 456 species of flowering plants and ferns indigenous, and 44 which are cultivated and introduced. These are classed as follows:—

40 species generally distributed throughout Europe.
58 natives of South Africa.
63 common to Europe and Africa.
174 common to South Europe and Africa.
13 confined to Spain and Barbary.
12 confined to Europe and Asia Minor.

One plant only is peculiar to Gibraltar, viz., *Iberis Gibralterica.*

There are few animals on the Rock; of these the rabbits are the most plentiful, but there are also foxes and badgers; reptiles are numerous, chiefly lizards, centipedes and snakes, the latter not poisonous. In ancient times wild boar and wolves were known on the Rock.

The eagle still builds his nest in the crags near the Signal Station, and many varieties of hawks are common. Wild pigeons breed in great numbers in the caves on the eastern face of the Rock; and there are a few partridges to be seen, most commonly on and about Europa Flats.

The monkeys, always associated with the Rock of Gibraltar, are now but few —about twenty in number. They are of the Barbary ape species, and it has long been a matter of discussion how they were transported. The wild and impossible theory of a communication under the sea between Gibraltar and the Barbary coast has been started by some ingenious people, and certain it is that the mountain on the other side has been Ape's Hill from immemorial time; but the simple fact seems to be that they were brought over from the opposite coast at different times and increased in numbers, as formerly they were seen in troops gambolling along the precipices.

An old paper in the British Museum refers to a great number of those apes being sent into the garrison in 1740, and to a poll-tax to which they were subjected.

The present family may often be seen on the western side of the Rock, particularly when the Levant wind is blowing; they rob the gardens when they can, but principally live on the sweet roots of the palmetto. When the water in the catch-pits in different parts of the Rock is exhausted by the summer heats they become very bold in their quest for it, the Signal Station being a safe find, as the men provide a supply for them. They also often visit the back of the Governor's Cottage at Europa (but only during a West wind) for the sake of the grape vine at the entrance and the water tank.

The men at the Signal Station take notice of their movements, and any youthful addition to the family is duly announced in the local paper. They are never molested, and the policy of England in all her colonies is in their case illustrated to the letter; as Ford says in his "Handbook to Spain," "We do not seek to denationalize the aborigines, whether men or monkeys."

TRADE OF GIBRALTAR.

The palmy days for the trade of Gibraltar, we fear, are gone for ever; for although the commercial transactions are still large and important, they have greatly fallen since the days before the introduction of steam, and the rise was no less sudden than has been the decline. When tranquillity was restored to the Rock after the great siege the town presented a very deplorable aspect; the principal inhabitants had long since fled, and landed property was of trifling value, but the real owners, encouraged by the Governor, set earnestly at work to rebuild, which gave an impetus to labour, and tranquillity brought with it naturally a revival of commerce. The war commenced in 1793 was highly beneficial to Gibraltar; for having a Vice-Admiralty Court the numerous captures made by our cruisers in the Mediterranean and off the coasts were daily brought in, condemned, and both vessels and cargoes sold at public auction. Merchandize of great value was thus disposed of, and at little cost. Moreover a system of privateering was established, whence proceeded transactions highly profitable to those engaged. Money and supplies were also forwarded to the army of the Duke of Wellington in the Peninsular, and large profits were made. In 1808 the Revolution in Spain opened to Gibraltar the treasures long heaped up and lying dormant in that extensive country, and being a free port full advantage could be taken. The total exclusion, at one period, of the British Flag from all Continental ports from the Baltic to the Adriatic, made Gibraltar a grand emporium, where apparently was conducted the business of all European nations. Wealth consequently flowed in fast, the value of landed property increased, and the fortunate landholder found himself suddenly wealthy and independent. In 1822 and 1824 the value of the imports of cotton and woollen manufactures alone amounted to a million and a quarter of money; but from that year the trade declined. The number of shipping has enormously increased, but this is due to the extension of mercantile transactions all through the Mediterranean, for formerly in the days of sailing vessels Gibraltar formed the great entrepôt for goods which were intended for distribution not only along the neighbouring coasts but to the remotest corners of the Mediterranean and the Black Sea. Now steam and ships of larger tonnage carry cargoes direct to the port of destination without transhipment. Gibraltar,

therefore, as a station of commercial importance has declined, but as a port for the protection and convenience of the mercantile marine trading with the Mediterranean, Spain and Morocco, is more than ever of importance.

PUBLIC BUILDINGS, &c.

Gibraltar possesses but few public buildings to interest a visitor. The streets are inconveniently narrow, although great improvements have been effected in this matter of late years, and they are still going on, under the careful administration of the Sanitary Commissioners.

The Exchange,

Commercial-square, is the only commercial building in Gibraltar. It is presided over by a Chamber of Commerce, elected annually from among the merchants, and was founded by voluntary subscription in 1817 during the Governorship of Sir George Don, a bust of whom is over the front, and was publicly opened in August 1818. It contains auction-rooms, offices, and the commercial library and reading-room, to which travellers, especially mercantile, are readily admitted.

The Court House

was also constructed in the Governorship of General Don. It is not remarkable for the uniformity of its architecture, although the portico follows the model of the Parthenon. It contains the Law Courts, Court Martial Room, Library and chambers and offices for the Law Officers of the Colony, and in the North corner the offices of the Crown Land Board and the Receiver of the Revenues.

The Garrison Library,

Governor's Parade, will well repay a visit. It is the finest English institution of the kind out of England, and is the property of the garrison. It was originated in 1793 by Colonel Drinkwater, author of the "History of the Siege." It grew so rapidly that on a representation by the Governor, General O'Hara, to his Royal Highness the Duke of York, then Commander-in-Chief, of the efforts then being made by the officers to obtain a suitable building, his Royal Highness represented the same to Mr. Pitt, who "upon consideration of the use and im-"portance of such an Institution" granted a sum of money for the erection of the present building, which, with the exception of the new wing, was completed

in 1804, from the designs of Lieut.-Colonel Fyers, the Commanding Engineer. The new wing was completed in 1867. The Library contains at the present time nearly 40,000 volumes. The site was originally a garden belonging to the Governor, who had also the esplanade without (Governor's, properly Gunner's Parade) yielding sufficient grass to supply, throughout the year, his own horses and the cattle employed in the public works.—Ayala. It would puzzle cattle to pick up a meal there now.

A small pavilion adjoining, with a reading-room, bar, billiard-room, dressing-room, &c., has lately been opened in connection with the Library.

Successive Committees have so improved the property by building houses which produce an annual income, and by the establishment of a Printing Office (where also the *Gibraltar Chronicle* is published) the income from these sources renders possible a very small subscription from members.

The Theatre.

The exterior is plain and without ornament, and the interior approaches very inconvenient and narrow, but it is the only building in the town where public entertainments can take place, and it makes a pretty Ball-room with a convenient Supper-room adjoining.

The Police Office.

A handsome building of red brick, with a front colonnade of Gothic arches, but the effect is spoiled by its being attached to other houses (the Public Baths). The rooms and offices are commodious and the house for the Superintendent of Police joins it.

The Grand Store,

Southport Street, includes the offices and stores of the Ordnance Store Department, contained in roomy and convenient buildings. It was erected on part of the garden ground appertaining to the neighbouring Franciscan Convent, now the residence of the Governor. The Armoury at the South end, capable of containing 10,000 stand of arms, was built in 1790, and probably stands on ground formerly the burying place of the Convent, as a number of skeletons were dug up from the foundations, and with the remains, in some instances, Rosaries were found.

In 1876 the Armoury was used as a Ball Room for a grand Ball given by the Civil and Military inhabitants of Gibraltar, on the occasion of the visit of the Prince of Wales, at which his Royal Highness was present. The adjoining court, covered in and beautifully furnished and decorated, made a grand Reception Room, and the whole entertainment, at which more than 800 people were present, was a great success.

Commissariat Stores

and Offices are in Queen Street; the former are buildings of a most massive an solid description.

The Convent,

Southport Street, the official residence of the Governor, was formerly a Convent o Franciscan Friars. It is a plain building, but spacious and commodious, wit good reception-rooms. The Ball-room is formed from part of the Old Chapel o the Convent; it has a conveniently arranged alcove at the end where a tast ful little theatre is erected for performances; the drop scene was painted b Major Glass, R.A., in 1880. The Billiard-room is in the new Wing erected i 1879. The banqueting-room, built in 1864, is enriched with the shields of arm flags, mottoes, &c., of illustrious persons connected with Gibraltar, and of all th Governors of the fortress since 1704.

The stained glass in some of the windows shows the Royal Arms, Arms o Gibraltar, &c., and on panels in the others are emblazoned the Arms of illustriou Spanish personages connected with Gibraltar, lists of Moorish Caliphs who pos sessed it from 711 to 1462, and of Spanish kings who possessed it until 1704.

On the panels under the windows are the names of distinguished Spaniards con nected with Gibraltar.

The beams of the roof are covered with crests and mottoes.

The panels of the North doors are made out of the old dining tables mentioned b Drinkwater as having been made from cedar wood thrown on shore from the wrecks of the Spanish vessels engaged in the great attack on the Rock in Septembe 1782.

The angels forming the corbels of the roof (designed by Prince Victor of Hohenlohe) support shields charged with the monograms of the principal kings an queens of Spain and Great Britain who have possessed Gibraltar. A copy o Winterhalter's picture of her Most Gracious Majesty is a striking object in th room. There are also many interesting paintings of old worthies of the time o the siege, in this hall, besides portraits of some of the late Governors: over th fire place is a fine portrait of General Eliott, Baron Heathfield of Gibraltar, a excellent copy from the picture by Sir Joshua Reynolds in the National Galler

In the Patio or square Court of the Convent, round which the house is bui as in most Spanish and Moorish houses, may be seen a wooden statue of Gener Eliott, cut out of the bowsprit of the Spanish man-of-war "San Juan" taken

Trafalgar, the wood of which seems, unluckily, of a durable nature, as the figure can scarcely be admired as a work of art. The features are of a very elevated cast; the little legs seem by no means equal to the task of sustaining the enormous cocked hat, and the bearing is so excessively military that it has been necessary to prop the great Commander from behind to prevent him from falling backward. There may also be seen specimens of the small ordnance, shot and shell, and a grate for heating shot, used during the siege, and some curious old stone shot found in the Inundation; a handsome bell brought from Europa, supposed to be from the old church there, and two very spirited cartoons executed in black and white on the walls by Captain Marshman, 28th Regiment, in 1870, the subjects being the "Sortie from Gibraltar" and "The Storming of Badajoz."

The garden of the Convent is beautiful and well kept, there being an abundance of water. It has many rare and beautiful trees, the most curious being a Dragon tree said to be more than 1,000 years old; and even in the height of summer heat the grateful shade makes it a most agreeable retreat. There is also within the walls a raised terrace walk, affording a good view over the line wall; of the bay, with its shipping, the entrance of the Straits, and the opposite coasts of Spain and Barbary.

King's Chapel.

This is part of the chapel of the old Convent, to which it was attached: some of the pillars of the West end may still be seen in the coach-houses. It is now used as a Garrison Chapel. The chancel was restored in 1877, chiefly through the exertions of Mrs. Somerset, wife of Lieut.-General E. A. Somerset, C.B., who was in command of the Infantry Brigade from 1873 to 1878, during which time he was Acting Governor for more than two years. The stained glass window was then put in, the cost being raised by private subscriptions, and the beautiful altar cloth is the work of Mrs. Somerset and family. Ayala says, "the "congregation are summoned to this Church by beat of drum, the Governor not "sanctioning the use of bells which disturb and incommode him."

Roman Catholic Churches.

CATHEDRAL CHURCH OF ST. MARY THE CROWNED

appears to have been originally a Moorish Mosque, and by no means an insignificant one, as may be seen by the marble in the buildings and cloisters, and originally, in the Court of Orange Trees, which used to exist before a great part was taken for widening the road; now of the Court and the well for watering the trees the recollection alone remains. On the sides are chapels dedicated to illustrious

founders. The church was re-modelled and re-built by Ferdinand and Isabella when Gibraltar was annexed to the Crown, when the north side was extended and the Royal Arms engraved thereon. They directed also a large and elevated tower to be constructed wherein were to be placed the bells and clock, but only the principal chapel was completed for the whole funds were expended in decorating the altar and in ornaments. In 1704 the Church was saved from pillage and zealously defended by the Curate, Padre Juan Romero, a man of sound judgment and true piety who remained at Gibraltar when the rest of the inhabitants left rather than submit to foreign dominion, among them many noble families, the Villegas, the Bohorques, the Guzmans, the Benitez, and that of Solis Lord of "Las Navas." Padre Juan Romero was held in great estimation, his Church was respected and he himself was provided with rations for his maintenance. On the return of peace and opening up of land communications he occupied himself in placing in security the effects of the Church by distributing them as opportunities occurred among persons returning to Spain to be delivered to the clergy of the neighbouring churches. He died in 1723, when other Curates continued the same practice. In this way were conveyed out of the Garrison, the Images of the "Vírgen de los Dolores," of "Los Remedios," of the "Socorro," the "Christo de la Espiracion," the "Magdalena," and many others. These were sent out in various ingenious ways, some wrapped in clothes, and some in provision baskets, and a statue of San Josef, too large to be sent in this way, was covered with a cloak and surmounted with a cap, was placed on a horse, supported behind by a rider and thus left the Garrison in the midst of a company of horsemen.

In documents addressed to his Bishop the Curate Romero fully justifies himself from any interested or sordid motives for remaining in Gibraltar, showing that but for his presence the Holy Church of St. Mary would have shared the fate of all the others, and declares that if instead of being captured by the English it had been taken by the Turks or Moors or by the Prince of Darkness himself he would have acted in precisely the same way.

In former times, in Gibraltar, were a great number of churches and holy sanctuaries, besides four monasteries—three of Friars and one of the Franciscan Nuns of Santa Clara founded in 1587. The cloisters, formerly of the Convent of Mercedes for the Redemption of Captives, founded in 1581, still remain at Cloister Ramp.

CHURCH OF THE SACRED HEART OF JESUS,

Castle Road. This new and handsome church and the schools adjoining were erected mainly through the constant exertions and energy of the late Vicar Apostolic of Gibraltar, the Right Reverend Dr. Scandella, Bishop of Antinöe, who died in the summer of 1880, and was interred in the church.

ST. JOSEPH'S CHURCH.

Roger's Road, South.

Convent of our Lady of Europa,

Europa Main-road.—It is occupied by sisters of the Institute of our Lady of Loretto, and attached to it is a Young Ladies' Seminary, exceedingly well conducted and largely attended.

St. Bernard's College,

Europa-road, (incorporated with the Immaculate Conception Institute in 1872), established to provide a commercial, literary, and scientific education for young gentlemen. In the Chapel of this establishment the Image of the Virgin is said to be the identical one taken from the old Chapel of Nuestra Señora at Europa Point.

The Mount, Europa Road.

A delightful Villa residence, situated in beautiful flower gardens and with large garden ground and meadows attached. It possesses some noble trees of many kinds, and the peeps from it over the Straits are charming. It is the official residence of the Senior Naval Officer.

The Military Prison.

A large building with massive walls solidly built, on the edge of Windmill Hill Flats. The Chief Warder is the Superintendent.

Civil Prison.

Is contained within the old walls of the Moorish Castle.

Officers' Racket Court,

South Barracks.

Gymnasium,

Europa Pass.—Opened in 1872. Besides its classes for athletics it is also used for physical exercises of another kind, most of the Balls and Quadrille Parties of the Non-Commissioned officers being held there.

Soldiers' Institute,

Governor's Parade.—A place of rest and recreation for Soldiers; provided with books, papers, games, coffee rooms, &c.

Sailors' Home,

Engineer-street.—This excellent Institution (supported by voluntary contributions) was established mainly through the exertions of Captain Phillimore, R.N., senior naval officer, and the Rev. Canon Addison. The house was partially opened for the reception of seamen on July 25, 1871, in the presence of H.E. the Governor, General Sir William Fenwick Williams, G.C.B., Rear-Admiral Beauchamp Seymour, C.B., and the principal inhabitants of Gibraltar, and was finally completed and opened by H.E. the Governor and Vice-Admiral Sir H. A. Yelverton, K.C.B., on 20th June, 1872.

The number of seamen who have made use of the Home since its establishment is very large.

The Civil Hospital

occupies the site of the hospital of San Juan de Dios, which existed when the Rock was in the hands of the Spaniards. It is in three divisions—Church of England, Roman Catholic, and Hebrew—each under the management of a committee of gentlemen of its own religion with a Deputy Governor of the Hospital at the head of each. It was inaugurated by General Don, in 1815; the buildings, then called the Blue Barracks, previously in a state of ruin, having been fitted up at the expense of Government were given up to be used as a Civil Hospital, and in June, 1880, the Foundation Stone of new buildings for its enlargement was laid with great ceremony by General Lord Napier of Magdàla, who, since his first arrival at Gibraltar, as Governor, in 1876, had taken the greatest interest in the well being and improvement of the usefulness of the Institution.

The Lunatic Asylum

is a small building near the Castle.

Gavino's Asylum

in Prince Edward's Road; founded in 1850 by the Trustees of the late Don Juan Gavino of Gibraltar, who devised all his large property for charitable institutions. It maintains 28 aged paupers and 18 orphans.

The English Cathedral.

A plain stone building, but commodious, and with pleasing Arabesque ornamentation in the interior. The doors and windows are of the Moorish horse-shoe shape. It was built during the Governorship of Lord Chatham, who assumed office in 1821.

St. Andrew's Presbyterian Church,

Governor's Parade.

Wesleyan Church,

Prince Edward's Road.

South Barrack Chapel.

A Chapel School attached to the South Barracks.

Jewish Synagogues.

The principal is on the Line Wall, at the back of Bomb House Lane. There are two others in the town.

The Governor's Cottage.

A long straggling building on the Mediterranean side of the Rock, beyond Europa-flats. It is used as a summer residence by the Governor of the Fortress, being a very cool and fresh retreat during the hot weather, as it is sheltered from the midday sun by the steep dark cliffs which overhang it, but in winter it is bleak and cold, and exposed to the heavy blasts of the South East storms and the dashing spray broken on the rocks below. A little further on from here the road ends at the Monkey's Cave, as the cliffs rise like walls out of the sea.

The Dockyard.

This establishment, situated in the S.W. portion of the Rock and covering about four acres of land, was opened during the last century, and was at one time of great importance. It was here in October, 1805, after the engagement off Trafalgar that several of Lord Nelson's ships arrived to make good defects before sailing for England, the "Victory," under Captain Hardy, being one of them.

During the war, towards the end of the last and beginning of the present century, the Dockyard rendered valuable assistance; the greater part of the

supplies for the Fleets then blockading the neighbouring ports being drawn from its stores. Gunboats were constructed, and as appears from correspondence still retained much work constantly took place relative to the purchase and fitting out and arming of ships captured by ships of war and privateers, to be again used against the enemy; and to damaged ships being made good after being in action, &c. One letter signed by Lord Nelson, dated on board the "Victory" at sea, 2d January, 1805, respecting the disposal of a valuable prize cargo of "Compass" timber, captured by one of his ships, is still preserved in the Dockyard as a memento. Up to 1833 Gibraltar Dockyard was the principal arsenal for British Fleets in the Mediterranean; in that year peace being assured, and Malta yard having been considerably increased and placed on a more extensive footing, the establishment here was greatly reduced, part of the officers and artificers returning to England, and others being pensioned, only a sufficient staff being retained to meet probable requirements or cases of emergency. In 1842 it was decided to employ convict labour for works in connection with the naval establishment, and with this view H.M.S. "Owen Glendower," a 42 gun frigate, was despatched with 200 convicts on board to construct buildings for the reception of a much larger number. The work was commenced the same year, a portion of the Dockyard being handed over to Colonel Harding, Commanding Royal Engineers, for the purpose; and when these were completed, as many as 500 convicts were in the place employed on the public works until 1876, when the Convict Establishment was broken up; the hulk "Owen Glendower," which had been the hospital ship for the convicts, being retained as a receiving ship and attached to the yard; the buildings being turned into workshops and storehouses. It was while dredging operations were being carried out in 1872 to provide a more suitable berth for the hulk near the Camber, that several pieces of heavy wood, which proved to be the flooring of a ship with iron ballast—and shingle ballast on top—were discovered; also eight brass cannon of foreign manufacture, probably Spanish, a quantity of shot and shell of various sizes, hand grenades, grape, several cylindrical pieces of iron with a hole in the centre, supposed to be "carcasses," all evidently the wreck of some ship of war. In hammering off the mud, which was firmly coated, from one of the "carcasses" the substance in the centre ignited and burnt for a quarter of an hour, although the composition of which it was made had probably been submerged for upwards of 100 years. The brass guns, on which no date or marks could be discovered, were afterwards, with the sanction of the Admiralty, distributed, two of them being presented to the Spanish Government to be placed in the naval academy at Ferrol, two being forwarded to the Governor to be placed in the Convent with other relics of the great siege, others being sent to the Admiralty, with specimens of the projectiles, and two retained in the yard. It is supposed from the large size of some of the shot recovered that guns of a much heavier calibre remain embedded in the mud in the vicinity.

The Dockyard has been greatly improved of late years, and it is now supplied with every requisite for the repair and refit of any of H. M. ships: machinery of the latest type having been sent from England and erected in the different workshops, at great cost. On several occasions a Dock has been proposed to be built but for various reasons it has never been carried out, and at present it would seem that the intention has been dropped.

The New Mole, now under enlargement, was commenced in 1620 but extended only for 300 feet; it was built on a natural bed of rock, the end of it being marked by the small square tower. In 1851 the present extension was commenced; over 700,000 tons of stone, obtained from the quarries on the Rock, having already been used to make the foundation and breakwater, a large quantity being still required to complete it, the estimated cost for the whole amounting to £230,000. When finished, the Mole then a quarter of a mile long and about 130 feet broad, will afford valuable shelter in bad weather; the wharfs being constructed to withstand any strain, and three of our largest ironclads will find room alongside with perfect safety. Forming part of the Naval Establishment and situated at about ten minutes walk from the Dockyard is the Victualling Yard, at Rosia, built in 1808-12 by Mr. Boschetti, a native of Gibraltar. Its magazines contain supplies of provisions and clothing sufficient for a large fleet, and it also possesses a reservoir containing over 6,000 tons of water.

Rosia and its Surroundings.

Situated below the South Barracks, and facing the West, Rosia contains some of the best private residences on the Rock, they being large and commodious, with good gardens attached. It is entirely sheltered from the East wind. It was the residence of naval celebrities in old times, before the present official residence of the Senior Naval Officer was devoted to that purpose. Rosia has its bay and mole, with bathing-places for men and officers; and here ships of war receive their supplies from its naval stores and tanks of fresh water, which are very large. On the hill above it is the so-called

Naval Hospital,

large and commodious, built in a square with an open court, containing some beautiful orange-trees and surrounded by piazzas. It is the general hospital for the whole garrison as well as for seamen. From the married quarters at Rosia, better known as Misery Hole, a path leads over Camp Bay to the Naval Hospital, and from there the visitor can get through the Buena Vista Barracks, across a slight bridge over a tremendous ravine to Europa Pass, and thence by the Devil's Bowling Green to Europa. In this route the general outline of the scenery is very grand.

The Barracks of Gibraltar

are many and spacious; they include, in the North district—

The Casemate Barracks,
Artillery Barracks—Gunner's Parade,*
The Town Range Barracks,
Hargrave Barracks;

and in the South,—

South Barracks,
Rosia Barracks,
Buena Vista Barracks,
Windmill Hill,
Europa Barracks,
Brewery and Defensible Barracks, Europa Flats,

besides casemated barracks along the whole of the Line Wall front, which are chiefly occupied by Artillery (except the Wellington Front), small barracks in the Moorish Castle, and wooden huts, lately erected on the North Front, with all necessary conveniences of mess-room, officers' quarters, &c., to contain one wing of a regiment.

There is also a small barrack for a detachment stationed at Catalan Bay, a small village on the eastern side of the Rock, ensconced in a sandy bay, and occupied principally by fishermen of Genoese origin.

It is doubtful whether any of the present barracks date from the Spanish possession, except perhaps the remains of the old barracks at Windmill Hill (Fuze House Barracks). The Town Range and Spanish Pavilion were built in 1790: very likely there were Spanish barracks on these sites and the walls may have been partly worked in. The South Barracks were built in 1730 to 1735.

Europa Mess House was built in 1828 as a sanatorium for officers, but it was afterwards found that steam ships were more convenient for their conveyance to England. The building was empty until the barracks were built, and standing by itself obtained the name of Bleak House.

The question of the number of cubic feet of air necessary was evidently not considered of much importance in those days. King's Bastion casemates were intended for 800 men, and actually held 1,000 men of the 48th Regiment in the early part of the century. General Boyd laid the foundation stone of this Bastion,

* The name was changed to Gunner's instead of Governor's when the Duke of Kent was Governor, in orders of 30th March, 1803, and it was appropriated to the use of the Royal Artillery as a regimental parade.

and expressed a hope that he might live to see it attacked by the united Fleets of France and Spain; he had his wish during the Great Siege. He died at Gibraltar, and his ashes lie at the foot of the inner wall where his epitaph may be seen.

Europa Lighthouse,

Europa-flats, of which the foundation stone was laid by H. M. Queen Adelaide, assisted by the Masonic Order in Gibraltar. It is built nearly on the site of a celebrated chapel or hermitage (our Lady of Europe) in which was an Image of the Virgin held in great veneration throughout the City in the time of the Spaniards. It was adorned and beautified with many costly gifts, particularly silver lamps presented by the commanders of galleys as offerings for succour, who also made provision for a constant supply of oil that a light might be invariably kept before the Holy Image, and this light was a great boon to navigators. Prince John Andrew Doria gave a beautiful silver lamp in 1568, having taken five Turkish galleys in the Straits. The chapel appears to have been founded on a Moorish building. Near to it is a large cistern or tank originally of noble architecture, now called the "Nuns' Well." The lighthouse is a welcome object to ships making for Gibraltar at night. It was opened in 1841; the light is 150 feet above the sea level, and can be seen for 20 miles.

The Market.

The present Market was commenced in the summer of 1876, the Foundation Stone having been laid on the 17th April in that year by H.R.H. the Prince of Wales, M.W. Grand Master of the Freemasons of England, with full Masonic honours, assisted by the District Grand Lodge of Gibraltar. The occasion of the visit of his Royal Highness was on his return from his Indian tour, and he stayed here for ten days. Major-General Somerset, C.B., was Acting-Governor, and Colonel Baynes, Colonial Secretary of Gibraltar at the time; G. F. Cornwell, Esq., Barrister-at-Law, District Grand Master; Captain Gilbard, Brigade Major, Deputy District Grand Master; and S. Buckle, Esq., Lieutenant R.E., Colonial Engineer, by whom the Market was designed. His Royal Highness the Duke of Connaught was also present on the occasion, he having been attached to the Staff of the Garrison since October in the preceding year. The cost of the Market was estimated at £10,000, to be provided in two portions, as the work of replacing the old inconvenient buildings was gradually effected and the money was appropriated from the accumulation of Colonial Revenue. It is commodious and well supplied; as all produce must be imported the prices vary much with the time of year, the state of the weather, &c. Meat is brought from Galicia, Southern Spain, and Barbary, the former being by far the best. Barbary also supplies immense quantities of poultry and eggs, the poultry being brought over in long cylindrical

baskets of cane-work, open at both ends, but secured by cord-nettings. Of fish there is a reasonable supply; but the tunny, once a source of immense revenue to the coast proprietors, the descendants of the Duke of Medina Sidonia, are now scarce, and caught only in very small numbers. Soles, turbot, John Dory, mackerel, sardines, mullet, both red and grey, gurnard, anchovy, bonito, rangers, and rock cod are still plentiful; but with the exception of the soles, turbot, John Dory, and ranger, the fish is of a very watery flavour. It would appear that tastes have materially changed since the time of the ancients, as Suetonius mentions that the Emperor Vitellius used to have vessels of three banks of oars constantly employed to fetch the delicate fish of the Straits of Gibraltar.

The tunny fishery formerly was of the greatest importance, and yielded an enormous revenue. It is related that in 1558, 110,152 fish were taken, giving a revenue of 80,000 ducats, and the average take of fish was over 100,000 yearly. Many of the watch-towers along the coast were erected as posts of observation for experienced fishermen, whose duty it was to signal the shoals.

Fruits and vegetables are both cheap and abundant; and of the former the chief kinds are oranges, melons, bananas, apples, figs and grapes, the muscatel being very fine and in great quantities. During the season, a few pence will purchase a feast of these delicious grapes which could not be enjoyed in England for as many shillings.

The melons are brought chiefly from Valencia, and lie piled up in pyramidal heaps like shot and shell. They are of two kinds, sweet and water melons.

Until the middle of the last century no free market was established in Gibraltar, and many and great were the abuses accordingly. Under the old system, contractors were established and a monopoly of all supplies. Only one butcher was allowed in the Garrison, and all importation of live cattle or meat prohibited to the officers, so that they are reported to have been frequently without fresh provisions for more than a fortnight. If any officers had had leave granted to them to keep a cow, a goat or a sow, they were forbidden to kill anything without licence; and an officer and a chaplain of the Garrison were threatened with a court martial for disobedience, because they had each killed a sucking-pig without leave.

These abuses naturally brought remonstrances; and a memorial having been sent home, although at first the Governor would not entertain it, and threatened arrest for insubordination, new Articles of War were sent out, and a free market expressly directed.

So great was the monopoly established and so stringent the rules, that Captain Preston, of Fowke's Regiment, was tried by a Court Martial for buying a turbot

for his dinner, when on the Landport Guard, the fisherman having protested that he was bound first to offer it to the Governor. The gist of his defence was "necessity has no law." He urged that he had nothing but pease pottage for his dinner, and replied to the Governor's orderly sergeant, and afterwards to the Town Major, that he would keep the fish accordingly, and that he had an equal right to be served at the same time with the Governor in a public market. He declaimed against the injustice and cruelty of stopping all supplies of fresh provisions, and declared that, although he strenuously denied any spirit of mutiny, he would do the same again as often as he should be in the same necessity. The unfortunate officer gained his dinner, but lost his commission, as he was sentenced to be cashiered.

The Main Guard,

a plain building, with a portico, stands in the Commercial-square. On the ground floor are the Men's Guard-room and the cells, where refractory prisoners may be heard wearing out the panels of the door, their own boots, and the patience of those in charge, oftentimes in the witching hours of night. On the upper story is the Officers' Room, sparely furnished with mouldy and exceedingly curious specimens of the upholsterer's art, for the hire of which the gallant officer who has charge of the safety of the town for his weary tour of daily duty, has to pay a small sum to an enterprising local tradesman. The walls are ornamented by some few drawings of more or less merit, executed in spare moments of visiting sentries and receiving the field officer of the day,—not to mention the visits of sympathising brother officers, with whom it is *de rigueur* to drop in on the officer on duty, and solace his seclusion with much small talk, in conjunction with the fragrant and noxious weed. Three of these drawings, however, are well worth a more lengthened notice, not only from their own merit, but as the work of Henri Régnault, the most promising French artist of his time, whose genius and brilliant conceptions were lost to the world by his early death, at Buzenval, the last battle fought under Paris, in the Franco-Prussian War. Possessed of great natural abilities, of extreme sensibility, and the most agreeable manners; entirely devoted to his art, in which he was first brought into notice by his winning the Grand Prix de Rome with his picture of "Judith and Holofernes;" his next picture which made a noise in the world, "General Prim heading the Insurrection at Madrid," gained for him the very greatest commendation from all classes of critics, and the most brillant future was prophesied for him; all agreed him to be the rising French artist of the day. Intending to devote himself, at least for some time, to Eastern subjects for his pencil, he went to Spain, and lingering long at Granada, gained a rich store from the interiors of the brilliant Alhambra; and, passing through Gibraltar, where he became a general favourite and was everywhere a welcome guest, took up his residence in Tangier, where he produced several small

pictures of Moorish life and manners, and his great work, "Une Exécution à Tanger," the scene of which is taken from the Alhambra, and the incident from every-day life in Morocco. This picture was exhibited in London at the International Exhibition in 1871.

When war broke out, Henri Régnault left his studio, and, throwing on one side his rising fame and brilliant prospects, hastened, at the call of duty, to take his place in the ranks of the defenders of his country, and fell at a sortie from Paris, on the 19th January, 1871. And thus, at the early age of twenty-seven years, the life of Henri Régnault, which had opened with such fair promise, was ended, and his fame only remains in the loving recollection of his many friends, and in a few of his works, which are of vivid conception and masterly execution.

The drawings in the Main Guard-room, sketched by him in an idle moment, are therefore of almost historical interest, and they have been preserved from injury by the care of an officer of the Garrison, at the request of many of his old companions in his own country, for the defence of which he laid down his life.

Private Houses.

There are a great many excellent private houses in Gibraltar, some of them very large and commodious, more particularly in the business parts of the town—Irish Town and City Mill Lane especially—where they are built with immense stores and cellars, being absolutely necessary in the palmy days of Gibraltar commerce. One of the best is close to the Main Guard; Connaught House, the property of the Larios family, named after H.R.H. the Duke of Connaught, who occupied it; he arrived in the Garrison in the autumn of 1875 and remained for six months, attached to the Adjutant-General's Department of the Staff. His Royal Highness was a Major in the 7th Hussars at the time. The mansion was formerly the old Club House Hotel, but has been very much improved and enlarged.

Another member of the Royal Family was also quartered for some time at Gibraltar in a military capacity, H.R.H. Prince George of Cambridge, the Field Marshal Commanding-in-Chief, having arrived here in October, 1838. He occupied Line Wall House, now the residence of the Major-General commanding the Infantry Brigade. This house was originally the residence of the Lieutenant Governor of Gibraltar, and in it died on the 1st of January, 1830, General Sir George Don, who had been Lieutenant Governor for many years; he was buried in the Cathedral, where a monument is erected to his memory. When two Major-Generals at one time had commands in Gibraltar the residence of the second was at Rosia, opposite the Racket Court.

Another large and handsome private house is Arengo's Palace in Castle Road, which from its terrace and garden enjoys a magnificent view.

The Jew's Market

is held in the Commercial Square, *Plaza del Martillo*, from auction sales being held there, chiefly of tobacco which may be seen there in huge *botas* as it comes from America, partly broken open to shew the quality of what may be a noxious weed, but it is a necessity of life to the Spaniard. The goods sold at this Market are of great diversity and marvellous cheapness.

The Alameda Gardens.

Alameda.—A public promenade with which very few Spanish towns are not provided: the name is taken from *Alamo*, poplar tree. They are between the North and South towns. Before 1814 this place consisted of a parade-ground only with the name of the Red Sands; but the then Governor, Sir George Don, caused it to be planted in terraces with trees and shrubs, which are now most luxuriant, and astonish the eye by the great profusion of the flowers and vegetation, of which the geraniums are the most noticeable. Beautiful walks lead in all directions through the gardens, which form the most attractive feature of Gibraltar, and the favourite resort of the inhabitants, who crowd thither to listen to the music of the military bands which play twice a week during the year. On the Alameda Parade the ceremony of guard mounting and trooping the colour is performed every Thursday morning at 10 o'clock during the cool months. The Gardens have been greatly improved within the last year, and are the subject of constant care on the part of the Colony.

At the head of the Heathfield Steps is placed, on a marble pillar, a bust of General Eliott, the defender of the Rock in the Great Siege; and in another part a bust of the Duke of Wellington, on a marble pillar from Lepida. This was erected in 1820, at the cost of a day's pay from all the Garrison.

In the Red Sands, on which the Alameda Gardens are, was originally the water conduit of the Moors, the water being conducted by pipes through the town and issuing at the Atarazana (the Arsenal), now the Waterport, for the use of the Galleys. The modern Acqueduct was formed in the time of the Spaniards, bringing the water from the reservoirs at the foot of the Red Sands, and was well maintained until comparatively later days; it delivered its water at the Fountain in the Grand Parade, on part of which is now the Commercial Square.

At the extreme end of the Red Sands, which began at the present well at Ragged Staff and extended for over 800 yards towards the South, were formerly plantations of trees of delicious fruits of many varieties, and in the midst of them was a chapel under the protection of the Knights of St. John of Malta, and a Calvary with many stations, resting places and crosses, in memory of those over which our Saviour passed for the salvation of mankind.

The Signal Station,

called El Hacho (the Torch) by the Spaniards, because here were lighted the beacons in case of danger, is situated on the central eminence of the Rock, 1,255 feet above the level of the sea. It consists of a modern building and a stone tower, and from it the Straits are watched and the movements of shipping reported. The Straits of Gibraltar commence from Cape Trafalgar and Cape Spartel in the West to Europa Point and Ceuta Point in the East. So extensive is the range of observation from this elevated spot that vessels can be reported, on a calm day, when distant 40 miles from the Rock.

The view from here is most noble and extensive.

Two seas—the Straits so celebrated and famed in antiquity—bordered by two continents, the elevated Atlas whose head appears to sustain the skies, fill the mind with admiration, as Ayala says. Standing on the summit of one of the Pillars of Hercules we gaze upon the other, Mons Abyla (Almina), only fourteen miles away, Ceuta, the seven peaks of its mountains; the Cuchillos de Siris (heights of Siris) forming with Tarifa the narrowest part of the Straits, Tangier, with its white houses, clear in the sunlight, and Cape Spartel; while on the Spanish side we can observe the opening of the Bay, Cabrita Point; Algeciras, with its forts and Green Island, the heights of Ojen and Samoña, backed by the lofty range of the barren Cuervo, the two rivers cutting the Vega like silver threads, the one Palmones with its salt pans glittering in regular lines, the other Guadarranque on the east bank of which are the hillocks which now only mark the ruins of ancient Carteia, its old watch tower of Carthagena; Orange Grove (Puente Mayorga), a fishing village on the beach, Punta Mala with its jutting rocks, Campamento and San Roque; from whence proceeding Eastward we see first the Monte Carbonera (Queen of Spain's Chair), with the Lines at its foot, and the fishing village of La Tunara on the Eastern Beach, and next the Sierra Bermeja, behind which rise in majestic grandeur the high mountains of the Serannía de Ronda, towering above the rest, in a cleft of which we can make out Gaucin, the key of the range; while further again to the Eastward we observe Estepona and Marbella on the beach stretching towards Malaga, and Manilba more inland, the view being bounded on this side by the rocky mountains of the Alpujarras and the Sierra Nevada, which overtops them, covered with perpetual streams; while below the visitor sees the whole of the town of Gibraltar laid out as on a map, and the sandy isthmus, with the waves breaking in white crests on its eastern beach; while the little village of Catalan Bay, with its tiny beach, nestles at the foot of the tremendous precipice which almost overhangs it. The sight of the blue waters of the Bay, now so calm and tranquil, with its sleepy old hulks, and the steamers lying alongside them for coal, three or four fussy little steam tugs, and

a few faluchos with their white sails, will hardly carry the mind back to that terrible morning in September, now a century ago, when the combined French and Spanish fleets advanced from the Orange Grove to the grand attack on the Rock in magnificent array, and from which, before night, they had been driven back defeated and almost annihilated. On that day, so glorious for the English arms and those who upheld their honour so grandly and with so great success, fifty sail of the line, ten floating batteries, "incombustible and insubmergible," with countless gun and mortar boats, and three hundred smaller crafts, covered the waters of the Bay and ranged themselves in battle against the fortress; assisted on the land side by two hundred and forty-six pieces of cannon, mortars and howitzers, supported by an army of 40,000 men. Try to imagine the scene on the following day, when as the grey morning dawned the sight was so sublimely terrible; masses of shattered wreck, to which were clinging the drowning crews, floated over the troubled waves; groans and cries for help reached even to the walls or were drowned in the thunders of the exploding magazines, while the glaring flames of the burning vessels cast a vivid light over the awful spectacle—when the brave Brigadier Curtis, of the Royal Navy, who had done such good service on all occasions with his vessels and gunboats, was making the most heroic efforts to effect the rescue of hundreds of officers and men, some wounded, who were still on board the blazing batteries, and who were literally dragged from the burning decks by his cool intrepidity. Desperate indeed had been the struggle and great the victory, as viewed by General Eliott from his place on the King's Bastion; the contest was at an end and the united strength of two ambitious and powerful nations had been humbled by a straitened garrison of 6,000 effective men. Surely the visitor will look again and again on the tranquil waters, gleaming in the sunshine, which were once the scene of a conflict so terrible and so glorious.

A small battery is situated a few feet below, facing the westward, from which the morning and evening guns are fired as a notice for the opening and closing of the fortress gates.

Excellent bread and cheese can be obtained from the Artillery sergeant in charge of the Signal Station—a most welcome refreshment to the tired traveller who has ascended so high.

The Caves.

Like all compact limestones, the Rock abounds in caves and fissures. The most celebrated are St. Michael's, and Genista (3) (inland caves or fissures), and Martin's, Fig-tree, Monkey's, and Poca Roca (littoral or sea caves): there is also a remarkable cave, called the Judge's Cave, in the garden of Glenrocky, Europa Pass.

Great labour has been expended on the exploration of these caves, and Captain Brome, the late Governor of the military prison, rendered great service to science by his reports on the subject.

The largest of these is St. Michael's, 1,100 feet above the sea level; so called, says Portillo, from the similarity of its appearance to that in the mountain *Gargano del Apulla*, where St. Michael is said to have appeared. The entrance is small, but within is a species of lofty hall, 220 feet long, 90 wide and 70 high, supported by stalactite pillars, which when lighted up has a most beautiful effect, for some of these pillars are thirty, forty and fifty feet in height, and on the top of them arches are formed, so that the whole resembles the interior of a Gothic Cathedral. The natural beauties of this part of the Cave are therefore very great; but from the absolute darkness and from its immense height it is difficult to appreciate its full beauty, more especially as the smoke of the torches, blue lights, &c., from the constant illuminations by parties of travellers has so much obscured the glittering beauties of the petrifactions. This Cave is described by Pomponius Mela, a geographer of the Augustan Age, who says, "This mountain (Calpe), with wonderful "concavities, has its Western side almost opened by a large cave, which may be "penetrated far into the interior."

The entrance to it is 1,100 feet above the sea level.

In all the Caves great quantities of fossil remains, including human skulls, bones and teeth, with flint weapons and pottery have been discovered; among them bones of goat, ox, ibex, and indeed all kinds of mammals; remains of birds, fish (chiefly tunny) and reptiles; stone axes and daggers, armlets and anklets, worked bone needles, spoons and hair pins; flint knives and chips, querns, rubstones, charcoal; sea shells, shell work, barnacles, and remains of jars and amphoræ. In one Cave the human remains found were those of thirty-six persons. A perfect skeleton was also discovered when excavating above the Moorish Castle, but the miners blew it to pieces. The only metal articles found were a bronze fish hook, used by the ancient Cave-dwellers, probably of the Roman time, a plaque of Limoges work, probably part of some military equipment, and two swords, with globular pommels, mounted with silver. These Caves were evidently used for different purposes, some as habitations, some as places of refuge from danger, and some only as sepulchres. At the present day Caves or hollows similar to those on Windmill Hill Flats are still utilised, for in the neighbourhood of Tetuan, where the rocky district very much resembles Europa Flats, there are numerous small Caves used as workshops by tile makers. Explorers have penetrated many hundreds of feet into this Cave and have discovered a long series of smaller Caves, but their actual extent is unknown.

The Galleries

are the great sight of Gibraltar, and a visit to them should on no account be neglected. There is no excavation in the world, for military purposes, at all approaching them in conception or execution. They are divided into two ranges, the upper and lower (Windsor and Union Galleries), the latter being partly under cover, and partly open, the upper range containing two magnificent halls, St. George's and Cornwallis'. These galleries are fully armed, and have large magazines attached to them. They were begun to be excavated out of the solid rock during the siege, to bring a flanking fire to bear on the approaches to the Rock, by convict labour under Lieutenant Evoleth, R.E., assisted by Sergeant Ince. Both were amply rewarded; a large piece of ground was conferred on the first—it is now covered with houses; while the Sergeant received a property near the Queen's Road, still called Ince's Farm. It is said that Sergeant Ince was the originator of the idea of the Galleries, as when on one occasion in public, General Eliott exclaimed, "I would give a thousand dollars to any one who would tell me how "to bring a flanking fire on these works!" (pointing out some very troublesome batteries of the enemy); the Sergeant stepped forward and made his suggestion.

The visitor, on obtaining a permit from the Military Secretary's Office, and proceeding to the Moorish Castle Guard, will be taken charge of by a Gunner and conducted through the upper galleries. The lower range can only be visited by a permit from H.E. the Governor himself.

The Moorish Castle.

This was once a stately palace, and a large, strong and magnificent pile of fortification before the time of artillery, although even now it is riddled with shot-marks, the honourable scars of the siege. It is one of the oldest Moorish buildings in Spain, supposed to have been commenced by Tarik, but not completed until 725 by Abul Hazez, as the Arabic inscription over the south gate records. It consisted formerly of a triple wall, descending to the water side, the Grand Battery and Waterport batteries being built on the site of the lower part, which enclosed an arsenal, where the gallies were built. The Officers' Quarters, Casemate Barracks, now occupy the ground, formerly the English Naval cooperage and store houses; hence Cooperage Lane. The most noticeable feature now remaining is the Torre de Omenage, where the Moorish Governors took the oath of allegiance, a massive square tower in a most commanding position, but the remaining walls and fragments of arches, &c., show at once of what a solid construction it formerly consisted. It is well worth a visit.

Being built in the days of bows and arrows and battering-rams, its thickest walls are consequently those facing the hill behind it.

As gunpowder was invented, the attack came from the present North Front; and as the walls on this side were comparatively thin, its defenders built it up inside with a tough concrete called "tapia," the art of making which seems lost here; and the Tower, as it now stands, is almost solid, a square shaft, in which is a wooden staircase, is the only hollow, with the exception of a deep tank or well which opens from the rooms at the top.

The staircase leads out on to a terrace running round the north and west faces of the Tower, whence is a splendid view; and on the same level are the only rooms now in the Tower, called the "Moorish General's" rooms.

The north and east faces show many marks of the numerous sieges Gibraltar has sustained.

It is said ancient arrow-heads have been found sticking in the tough concrete of which the Tower is built.

A great portion inside the walls has been devoted to officers' quarters and barracks, newly constructed. Inside the walls also is the civil prison, which, although small, is most admirably conducted and kept. It can accommodate forty prisoners, including debtors, for whom rather more ample accommodation is provided. Prisoners are sent here from the Supreme Court, and from the Courts of the Captain of the Port and Police Magistrate, for short sentences.

There are a few very interesting remains in existence in Gibraltar, one of which, however, is rather problematical. One of them is the remains of the old Moorish Mosque in the military quarters in Bomb House-lane, about which there is no doubt; and the other, the supposed Chambers of the Inquisition in Horse Barrack-lane-yard, which are said to extend under the Green Market, but of this there is no authentic confirmation. In the Castle itself also part of an undoubted old Mosque is used as a magazine; in it is an inscription in Arabic, "To the God of "Peace, the great Pacificator: to the eternal God who will be for ever."

The Gates of Gibraltar.

Land Gates—Bayside Barrier, at the entrance of the Causeway into Spain; Landport and Grand Casemate on the North side of the town; and Prince Edward's and Southport Gates on the South side. Close outside the latter in the Main Ditch is the Trafalgar Cemetery, where many of the killed at the glorious victory of Trafalgar lie buried. The Royal Arms of Charles V. of Spain can be seen over Southport Gate. It was in his reign that the Arms of Spain received the addition of the Columns of Hercules, with the inscription *plus ultra*, the new

world being then discovered, in contradistinction to the former motto of *non plus ultra,* no longer corresponding to the already wide-spreading Spanish dominions.

Water Gates—Waterport and Old Mole Gates on the North side of the town, and the New Mole and Ragged Staff Gates outside the town. (The Ragged Staff was a badge of the Burgundian Charles V.)

Besides these main gates into the fortress there are gates at the different lines of defences—Europa Pass Gate, Windmill Hill Gates (Jacob's Ladder and Hole in the Wall), and Queen's Road Gate, where the upper wall, built by Charles V., joins the precipice below; Rosia Gate for the use of the Naval Victualling Yard and bathers, and Camp Bay gateway, leading also to a beach for bathing and the Telegraph House, where the shore end of the Submarine Cable is landed.

The question is often asked, particularly in the summer months when the evenings are so beautiful, Why should the gates into Spain not be kept open; there cannot be any military danger to the safety of the place? In reply to this it is only necessary to remember that the number of persons who come into the town on daily permits, amounts to more than 2,000, and the presence of these persons of different nationalities in the narrow and confined streets of the town until any hour would doubtless be a source of considerable inconvenience, often perhaps also of disturbance. Hence they are cleared out at the approach of nightfall, and the result cannot be said to be otherwise than satisfactory. Gibraltar possesses one of the most quiet populations and is one of the most law-abiding places in the British dominions, as its criminal records will testify; and Ayala bears witness to this fact, as follows:—"It was apprehended that amid such diversity of persons "of different religions, customs and interests, quarrels and atrocities would prevail "in Gibraltar similar to those existing in other cities of Spain. But the severity "of a Military Government has prevented such disorders; for individuals resorting "thither being aware of the certainty of punishment awaiting offences, and that "the magistrates and those in authority cannot be corrupted, find their own "security best guaranteed by not disturbing that of others; and thus by the "effect of good and certain laws well enforced many years passed without any "occurrence of assassination or violent deaths, as are too often seen in smaller "places where the inhabitants are of uniform manners and religion." Perhaps this might not be the case if the indulgences granted in 1377 in order to people the place were still in existence. Then it was ordered by the King "that all those "who shall proceed to Gibraltar, and shall be inhabitants or dwellers therein, "whether swindlers, thieves, murderers or other evil doers whatsoever, or woman "escaped from her husband, shall be freed and secured from the punishment of "death, and they shall neither be threatened nor have injury done to them;" the

only exceptions being "traitors to their Lord or breakers of the King's peace, or "one who shall have carried off his Lord's wife; for these shall be punished as "they deserve."

Moles and Landing Places.

Commencing from the South—

Rosia Mole—R. N. landing place for Victualling Yard and for coals for the Garrison.

New Mole—In the Dockyard, where coal for ships of the Royal Navy is stored, and the wharf used by her Majesty's men-of-war and transports; landing place for boats of the Royal Navy and yachts.

Ragged Staff Wharf—For disembarking stores for the Garrison, shot, powder, &c.; landing place for her Majesty's vessels, yachts, the Garrison, and for passengers by P. and O. steamers.

The Old Mole—On which is the Devil's Tongue Battery.

Waterport Wharf—General landing place from ships in the Bay and for passengers by the steamers plying to Algeciras; also for merchandize.

Bayside Jetty—For building materials and heavy goods.

Watering Jetty, North Front—For watering ships from the tanks of the Sanitary Commissioners.

The New Mole, 1,100 feet long, was commenced in 1620 at the foot of the Tower called *Puerto*, one of the principal fortifications of Gibraltar at that time, and was completed under the directions of Philip IV. in 1660.

The Old Mole, 700 feet long, was commenced in 1309, after the captue of Gibraltar from the Moors, to enclose the dockyard for the shelter of shipping and the defence of the port, with a strong tower to prevent the approach of the enemy's vessels. This tower was blown up when the Rock was taken by the English in 1704, when, although the New Mole and fort was first taken, the greatest force was directed against the Old Mole. Seven launches were destroyed and 300 officers and men were killed or wounded by the explosion.

as the sandy isthmus is called which separates the Rock from the main land, or rather that part of it which belongs to Great Britain, and which forms our advanced posts. Beyond that again is the neutral ground, and then the Spanish lines. The North Front is reached from the Landport and Waterport Gates by the highway into Spain, which is a causeway with the sea on the left, and an artificial inundation on the right formed, in 1705, from a morass which bounded the foot of the Rock. It covers nine acres in extent, and is intersected by eight transverse ditches, 12 feet deep and a strong palisade ; the water is from four to six feet deep.

On the North Front are the race-stand and premises, the cricket pavilions, the cemeteries for the town and Garrison, the commissariat cattle-sheds and slaughter-houses, the laundry, the kennels of the Calpe Hunt, the rifle-ranges, hutments for the accommodation of detachments during the musketry season, some few small dwellings inhabited by soldiers, many stores and yards, and chief among them a large timber yard and saw mill, established by Messrs. Bland, who also manufacture the artificial ice with which the Garrison is supplied. This establishment is a very great boon to Gibraltar, and the inhabitants render grateful thanks for the enterprize which has procured for them a most bountiful supply of this luxury, a necessity indeed during the heat of summer, and at a very reasonable rate ; the more so as previously to the establishment of this local emporium, the supplies from Cadiz and other places were very intermittent and uncertain, and usually failed at times of the greatest need.

A great deal of stone for building purposes and paving uses in the town is taken from the Rock, in quarries near the Devil's Tower, the limestone there being of a particularly good and close quality, care being taken that the stone is cut away so as to add, by scarping, to the impregnability of the Rock.

The Devil's tower is situated on a platform of Rock near these quarries, and is one of two towers which were originally on the North Front ; the other, the Mill Tower, near the Western Beach, was destroyed by the fire from the Rock, being 1,100 yards from the Grand Battery.

It was evidently a frontier look-out ; the original terminal line of the *territory* of Gibraltar was just outside the Bayside Barrier, and so along the North of the present road thence to the Eastern Beach ; hence this tower was an advanced post or guard station, and doubtless was also used as a beacon and marine signal post or outlook. It was built long before the English occupation, and on the site of an old Moorish tower, most probably by the Genoese, for it is probable that the term Devil's Tower has arisen from some Italian designation

indicating its position, referring to "dividing," relative to a boundary or frontier line. There was probably a kind of "enceinte continué" extending from the Eastern to the Western Beach, and the tower might well be required for an outlook, although this opinion has been combated on account of the near neighbourhood of the Rock, so elevated for observation; but very often nothing can be discovered from the top owing to mist and cloud. An instance of this occurred only a short time ago when a serious invasion of our waters was seen from Catalan Bay but not from the Signal Station. The view of the Rock behind the Tower is magnificently grand, rising, as it does, in perpendicular steeps to a height of 1,400 feet, every point and angle sharply defined in the solid, grey limestone, while about two-thirds of the way towards the summit can be seen the embrasures marking the position of St. George's Hall, at the end of the upper Galleries, which seems to be dangerously placed on a slender pinnacle which it appears almost to overhang.

On the North Front also take place the reviews of the troops, the weekly field days, and the grand parade on Her Majesty's birthday, when the spectacle is very striking. The first gun of the Royal Salute is fired from the Rock Gun, when the smoke curling upwards in the still air assumes the shape of a Royal Crown (of course), and then the Salute goes down the mountain by the Galleries to Willis' Battery, and afterwards is taken up by the troops on parade. On the shore of the Bay are many ship-building establishments and a large metal foundry, also a jetty where ships obtain fresh water; and close to our advanced line of sentries are the engine houses of the Sanitary Commissioners where the water from their wells is pumped into the town in ample quantities for all purposes. Before the discovery of these deposits of water the inhabitants had only the rainfall during the winter months to depend on—a most fluctuating source.

The North Front is a very great source of comfort and relief to the inhabitants of Gibraltar during the summer months. Open on one side to the Mediterranean and on the other to the Bay, every breath of air which blows must cross it, and, in consequence, the eastern beach, as it is called, on the shore of the sea, is a general afternoon resort, where may be seen every sort and variety of basket and pony carriage which serve to take the ladies and troops of children to enjoy the fresh air on the beach, the former employed with their work or books, and the latter with the wooden spade and bucket, of the regulation pattern for children at the sea-side. From this the eastern beach is known commonly by the name of Margate. A raised esplanade with its band stand has lately been built along the road, as one of the improvements to the North Front. Trees have been planted and walks formed along the main road, and gardens bordering it on both sides have been carefully laid out and planted, and are tended with the greatest care to beautify and ornament this open space for exercise and recreation, and which may be called "the Lungs of the Rock." The whole of the improvements in this

part, as in so many other matters during his Government, are due to Lord Napier of Magdàla, who assumed the Government of this Fortress in 1876, and by a happy junction of forces on the part of the Military and Colonial Departments, and the Sanitary Commissioners, his suggestions have been carried out with the greatest success, and to the very great advantage of the Gibraltar public.

Catalan Bay.

A small fishing village at the back of the Rock, in a small sandy bay. It is inhabited chiefly by the descendants of Genoese fishermen, and there is also a detachment of soldiers from one of the regiments in the town always quartered there, in a small and convenient barrack; at the back of which is a small Roman Catholic Church.

The village is well worth a visit, as the Rock nowhere looks more grand and imposing than the steeps which rise almost perpendicularly behind it. These occasionally remind the villagers of their close proximity in a manner no less practical than dangerous, by tumbling big stones down upontheir dwellings, which has sometimes occasioned not a few disasters. During the French invasion many of the inhabitants of San Roque who had sought refuge at Catalan Bay, were victims of a large fall of stone from the cliffs. In 1870 there was a very large landslip, but fortunately on the road near the North Front, so the village escaped; the road was however destroyed, but as the fall happened in the night no lives were lost. In the flood of November, 1875, the little church was completely gutted by the torrent of sand and stones washed from the rocks above, and some of the out-buildings of the barracks were buried. but there were no casualties.

The village passed, a path over the sand leads to the next bay (Sandy Bay), from which no further progress can be made.

Bay of Gibraltar.

The Bay is nearly eight miles long and more than five broad. The depth in the centre is 110 fathoms, and the tide rises about four feet. In the English part of the waters is the mercantile anchorage, and here are moored the old hulks for storing coal and other supplies, perhaps equally heating, although not so necessary, presided over by the Colonial guardship "Samarang," an old man-of-war said to have been one of the fleet at the battle of Copenhagen, and in her time considered rather a crack vessel; but *tempora mutantur* indeed. Captain Marryat, the Naval Novelist, is believed to have served in this old vessel. On board her are quarters for the Captain of the Port, the boarding officers, who give pratique to vessels, and the marine police, who, in swift steam launches, patrol the waters after nightfall and "move on" suspicious loiterers of faluchos and

small boats. Among the old hulks was, some years since, the Spanish ship "San Juan," taken at the Battle of Trafalgar, the cabin being shut up as a mark of respect to the memory of the brave Captain Churraca, who, mortally wounded in the battle, died in it. The waters of the Bay feel sensibly the strong current setting in through the Straits from the Atlantic at the rate of two and a half miles per hour, which is perceptible 150 miles down to Cape de Gatt. Some have supposed the existence of an under current of denser water which sets outwards and relieves the Mediterranean from this accession of water, in addition to all the contributions of the rivers from the Ebro to the Nile in a coast circuit of 4,500 leagues; as a confirmation of this a Dutch merchant ship, sunk by one broadside of a French privateer in the middle of the Gut, was cast ashore a few days after, with her cargo of brandy and oil, near to Tangier, twelve miles to the Westward of where she went down; also it has been calculated by Dr. Halley that the evaporation by the sun and by hot drying winds is almost equal to the supply of water; yet, on the whole, the level of the sea remains unchanged, for Nature's exquisite system of compensation knows no waste.

The strength of this current renders impossible any reliable soundings in the principal channel through the Straits; but between Gibraltar and Ceuta soundings have been made to the extraordinary depth of 950 fathoms, where a gravelly bottom was found, with broken shells: it may be observed that although the general colour of the waters is the deepest ultramarine, with a singular phosphorescent luminosity produced by the myriads of infusoria, a green tint indicates soundings, and a deep indigo blue profound depth.

The anchorage in the Bay is not very good, and it is much exposed to the South-West winds, which sweep up and down through the funnel of the Straits (twelve leagues in length), while the East wind or Levanter blows in terrible gusts across the waters, raising genuine water spouts, which are whirled along with great violence till they break and disperse.

Ayala says, "There are certain conditions by which the duration or change of "the wind may be guessed at with tolerable certainty. When a calm takes place "and the atmosphere is serene the following are signs of an approaching East "wind: a sensible humidity in the air; a pricking in wounds and old sores; chronic "pains returning, and a melancholy and lassitude felt even by the healthy."

The East wind will continue at least during the following day, if a cloud, like spreading feathers is observed to pass over the middle of the mountain to the Westward.

The sure and agreeable prognostics of a West wind, are the clouds clearing from the coast, the atmosphere beginning to feel dry, valetudinarians feeling better, and the healthy more vigorous.

While the Straits continue cloudy in winter, showers from the South-West may be expected; if they clear away it is an indication of a North or North-West wind, fresh and agreeable, and sometimes extremely cold.

In the winter due North and South winds last but a short time; the former soon becomes a West wind, and the latter is the precursor of a Levanter, which sometimes continues many days inundating the country with rain.

The winds between North-East and South-East are termed Levant winds; those from North-West to South-West West winds; for whatever may be the others outside the Straits on approaching these they assume the characters above mentioned.

The East wind, *El Levante,* is the tyrant, while the West wind, *El Poniente,* is the *doctor* of Gibraltar.

In Montero's history is recounted a curious anecdote which will not be out of place here; the instance occurring after the action of Admiral Saumarez in the Bay, in July, 1801, when the "Hannibal" ran ashore under the guns of the Green Island at Algeciras and had to surrender. A French fleet of four ships under Admiral Linois which had been pursued by the English Admiral, being reinforced by six Spanish vessels under General Moreno and four French ships under Admiral Dumanoir pursued its course to the Westward, when a swift frigate was sent after them from Gibraltar, which reaching the rearmost vessels at the mouth of the Straits, the night being extremely dark, ran between the Spanish ships "Real Carlos" and "San Hermenegildo" and discharging her broadsides at both vessels, passed swiftly on. The two Spanish vessels immediately commenced action one against the other, and the mistake was only discovered when both were in flames (no distinguishing signals having been arranged by the Admiral). The conflagration could not be arrested and both ships blew up, with the loss of 2,600 men, a greater number than were lost at Trafalgar.

Fortifications.

The fortifications in Gibraltar are amongst the most formidable in the universe, and the value of the Rock to England—doubly so since the introduction of steam into the navies of the world, and hence the necessity of protected coaling stations—has induced the Government to maintain the defences in such a state of formidable perfection as to render the fortress impregnable, and any attack futile. The natural advantages of the Rock as a fortress are so great, that in 1309 when it was

first taken from the Moors by Alonzo de Guzman, the Castilian King, Fernando IV., who hastened personally to take possession of it, on entering it and observing its strength and the peculiarity of its situation, with uplifted hands he gave thanks to Providence for the reduction under his dominion of a Rock and Castle, so important and almost impregnable. When to these conditions are added the works erected under the most skilled masters of military science in succeeding generations, and which are even now being supplemented by all means necessary for modern requirements the word "impregnable" may be fitly employed. The fortifications, which are not constructed on any particular system may be classed under four heads :—

1st. A sea wall, with its system of curtains, flanks, and bastions, extending at broken intervals round the western base of the Rock with a breakwater to keep off boats and detain them under fire, extending from the New to the Old Mole. This breakwater was commenced in 1846.

2d. Retired batteries, armed with the heaviest ordnance, in commanding positions, but scarcely discernible from the sea, and comparatively safe from the fire of shipping.

3d. The Galleries, excavated out of the solid rock on the north and north-west faces of the mountain, the heavy ordnance in which commands the North Front, neutral ground, part of the Bay and the once formidable lines.

4th. Rock casemates and detached casemated batteries, many of them shielded with heavy iron. His Royal Highness the Prince of Wales laid the foundation of the Alexandra Battery, New Mole, in 1876, and in 1859 of one at the Sandpits.

Every spot from whence a gun can be brought to bear is occupied by cannon, which oftentimes quaintly peep out of the most secluded nooks, among geraniums and flowering plants, while huge piles of shot and shell, some of enormous size, are stowed away in convenient places, screened from an enemy's fire, but all ready for use.

At the end of the Great Siege the tiers of batteries and the fortifications generally were, as may be supposed, considerably damaged or thrown down ; the town also being little better than a great ruin, the inhabitants being sheltered in caves or under canvas. The work of restoration, therefore, was both extensive and pressing, and this depended in a great part on the company of the Royal Sappers and Miners, who had been formed originally into a military organization on the Rock in 1772, the officers being unable to place any reliance on civil artificers. They were then a total of all ranks of 234, and had done the greatest service during the siege. As an instance of this it may be noted that after the failure of the attack with the battering ships, great repairs were necessary to the

Orange Bastion, and in spite of the enemy firing from 800 to 1,000 shot every twenty-four hours, they re-built the whole flank of the Bastion with solid masonry, 120 feet; a fact scarcely paralleled in any siege. Every encouragement was given to them to work well and assiduously, and no men could have rendered services more in keeping, the works progressing with the greatest diligence. One amusing instance of the indulgences shown them—they being also struck off all guards, fatigues, and Garrison duties—is related. General O'Hara, to mark his sense of their services, gave them permission to pass to the Neutral Ground and out of Garrison on Sundays and holidays without a written pass or any restraint, even as to dress. It was not uncommon, therefore, for the N.C. Officers and respectable portion of the privates to stroll about the Garrison or ramble into Spain, dressed in black silk or satin breeches, white silk stockings, and silver knee or shoe buckles, drab beaver hats and scarlet jackets tastefully trimmed with white kerseymere.

The Sergeant-Major of the company, Ince, was the original proposer of the Galleries, and carried out their execution. He was promoted Lieutenant in the Royal Garrison Battalion.

Two boys of the Soldier Artificers' Company are spoken of very highly as, being remarkable for their quick sight, they were employed to be with the working parties and warn the men when the enemy was firing in their direction. It is said that one of them, in the Princess Amelia battery, had been reproving the men for their carelessness in not attending to him, and had just turned his head towards the enemy when he observed the shot coming which had so terrible an effect (see "Batteries.") He (Richmond), as well as two other boys (Brand and Parsons) were possessed of such uncommon quickness of sight as to see the enemy's shot almost immediately after they quitted the gun, and by their vigilance they were the means of saving many valuable lives. Richmond was known by the name of *Shell* and Brand of *Shot*. They both died in the West Indies of yellow fever, both Second Lieutenants in the Royal Engineers. The model of Gibraltar, which was destroyed at Woolwich by fire in 1802, and those of the King's Bastion, in polished stone, and of the North Front, which are now at the Rotunda at Woolwich, were the work of these youths, and for which they obtained their commissions.

There is a beautiful and exact model of the Rock, in Gibraltar, on a scale of fifty feet to an inch, formed by successive layers of contours, from the survey of Lieutenant Warren, R.E., completed by Sergeant Turnbull and Sappers Williams and McLellan, R.E., in 1865. It was formerly in the Garrison Library, but being now removed to one of the military offices, and therefore not in a convenient situation for exhibition, it is not generally shown to visitors.

Batteries, Artillery, &c.,

WITH ANECDOTES OF OCCURRENCES DURING THE SIEGES, CHIEFLY IN CONNECTION THEREWITH.

For Artillery purposes the Rock is divided into eight districts:—

1. The Upper, comprising the Rock Gun and Signal Station.
2. North.
3. Lower Lines.
4. Town.
5. Waterport.
6. Rosia.
7. Windmill Hill.
8. Europa.

Each of these districts is in charge of a separate Battery of Artillery, except the last two, of which one Battery takes charge, and a Master-Gunner is attached to each district.

The districts at the North end of the town still retain traces of the siege of nearly a century ago, in anecdotes which have been handed on from Gunner to Gunner.

Thus the Rock Mortar, the highest piece of ordnance on the Rock, is said to have been several times dismounted by the Spanish fire.

Just below is the Rock Gun Battery, originally built and armed before there was any road made to it, the guns being dragged by hand up the Rock on a sledge. This battery played a very important part during the siege, from its very commanding position. From it the first gun is fired of the Royal Salute on Her Majesty's birthday.

The Willis' Batteries are a perfect network of batteries commanding the Spanish lines and neutral ground. On them fell the brunt of the fire from the Spanish batteries. A story is still told by the Gunners in charge there, of how a shot entered one of the embrasures in the Princess Amelia Battery, and striking four men, cut off seven legs among them (Drinkwater also alludes to it).

In the Church Battery a shell fell and burst on the 22d May and one of the splinters flying for more than 200 yards, struck the apron which covered the touch-hole of the morning gun, on the South Bastion, exploded the priming and fired the gun.

In the Union Galleries, leading from the Castle to Willis', a lamentable accident happened in 1830. Experimental practice was being carried on to show the effect of grape shot on the Inundation and road to Bay Side Barrier. A gun was pointed at the target, and the detachment went to the next embrasure, where there was no gun, to see the effect of their shot. The gun was fired, and some burning pieces of wad must have blown back, and somehow, never known, ignited the contents of a portable magazine near. The men, with the exception of the one who fired and the one who gave the order to fire, were blown out of the embrasure by the explosion of the portable, on the Lower Lines and Inundation, fourteen Gunners being killed.

To increase the vertical fire during the siege, guns sunk in the sand, and then secured with timber at different degrees of elevation, were employed both by the English and Spaniards; thus five 32 pounders were thus employed behind the Old Mole.

For the purpose of firing a gun at a great depression into the besiegers lines a gun carriage was invented by Lieutenant Kochler, R.A., which was found most effective, as out of thirty shots fired at one time, twenty-eight were sent into one traverse in a Spanish battery, 1,400 yards distant. A gun at a great depression may be seen in the back ground of Sir Joshua Reynolds' picture of General Eliott

As described by Drinkwater, the gun was fixed on a bed of timber, the under side of which was a plane parallel to the axis of the piece; from this bed immediately under the centre of gravity projected a spindle eight inches in diameter, and on the axis of this spindle the bed and gun could move round. Thus the gun could be loaded in safety under cover of the merlon by being turned round to lie horizontally across the carriage. It could be depressed to 20° by a common quoin, and by a special arrangement to any number of degrees above 20° and under 70°.

To annoy the enemy and alarm the working parties large stones were used, cut to fit the calibre of a 13 inch mortar; a small hole was drilled in the centre, filled with sufficient powder, and they were fired with short fuses, to burst in the trenches.

The great length of range and the deep loose sand on which the Spanish lines were thrown up neutralized the effect of the shells as they buried themselves so deeply as to explode without damage. Captain Mercier, 39th Regiment, obviated this evil by suggesting that 5½-inch shells with short calculated fuzes should be fired from guns, and this proved most satisfactory. It is the first instance of horizontal firing with shells and calculated fuzes on record.

In order to protect the Gunners as much as possible unserviceable guns were laid across the top of the embrasures in many of the works; there being no bomb-proof cover or Gibraltar shields in those days.

In 1771 an experiment was made with a *pierrier*, or stone mortar, cut out of the solid rock with a view of being used against boat attacks, or an attempt to land. It is fully described in Grose's Military Antiquities, App. 20. The inventor was named Healy, and Healy's Mortar may still be seen in perfect condition on the road near the Queen's Gate. The rock is 200 yards above the level of the sea, and 400 yards horizontal distance from the Line Wall. Its construction is thus described: a plain surface of 45° elevation was first formed; then a centre hole was bored four feet deep, perpendicular to the surface; from the centre a circle was described three feet diameter; holes were then bored all round the circle inclining to the centre, and the partitions between them being cut away, a core of a conical figure was extracted, and the inside chipped and polished until it formed a true parabola. It was first loaded with twenty-seven pounds of powder and 1,470 paving stones and fired by a hollow cane in the centre conveying the fire to a quick-match placed in a copper tube to the charge; about a quarter part of the stones fell over the Line Wall. It was fired a second time with the same success, and a third time with half the quantity of powder and 1,220 stones, when about 200 passed over the Line Wall. It was considered that such fixed weapons might be useful for the defence of a pass or mouth of a harbour.

Among other anecdotes of the siege we find the following:—

A soldier rambling about the town found in the ruins of a house several watches and articles of value, which he carried off, but as every soldier was examined on his return to his bombproof he resolved on a singular expedient to secure his prize. Taking out the wad which served as a tompion to a gun in the King's Bastion, he lodged his booty, tied up in a handkerchief, as far as he could reach within the gun, and then returned the wad to its place. Unfortunately while he was fast asleep the gunboats attacked the town, and this richly loaded gun was one of the first discharged, and with it disappeared all the riches which had been so badly invested.

A soldier was killed in the hospital under particularly painful circumstances. Having accidentally broken his thigh he was helpless in bed, when a shell from the mortar boats fell into the ward, and rebounding lodged upon him. The convalescent and sick in the same room instantly found strength to crawl out on their hands and knees while the fuse was burning; but this unfortunate man was kept down in his bed by the weight of the shell which, exploding, took off both his legs and scorched him in a fearful manner. His last words were expressive of regret that he had not been killed in the batteries.

An extraordinary case of a wonderful recovery from fearful injuries occurred to a soldier of the 73d, who was knocked down by the wind of a shell which

killed his comrade, and when it burst mangled him in a most dreadful manner. His head was terribly fractured, his left arm broken in two places, one of his legs shattered, the skin and muscles torn off part of his right hand, the middle finger broken to pieces, and his whole body most severely bruised and scorched. He was trepanned the same evening; a few days after the leg was amputated, and the other wounds and fractures dressed, and his constitution was so good and nature so powerful that in eleven weeks his cure was completely effected.

During the grand attack the furnaces for heating the shot were found to be too few and huge fires were kindled in convenient corners of the streets: these red hot messengers were found by the enemy a specific decidedly inimical to the constitution of the battering ships and it cannot be said they were administered in homœopathic doses, as 2,000 of them were fired in the first two hours. Altogether upwards of 8,000 shot and 716 barrels of powder were fired by the Garrison during this attack.

On the 13th July a soldier of the 73d Regiment declared himself a prophet, and prophesied that within six weeks and six days and six hours the Garrison would be taken and the Governor killed. He was taken to the provost ship there to await the expiration of the time, and then be flogged—no doubt a very effectual way for curing the gift of prophecy—for in those days the punishments were most severe and sentences of the most terrible kind nearly always carried out, justice being then very little tempered with mercy—for desertion, death by shooting; for robbery, the same by being hanged; while lesser offences were punished with 200, 500, 1,000, and even as many as 1,500 lashes. As an instance of the severity of punishments it is told that during the siege of 1727 a conspiracy having been detected among some Moors and Jews in the Garrison to seize upon the Gates and open them to the Spaniards, two of the Moors, the chief agents, were put to death and afterwards flayed, their skins were then nailed to the Gates of the town until they were cut away in pieces by curious people, to be sent to England.

Great misery was caused during the siege by the constant attacks of the gunboats. In a "Lady's Journal of the Siege" she mentions how she was driven night after night from place to place, until at length she was compelled to sleep with her children behind the rocks at Europa. Even here she was not safe; one night a round shot struck the stone beneath which she was crouching.

The scurvy attained a terrible virulence during the siege, and swept before it into destruction ten times more lives than fell from the fire of the enemy. On 11th October, 1780, during a heavy fog, a Dutch dogger was taken by the boats of the British squadron, part of a large Dutch convoy, and carried safely into the Bay. By an almost miraculous stroke of fortune she was laden with lemons and oranges, a freight more valuable at the time than tons of powder. They were

immediately served out to the craving sick, and in a few days the salutary effects were apparent, and men who had been hopeless cripples hanging to their crutchets returned to duty restored and invigorated.

During the extreme scarcity of provisions, a singular mode of hatching chicyens was practised by the Hanoverians. The eggs were placed with some cotton, wool, or other warm substance in a tin case of such construction as to be heated either by a lamp or hot water; and, by a proper attention to the temperature of heat, the eggs were commonly hatched in the usual time of a hen's sitting. A *capon* was then taught to rear them: the feathers were plucked from his breast and belly; he was then scourged with a bunch of nettles, and placed upon the young hatch, whose downy warmth afforded such comfort to the bare and smarting parts, that he from that period reared them up with equal care and tenderness as though they had been his own offspring.

During the destruction of the Spanish batteries at the sortie, General Eliott, most careful that none of the wounded should perish in the flames, went into the works himself to look round, and there found a Captain of the Spanish Artillery dreadfully wounded. He ordered him to be removed to a place of safety, but the Spaniard exclaimed, "No, Sir, no; leave me, and let me perish amid the ruins of "my post!" In a few minutes he expired. (The incident is to be seen depicted in an engraving in the Convent corridor). It was afterwards found that he had commanded the guard of one of the batteries, and that when his men fled he rushed forward into the attacking column, exclaiming, "At least one Spaniard "shall die honourably!" and fell at the foot of his post.

Two Spanish officers were taken prisoners at the sortie, one, the Baron Von Helmstadt, dangerously wounded in the knee. He died of inflammatory fever after amputation of the leg, to which he was persuaded to consent by the Governor, as he had before refused, affirming that he was betrothed to a lady to whom he would never offer himself with a mutilated limb, but on the Governor's representations that his affianced bride would receive him with the more affection for his having gained an honourable wound, he consented to the operation.

The private relations between the opposing commanders were as courteous as should be the case between all brave men. On one occasion the Duc de Crillon forwarded some letters which had been brought by the Comte d'Artois for some officers of the Garrison and on his own behalf added a present of fruit, vegetables, game, and ice for General Eliott, who replied with sincerest thanks, but begged to decline all such for the future as by accepting them he had broken through his rule never to receive anything for his private use but to share both plenty and scarcity in common with the lowest of his brave fellow-soldiers.

When the battering ships were first proved for the attack it was found there was a deficiency of water for preventing the effect of red-hot balls. It was, however, thought lightly of, Don Cayetan Langara pleasantly saying, "he would receive "in his breast all the red-hot shot of the enemy."

Brigadier Curtis was in his pinnace saving officers and men from the burning battering ships, when at the very moment he ran alongside one of the largest blew up, covering the sea with wreck. A large baulk of timber fell through the floor of the boat, killing the coxswain, wounding other men, and starting a large hole in her bottom. Little hope was left of reaching the shore, but the sailors' jackets were stuffed into the aperture, the hole was plugged and the gallant men got safe to land.

In Paris the intelligence of the failure of the great attack was no less unexpected than unwelcome ; so certain had the fall of Gibraltar been considered that a drama illustrative of its destruction by the floating batteries was acted nightly to applauding thousands.

Sergeant Ince, who superintended the excavation of the Galleries, was appointed in 1796 an Ensign in the Royal Garrison Battalion. One day Mr. Ince was trotting at an easy pace up the Rock to his farm when the Duke of Kent overtaking him observed, "That horse, Mr. Ince, is too old for you." "I like to "ride easy, your Royal Highness," was the Subaltern's meek reply. "Right, "but you shall have another more in keeping with your worth and your duties," and soon afterwards the Duke presented him with a valuable steed. The old Overseer, however, was unable to manage the animal, and he rode again to the works in his own quiet way. The Duke, meeting him soon after enquired why he was not riding the new horse, and on being told, and being prayed to take the horse back into his stud again, rejoined, "No, no, Overseer ; if you can't ride "him easily, *put him into your pocket.*" The Overseer readily understood and exchanged the beautiful steed for his worth in doubloons.

The Spanish Admiral Don Juan de Langara, who was in command of the blockading squadron, was taken prisoner by Admiral Darby, when proceeding to the relief of Gibraltar in the early part of 1781, in an action off Cape St. Vincent, when four Spanish line of battle ships were taken. Don Juan was a prisoner in Gibraltar for some time, and on one occasion, on paying a visit to Admiral Digby on board his flag ship, he was presented to Prince William Henry, afterwards William IV., who was a Midshipman on board. The Prince left the cabin, after some conversation, and when the Admiral was leaving, the Royal Midshipman respectfully announced that the boat was ready of which he was in charge, at which

the Spanish Admiral astonished, exclaimed, "Well does Great Britain deserve to "possess the Empire of the Seas, when her Princes do not disdain to occupy the "most humble appointments in her Navy!"

The Lower Lines, which cannot be visited without an order from his Excellency the Governor, are perhaps the most interesting part of the Rock to a soldier. The means by which a large body of men can be kept under cover, and still able to man the lines to repel an assault either on the city or the Lower Lines themselves, show that our grandfathers knew what they were about.

The batteries on the Old Mole so annoyed the Spanish approaches during the siege, that it was christened by them the "Bocca del fuego," and the "Lengua del Diablo," which latter name is retained by the Sandy Spit near the end of the Mole being still called the Devil's Tongue.

Another suggestion, which is not very complimentary to the fair sex, has been made by some commentators, who contend that the name is derived from the wicked scandal supposed to be talked at the Ladies' Bathing Sheds, established near there; but there is no doubt the older derivation is the correct one.

The King's Bastion played an important part in beating off the attacks of the Spanish gun and mortar boats; it has been re-modelled since then. General Boyd, who so gallantly conducted the defence of the Old Bastion, laid the foundation stone of the present one, and now lies in it, his tomb being in the salient of the work. To carry on the work with vigour an opening was made in the sea line which, for the time, rendered the fortress defenceless at that point. A similar opening had been made some years before by a storm, which, being observed by the Duc de Crillon, who commanded at San Roque, he proposed a scheme for an attempt on the Rock. Remembering this, General Boyd always kept an anxious eye upon the gap, but he concealed his fears and would not post any additional guards or picquets there to attract attention, but gave private orders that all the guns and howitzers that could be brought into position on that point, should be so placed. He, however, did not conceal his uneasiness from the Secretary of State, and in urging upon Lord Rochford the necessity of means being furnished for completing the Bastion, he remarked: "There is an idea of glory, My Lord, in the thought of being "killed in defending a breach made by the enemy, but to be knocked o' th' head "in the defence of one of our own making would be a ridiculous death."

All the Old Line Wall has been re-modelled, and portions showing the old shot-marks may be seen in rear of the Prince Albert's Front, where the old Zoca Flank and Sally Port from the Commercial Square may still be seen.

The old walls are also to be seen at Ragged Staff and Rosia Bay, in rear of the more modern ones.

The new Line Wall is in great part a series of splendid casemates, affording comfortable Barracks to the troops who would have to man the works.

THE CALPE HUNT.

This is *the* great institution of Gibraltar, and the reason can be easily understood when the few opportunities for exercise and out-door amusement on the Rock itself are taken into consideration. The noble sport of fox-hunting, so dear to Englishmen, is here maintained in its fullest integrity, and a large and well-conducted establishment at the North Front gives accommodation to the huntsman, hounds, and their attendants; the whips are invariably volunteers, officers of the garrison, and, as is mostly the case with volunteers, do their work right well and in a most self-denying manner. Thoroughly imbued with the importance of their position as regards the day's sport, they oftentimes cheerfully give up a chance of the coming gallop to look after some laggard hound who will not leave the cover. The hunting is of course in Spain, in the neighbourhood of the Rock, the farthest meet being about fourteen miles, and comprises every sort of country except enclosures, for there is no jumping. Plough, cultivation, thick woods, thick coverts, and crags occur in their order, and the riding to a novice seems more than dangerous; but this feeling soon wears off when he sees the ease and safety with which the little coarse bred Spanish horses get over the ground, and also when he sees very many ladies riding safely and well to the front. The regular hunting season begins in November, as soon as possible after the first rains, but before then, if there has been any moisture, the cubs get a good rattling in the early mornings. In the early part of March the ground becomes too dry and hard to carry scent any longer, and the season ends with a cap for the huntsman, as it begins with one for the servants. Foxes are very plentiful and straight-running as a rule, but from the nature of the country, which it is impossible to "stop" properly, "Who-hoop!—Gone to ground!" is the common result; not that kills are uncommon, for many brace are brought to hand during the season, some of them after excellent gallops. Coverts are becoming worse and more scarce every year; the Spaniards burn large tracts in the dry season, to clear and plant in the wet, and cultivation is taking the place of the surest "finds." At the instance of some of the landowners, the Spanish authorities occasionally contemplate revoking all permission to hunt in the neighbourhood,

but they cannot be said to have any reasonable ground for complaint, as the Hunt has always liberally made good any damage done to sown lands or growing crops, and very often satisfies claims for damage which it has *not* done. To the damage bill the field-money is applied, and all claims are liberally dealt with and settled through the assistance of an arbitrator at San Roque.

It is a pity that the taste for fox-hunting does not extend to the Spanish inhabitants in the neighbourhood, as this would wonderfully smooth the difficulties which occasionally crop up and threaten to spoil sport, and the members of the Hunt would gladly welcome the Spanish officers, gentry, and farmers joining in the sport in friendly rivalry; but in this neighbourhood it meets with little sympathy, and retains its exclusively national character, for the Spanish farmer cannot understand why so much expense is maintained, and why so much fuss of men and horses is made about an animal which he can, and indeed very often does, get rid of by a pot shot; and therefore the same feeling remains as described by a local poet many years ago :—

"The novel sight the Spanish hind amazes,
And still he cries, 'Que locos los Ingleses!'"

not the first time nor the first place where "those mad English" has passed into a proverb.

The hounds meet twice a week during the season, and it can easily be imagined how great is the relief to these cooped up on the Rock in a day's ride through beautiful scenery and with usually most lovely weather. The very ride to the meet is most exhilarating, as the highway to the greater part of the meets is the Spanish beach, with its gloriously fresh sea breezes. Everybody knows everybody else, while the presence of many of the fair sex gives grace and animation to the scene. The pack, &c., is kept up by monthly subscription, $30 from each regiment, and $2 each from each member of the staff, departments, and civilians who join. Besides this there is a cap of half a dollar field-money, which goes to the damage fund, which averages about £100 a year; sometimes the amount is larger.

The origin of the Calpe Hunt is rather doubtful, there being no authentic narrative of its early history on record. It has been asserted, but totally without foundation, that the Calpe hounds are descended in a direct line from the Duke of Wellington's pack, with which the British army hunted during the winter months of the last years of the Peninsular war. So also the Isla de Leon Hunt Club, established by the British garrison of Cadiz, has claimed the honour of having supplied the nucleus round which the Calpe Hunt was formed. It certainly appears from the only documents connected with the Cadiz Club still extant, that, on the breaking up of the garrison, the hounds were presented to the 29th Regiment,

in joint ownership with the other regiments quartered on the Rock. The most reliable particulars as to the antecedents of the Hunt are those treasured up in the memories of the oldest inhabitants of the Rock, and they are as follows:—

In the early part of the present century the Rock swarmed with foxes, and two gentlemen, the Rev. Mr. Mackareth and Mr. Relph, both great sportsmen, used every endeavour to start a pack of foxhounds, and one couple was got out from England. With these two, "Rookwood" and "Ranter," several excellent runs were obtained up the face of the Rock, notwithstanding the difficult nature of the country. The sport was so undeniable, and the coverts of the neighbourhood having become available by the departure of the French Army of observation, the expansion of the pack quickly followed. Messrs. Lowe, Atkinson, Hobbs, Sewell, and others, civil residents in Gibraltar, brought out additional hounds at their own expense, and in 1814 a very respectable pack was established.

There was no paid huntsman, and the duties devolved on Mr. Mackareth, a very keen sportsman. The originators of the pack now constituted themselves into a club, called the "Civil Hunt," wearing a blue uniform, with silver buttons and the letters "C.H." The hounds were housed at San Roque, partly on account of the difficulty of obtaining suitable accommodation on the Rock, and partly because they were nearer their work. At first the Hunt was entirely composed of civilians, but notice of meets was duly sent to the different messes. Two officers of the Garrison were regular attendants, Mr. Templer, Royal Artillery, and Mr. Alderson, Royal Engineers, both of them sons of masters of foxhounds at home. It was impossible, however, to resist the entreaties of the officers, and in 1814 many of them became members. The Calpe Hunt was now in flourishing circumstances, the pack was numerous, the fields large and foxes plentiful, and *last*, but not by any means *least*, cultivation around was almost unknown. The meets were attended by officers of the San Roque and Algeciras garrisons, and a damage-bill had never been heard of.

Towards the end of the same year the hunting received a temporary check. An epidemic fever, which had visited Gibraltar in 1813, again made its appearance, and the Spaniards put the Rock in quarantine, and established a sanitary cordon at the Lines. Fortunately the hounds were at San Roque, and an officer of the Garrison who had been sent there on sick leave before the imposition of the quarantine, was allowed to remain to take charge of them. Meets continued to be held, and were mostly attended by the officers of the British Fleet then lying off Algeciras, under Admiral Fleming, a most enthusiastic sportsman. It was during this season that the hounds brought to bay a large wolf in the Cork Wood, and with the assistance of the gallant Admiral, who was in the thick of the *melée*, despatched it.

With renewed communications hunting revived, but with a difference in the character and constitution of the Hunt. Most of the original civil members had ceased to belong to it, military men had been admitted in large numbers, and the whole management gradually fell into the hands of the officers of the Garrison. The uniform was changed to scarlet, and the hounds were brought in from San Roque, the present kennel at the North Front being built under the auspices of the then governor, Sir George Don.

Since then, the Calpe Hounds have existed with varying fortunes, but with an inherent vitality which has brought them safely through the difficulties and dangers which often threatened collapse. The determined antagonism of the Spanish farmers has often found vent in most exorbitant bills, the exchequer has been on the verge of bankruptcy more than once, sickly summers have thinned the pack and reduced its numbers almost to zero; but in its most evil days the Hunt has always found good friends, and the great national sport has held its own in the long run.

In December, 1853, as a correspondent describes, "the hard-hearted quarantine "having set in like a black frost, and still continuing without much appearance of "a thaw," the pack was taken across the Straits for a visit to Barbary, and for the first time the soul-spiriting notes of hounds and horn were heard in the land of the Moor. The visitors met with every kindness and attention from our present Minister, Sir John, then Mr. Hay, who made all suitable arrangements for their comfort. The Moorish farmers took the greatest interest in the doings of the Hunt and showed themselves fine sporting fellows. They had good sport, foxes being very plentiful, and on one occasion had a splendid run with a wolf—forty-seven minutes with only one check—the distance traversed being nine miles over a very rough country. The hounds were whipped off in the wooded crags of Cape Spartel.

The hounds are drafts from some of the best packs in England, and there are usually thirty couple in kennel. Puppies born in Gibraltar are difficult to rear, and from the terribly rough nature of the country, constant yearly additions have to be made to the pack, which entails a large drain on the Hunt resources.

The present huntsman is Charles Payne, a thoroughly good sportsman, a dashing rider, and always cheery under the worst weather, and the most untoward circumstances of scent and cultivation. He gives great satisfaction and is highly appreciated, his kennel management being also very judicious.

Any notice of the Calpe Hunt would be incomplete without coupling with it the name of Mr. Richard Holmes, a resident in Gibraltar, who has devoted the whole of his energy and spare time to the hounds, the coverts, the country, and everything connected with the Hunt for many years. Although he has now retired from any part in the management his services will always be gratefully remembered.

THE COUNTRY IN THE VICINITY.

We must begin by saying that the roads to the different places in the vicinity of the Rock, with the exception of that to San Roque which has been lately put into order, although not quite impassable for wheeled carriages, subject the traveller making use of such a conveyance to very great fatigue and inconvenience. A visit to the surrounding country should be paid on horseback, if possible, and excellent hacks are to be obtained in several stables in Gibraltar at a moderate price.

First, we will mention the places to which a visit and return can be accomplished in the day, which must be between morning and evening gunfire.

1. The town of San Roque.
2. The Pine Woods.
3. The Cork Woods, in which are the 2d Venta, the Mill, the Long Stables and the Convent of Almoraima.
4. Castellar.
5. The town of Los Barrios.
6. The town of Algeciras.
7. The Waterfall, four miles from Algeciras.

The traveller leaves the fortress, if on horseback, by the Landport Gate, where its narrow winding passage recalls a noteworthy anecdote. In 1624 King Phillip IV. of Spain determined on a tour of inspection through his Southern Provinces, and on reaching Gibraltar, when attempting to enter the place in his carriage, it was found impossible to pass the narrow and tortuous way by which the entrance was to be effected. It was therefore necessary to take the carriage to pieces, and the King entered the Garrison on foot. The nobleman in attendance complained in harsh terms to the Governor that it was his duty to have had the entrance widened; to which was replied, "That the entrance was not made that carriages "might come in, but was so constructed that the enemy might be kept out."

If in a carriage the Waterport Gate must be the road taken, which afterwards passes over the Glacis, defended by a complete system of military mines, and then over the causeway, 300 yards long, which leads outside the last barrier gate (Bayside) to the North Front. On this Glacis was established a lazaretto for the sick during the scourge of fever; and at the corner of the beach was executed in January, 1830, a pirate, Benito Soto, the second mate of the "Defensor de Pedro," a Brazilian brig, ringleader of the mutineers who seized the ship off the

coast of Africa, murdering some of the crew who would not join. He then committed piracies on many vessels, scuttling one of them, the bark "Morning Star," with English officers, ladies, and soldiers, passengers from Ceylon; but after the departure of the pirate ship the leaks were stopped, and the vessel reached England in safety, when the evidence of the passengers was available against the mutineers. Other ships were burnt and destroyed; the crews in all cases being treated most brutally, and many of them shot or thrown overboard. The pirates, on reaching European waters, ran the vessel on shore near Cadiz and succeeded in landing with their booty; but their after conduct was so suspicious that twenty-three of them were arrested, two only making their escape. Of the twenty-three who were brought to trial at Cadiz eighteen were executed, being dragged to the place of execution; six were beheaded and their heads exposed on the gates, and the rest hanged, drawn and quartered. The ringleader, Benito Soto, was captured at Gibraltar, and after nineteen months in prison at the Moorish Castle he was brought to trial before Sir George Don, the Governor, at the Admiralty Sessions at the Court House, condemned to death, and hanged four days after.

During the Great Siege a line of chevaux-de-frise was fixed by the Corps of Soldier Artificers, from the foot of Landport Glacis, adjoining Waterport, to the sloping palisades on the Causeway across the inundation.

Looking back, and to the right and left, it will be seen that the Causeway is most strongly defended, being protected by the fire of the Grand Battery (erected in 1543 on the ruins of the lower part of the first wall of the Moorish Castle, with a deep dry ditch carried close into the body of the Rock), and also by the guns of the Lines, the Galleries and the Old Mole, and would be swept by a terrible storm of shot and shell if occasion should arise.

Along the trim and well kept road, bordered with growing trees, with the neatly arranged Camp on the left hand, our advanced line of sentries is reached, facing the bare and barren Neutral Ground, which begins 800 yards from the Bayside Gate. During the Great Siege the enemy's most advanced trench was within 500 yards of the Bayside Gate; rather nearer to Spain than the entrance of Queen Victoria's road. Here, previously to the attack by the fire ships, a most stupendous parallel had been built at which 10,000 men were employed. The line embraced each shore of the isthmus, with a formidable communication or earthwork in front; the epaulement raised entirely of sand bags, ten to twelve feet high, and of proportionate thickness. The Spanish Gazettes give the line as 230 toises, or 1,380 feet, and 1,600,000 sand bags were employed in its erection.

On leaving our sentries we pass over a road generally in most excellent *disrepair* and soon the long line of white stone sentry-boxes indicates the Spanish Lines,

into which the traveller enters by a gate, guarded by particularly unprepossessing-looking sentries, whose slouching gait and careless manner of carrying their arms contrast badly with the smartness of everything military he has left behind him on the Rock. Here are also the Carabineros, whose duty is to examine all carriages, baskets, and bundles for articles liable to duty. This is done most strictly, but individuals are let off more easily, or how can we account for the groups of men and women whom the traveller will see on parts of the Neutral Ground, close to the road, packing themselves and each other with cotton and silk goods, tea, small parcels of tobacco, and other contraband articles. These must escape search, or it would not be worth while to run the risk.

The sandy isthmus over which the whole of the road between Bayside and the Lines passes, together with the land for nearly two miles beyond, bear unequivocal marks of having once formed the sea bed. The surface, almost entirely composed of sea sand, resembles a little sandy desert, in many parts of which are seen large assemblages of gregarious shells similar to those now in existence in the Bay.

A Roman ruin, discovered near Campo in 1845, containing coins of the lower empire, was found covered in one part with layers of these shells several feet below the present surface and nearly six feet above the present level of the sea. This fact appears to be conclusive that the sea had encroached upon the land since the destruction of a Roman town or village and had again receded. This isthmus is in most parts about ten feet above the level of the sea and from the Rock to the level ground at the foot of the Queen of Spain's Chair, where it is lost, its circumference is nearly eight miles.

The Lines (Línea de la Concepcion).

After the confirmation of the possession of Gibraltar by England by the Treaty of Utrecht, the Spaniards, in order to isolate it as much as possible, erected a line of fortifications from the Mediterranean to the Bay, with a strong fort at either end —on the West Fort St. Felipe, and on the East, Fort Sta. Barbara—with parapets eighteen feet thick, faced with stone, between them being places of arms and guard-houses. They were destroyed in 1810 by Colonel Harding, Royal Engineers, at the request of Spain during their war with France, the Spanish army having taken refuge under the guns of Gibraltar and fearing that the French might make a lodgment in the lines which were very strong.

On their first erection by Philip V. the British agent at Madrid was instructed to remonstrate against them, but he wrote back in reply, "I was assured if the whole "universe shall fall on the King to make him desist, he would rather let himself be "cut to pieces than consent."

When Ferdinand VII. was replaced on his throne by English arms, Ballesteros the Spanish General who had found refuge under our guns, urged upon his master to re-construct these works. General Don therefore said to the Spanish Commandant at Algeciras, "If you begin, I will fire a gun; if that won't do, I "will fire another; and if you persevere you shall have a broadside from the Gal- "leries;" (once called by the Spaniards "los dientes de la vieja," the grinders of the stern old Cerbera.) The destruction of these lines, for which the negotiations were conducted by Sir Colin Campbell, Governor of Gibraltar, was as essential a measure for Gibraltar as it was for the Spaniards, as it then contained a mixed and disaffected population of more than 12,000 persons and merchandize to the value of two millions which could have been easily destroyed by bombardment. They had a formidable armament during the Great Siege: San Felipe had twenty-six guns, Santa Bárbara twenty-three, in addition to the batteries of El Rey, El Principe, La Princesa, and El Infante, fifty guns between them; besides thirty large mortars on either side to Tunara on the East and Punta Mala on the West.

A great deal of the stone was brought into Gibraltar and used in building; the houses at the corner of Gunner's Parade and Engineer Lane, and two large houses in Waterport Street on the right hand side, below the Post Office, being among those erected from this material.

On the ruins were erected what was formerly a collection of squalid houses, with two Barracks for the Spanish troops; but within the last two or three years houses of a much better pretension have been erected on the sand, with some cafés, a large church, a theatre, and a bull-ring; and the place is spreading extensively, the inhabitants now numbering thousands where formerly they were only in hundreds, the foundations of the old forts still being found most useful as quarries of cut stone. Several handsome villas have lately been erected. There is also a cock-fighting establishment, which is largely patronized, particularly on Sundays. The inhabitants, other than the soldiers, exist on the "crumbs" of the Rock; more than 2,000 of them, from the Lines and San Roque, coming into Gibraltar daily. The town is encompassed with gardens highly cultivated although the soil would not strike a stranger as likely to be fertile. Quantities of vegetables and fruit find their way into Gibraltar from these gardens which extend almost to the foot of the

Queen of Spain's Chair (Sierra Carbonera).

The origin of the name (which is not known to the Spaniards) is very doubtful. It is said that when the French and Spanish troops were besieging Gibraltar the Queen of Spain took her seat there and vowed she would never move from the spot until she had seen the Spanish flag waving over Gibraltar. There she sat far too

long for Majesty and might have been added to the list of the martyrs she had invoked had it not been for the mercy and gallantry of the English Governor, who having heard of the Royal vow, caused the Spanish standard to be waved over the ramparts and so released the Royal lady. The "Chair" is 971 feet in height and distant 6,866 yards from the Rock Gun.

The cross on the summit was placed there about 1864 by a Jesuit Missionary, Padre Ricardo. These crosses are often placed on elevated situations near towns or villages in remembrance of a mission and are resorted to on stated days; there are crosses at Algeciras and Los Barrios of the same origin.

Passing through the Lines to the West, a few minutes' most unsavoury ride brings us to the Western Beach, at low tide a noble stretch of sand; and putting our horse into a canter, scarcely a mile brings us to the turning leading to San Roque; here we leave the sands, and proceeding leisurely, as the road here is not good, reach in another half-mile the village of Campamento, a poor place, but cool in the summer, and consequently many inhabitants of Gibraltar, whose business takes them there daily, have their summer residences at this convenient distance. At the back of the village is a large common where is the polo ground, rented by the Gibraltar Garrison, and where the Steeple Chase Meeting takes place in the early spring, over *made* fences. Occasionally there is capital quail shooting to be had on this common.

Proceeding on our way from Campamento we shortly pass on the left hand a summer pavilion, with a delightful garden full of orange and locuot trees, belonging to Mr. Francia, of Gibraltar.

Dr. Kelaart says that an artificial cave was discoverd in this garden, extending a great way into the body of the hill and containing evidences of its former occupation by man.

A grave was also found, containing several human skeletons, in a perfect state of preservation: there were rude implements, chiefly of stone, buried with them, which are considered to indicate that the remains were those of Phœnicians.

Opposite to the gate may be observed the remains of a plain tomb, now rapidly falling to decay; formerly a cross stood beside it—La Cruz del Sardo—it having been the burial place of a Sardinian captain of a merchant vessel who, during the War of Independence, when San Roque was occupied by a French division, approaching too near their lines was attacked and killed by a party sent out to

intercept his retreat; his companions erected a stone on the spot, on which was recorded the name and the untimely death of the Sardinian. At the foot of the hill leading to San Roque we see on the left hand a farm, with a flourishing vineyard on the sunny slope to the stream, belonging to Mr. H. Sprague, United States Consul at Gibraltar; and shortly after, on the opposite side, we pass a *cortijo* with a large red cross on the front wall, with the remains of two smaller on either side. Popular tradition recounts that a murder was committed there, and the symbol is one of the *murder crosses*, not uncommon in Spain where the burning heat of the climate keeps the blood at boiling point and the *navaja* is ever handy. Such crosses may be seen occasionally in the Cork and Marajamboo Woods. But the most reliable accounts agree that the house (known as the Cortijo de tres Cruces or Cortijo de Gambaro) was built by Don Diego Gonzalez, who had the crosses painted on the wall solely as a religious symbol, to invoke Divine protection and as a defence against evil spirits. A very little further on, rather removed from the road on the left hand side, there *is* a *murder cross*, "La Cruz del Padre Ventura," erected in memory of a man of that name of great worth and highly respected, who was hanged by the French on the spot, for withholding some information which they desired to obtain.

From this spot we view a large expanse of corn land down the valley to the left, while, on the right, rises the rugged clefts of the Sierra Carbonera, now, alas! for the Calpe Hunt, with every little bit cultivated up to the commencement of the rock ridge at the top; and looking back the Rock of Gibraltar appears as an island, the isthmus connecting it with the main land merging into the azure blue of the sea: in a very few minutes from here we reach

San Roque,

the situation of an ancient Hermitage which had always been an object of great veneration to the people of Gibraltar, for when in 1649 an epidemic disease, having committed great ravages at Cadiz and Seville causing the ruin of these opulent cities, finally reached Gibraltar, all attacked by it fell victims, and as no human skill could arrest its progress reccurse was had to the Hermitage to which processions and peregrinations were successfully made. It was observed that none died who retired to that eminence although attacked by the disease; whence arose the greatest devotion to the Holy Shrine, and the anniversary was celebrated by the people of Gibraltar by a devotional procession and much solemnity. The town was founded in 1704 by the Spaniards after the loss of Gibraltar, chiefly from the ruins of the ancient city of Carteia.

The account of the building of San Roque, for many years a most important town, and other neighbouring towns is so interesting that it deserves a somewhat

lengthened notice. The Spanish inhabitants of Gibraltar who, preferring the loss of their possessions and all they held dear, had left the fortress in a body when it fell into the hands of the English, proceeded to form for themselves new dwellings in different parts of the neighbouring Campo. They still considered themselves the representatives of the lost city, whose name and authorities they kept, as also were continued to them, by Royal command, all the privileges they enjoyed in their former city. Thus there may be said to have existed two cities of Gibraltar, one the actual, occupied by the English, and the other the moral, composed of Spaniards who had fled from that city with their archives and title deeds of their properties (Montero). No doubt there was as much lingering hope of again possessing the strong place they had wrested from the Moors in the minds of the Kings of Spain, when they contributed to keep up this contradiction, as it may be called; as a wish to soften the bitterness of their loss and to reward their loyalty to the Crown, when they conferred all their former privileges to their subjects, as if the city had never ceased to be under their dominion, and that the exodus of the inhabitants to other parts had only been made for reasons of convenience.

Thus in all public acts the people of San Roque are still styled "the inhabitants "of Gibraltar, residing at San Roque."

It was to San Roque the greater part of the fugitives proceeded, and encamped near the famous Hermitage which recalled so greatly to their recollection the benefits they had derived in the epidemic of 1649. Soon therefore a village, which afterwards became a town, was there established. Such was the foundation of the present San Roque, a place most convenient as being as near to the Rock as possible, to be well away from its guns; but the inhabitants still treasured the hope of recovering their own again; and this was the reason the town was not built at Rocadillo, a place in every way more suitable (Montero).

Some few years afterwards others of the fugitives who had sought the farms and cottages on the banks of the Palmones, gathered together round the Oratory of San Isidro, on the Cortijo de Tinoco, and this was the commencement of Los Barrios.

The smallest part of the homeless who had wandered towards old Algeciras were reunited around the Oratory of the Vírgen de la Palma, and there established a town like the others, which was the foundation of new Algeciras; but both these latter towns were subject to the jurisdiction of San Roque, seat of the Municipal Council of the ancient fortress; and these three populations represented the lost Gibraltar.

In due time large churches were erected, and in them found refuge the sacred images removed from the Church of St. Mary at Gibraltar, as has been mentioned in the descriptive notes of that edifice; that of St. Joseph being in the church of Los Barrios, and the venerated image of Jesus of Nazareth in the church at San Roque.

San Roque rapidly increased in numbers, and in 1727 they were doubled; Algeciras also increased greatly, particularly on account of its port, and in consequence sought partition from the dominion of San Roque, and memorials were laid before the Sovereign; these naturally were energetically opposed by San Roque, and for the time the subject was not persevered with, but reopened in 1734 with greater persistency. Algeciras pleaded the great augmentation of its population, much superior to San Roque, its increasing commerce and the little attention it received from the Council at San Roque. It therefore not only prayed for its ancient extended limits, but that the ancient Ayuntamiento of Gibraltar should be transferred to it.

In 1738 the petition of Algeciras was refused by the King, who only conceded the appointment of an Alcalde, nominated by the Corregidor of San Roque, who was to exercise civil and criminal jurisdiction in the city and for one league outside, subject to the approbation of the Council.

In 1755, owing to the increase of Algeciras, it received concession for a separate Ayuntamiento; and soon after this division of jurisdiction came a division of territorial rights between the towns. Algeciras was to be bounded by the Palmones River, San Roque by the Guadarranque, and Los Barrios was to possess jurisdiction over the part between the rivers, the other limits of the separate jurisdictions being Tarifa, Alcalá de los Gazules, Castellar and Casáres, and such they are to this day.

In 1763 San Roque protested against this diminution of her ancient privileges, but gained only some trifling concessions.

In 1808 General Castaños, as General of the Campo, resided chiefly at Algeciras, which he greatly embellished with buildings, and ultimately, in spite of the protestations of the people of San Roque, removed the head quarters of the Campo of Gibraltar altogether to Algeciras, in view of the great need of every communication and watchfulness over Ceuta, constantly threatened by enemies; and the Government, on being appealed to, confirmed this resolution on account of the superior importance of the place as a port and a fortress. The headquarters, therefore, of the Campo of Gibraltar are now at Algeciras.

San Roque is situated on an eminence, and is very healthy. The population is about 8,000. It has a bull-ring, where, during the fair time, a "cuadrilla" of performers takes part in the popular and brutal amusement of bull-fights.

It has always been the head-quarters of the different Spanish and French armies engaged in the siege of the Rock. All persons born on the Rock are entitled to the rights of native Spanish subjects. The boundaries of the *Campo* of Gibraltar, or those of the territory and neighbourhood belonging to the *City of Gibraltar*, granted to the Duke of Medina Sidonia, were widely extended; running five leagues from East to West, three from North to South and comprising a circuit of twenty-nine leagues. They extended Eastward as far as the River Guadiaro (River of Houses) which also formed on that side the boundary of the Kingdom of Seville. To the Westward they adjoined those of *Tarifa*, *Medina Sidonia*, and *Alcalá*, to the North they met those of the towns of *Castellar* and *Ximena* and to the South those of Tarifa and the Straits. In them were also included the boundaries of Algeciras.

Sir George Don, the Governor of Gibraltar in 1826, had his country-house at San Roque, and there are many good residences belonging to inhabitants of the Rock; but the town itself is miserably dull, and only wakes up during the fair time, and at occasional times when the Calpe Hounds meet there, and bring an unwonted concourse of gallant men and fair women to enliven the place.

From San Roque, a ride of about four miles, through beautiful scenery, brings us to the Second Venta, a muleteer's halting-place at the entrance of the Cork Woods, but neither at this nor at any of the other places in the Cork Woods can any refreshment be obtained for *man*, except at the Long Stables, where bread and poached eggs can be had sometimes, but in all of them stabling and food can be obtained for *beast*.

There are two roads from San Roque to the Cork Woods; leaving the town by the road passing the bull-ring, one bearing to the left after crossing the stream at the bottom and passing by the First Venta—the other to the right over the hills at the back of the Duke of Kent's Farm direct to the Second Venta.

If, instead of turning off to the right to Campamento, on the road to San Roque, the traveller continues along the beach he passes by Punta Mala, which formerly had a large and well armed fort. It was at this point of the Bay their material was landed by the Spaniards; their camp, consisting of two lines, extending from Punta Mala in an oblique direction towards the Queen of Spain's Chair.

The hills were then completely covered with trees and brushwood which were cut down in the most lavish manner for the requirements of the camp and siege works, so great were the requirements for the camp; hence the name Sierra Carbonera. The artillery park was nearer the Bay, close to Punta Mala, a spot which had been selected from its advantages as a landing place for stores, guns, &c. It was here also the allied English and Dutch landed between 3,000 and 4,000 men from Sir George Rooke's squadron, as a land force to operate against Gibraltar when it was taken in 1704. The next village is

Orange-grove (Puente Mayorga),

a small fishing village, where there is a picturesque bridge over a little river, which, although placid enough in general, yet, when swollen by heavy rains, becomes a torrent, and cuts a path to the sea through the sand, in which at other times it loses itself. Two officers and the driver of their car were drowned here a few years ago. This stream, rising near the *Cortijo del Aguila* in the Sierra Carbonera, on the right hand side of the Malaga road, and there called the Cagancha, runs by San Roque and under the new bridge near Francia's garden, where it is joined by another stream, Aguas Dulces, formed from the waters of Castejon or Castellon (the old tower of Carteia), and from thence flows towards the sea under the name of Cachon de Puente Mayorga.

From Orange Grove the ride to the 1st Venta over the Carteian Hills is very pleasant and affords some fine views; it is the route usually taken in wet weather or when the beach is bad; but straight on the stretch of beach towards the First River (Guadarranque) is called "The Ladies' Mile." It is usually very good and sound and, with but little traffic, there is every temptation for a gallop: so it is scarcely necessary to explain the title. On approaching the Tower on the right hand, close to the river, on the eminence called "El Rocadillo," now a farm, the corn grows where once Carteia flourished. This famous city of the ancients was founded by the Phœnician Hercules, hence called Melcarth (King's Town). It was enjoyed by them for many years until taken by storm by Hannibal and destroyed (B.C. 220), being a very wealthy city and the capital of a province, having carried on a great trade from Britain, Spain, Africa and many isles and countries with the famous mart of Tyre. It was taken from the Carthaginians by the Romans fourteen years after and became a Roman colony, where Caius Pompeius retreated when Cæsar gained the memorable battle over Pompey's two sons at Munda, B.C. 45. The Romans were absolute masters of Spain for 620 years till the Goths overran Rome, and the Vandals carried fire and sword into Spain and destroyed the cities. It is probable Carteia was finally destroyed when they broke into Andalusia, A.D. 425. Carteia is described by Ayala as the

first colony held by the Romans in Spain, the receptacle of the fleets of the Carthaginians and the Phœnicians, the Court of Argantonius, the frequented emporium of all commercial nations.

History records the important part its citizens took in Cæsar's wars, and from Carteia Sextus Pompeius, after the death of Cæsar, marched at the head of six legions.

The foundations of the old city have been traced to a spot between Orange Grove and Punta Mala, its Eastern boundary; and statues, coins, cinerary urns, tablets, &c., have been discovered in plenty within that place. In the Town Hall of San Roque may be seen a small but elegantly worked basso-relievo found there.

The old tower on the beach near the first river must not be confounded with the tower of Cartagena, which was of great size, and the ruins of which are still on a hill to the North of the site of the old city. It was simply one of the coast watch towers in the time of Philip III. Before 1704 the ruins of the ancient city were very considerable, but they were used up to build the new houses of the inhabitants of Gibraltar, who left that city on its capture by the English. Remains of the acqueduct which supplied it may, however, still be seen near the Almendral, to the North of San Roque.

The watch-tower referred to above, of which are several in our neighbourhood, date from about 1620, forty four of them being erected along the whole extent of coast from the Easternmost point of the ancient Kingdom of Granada to the borders of the Portuguese territory, comprising an extent of sixty-three leagues. They were erected as a permanent remedy against the inroads of the Turkish corsairs by whom the Mediterranean was infested, and notwithstanding the vigilance of the Spanish naval forces often spread alarm and consternation along its fertile shores, the district of Gibraltar being too often the scene of their insults and depredations. The Ministers of Philip III. therefore resolved to erect these towers from which could easily be seen the light of the fires made by the guards during the night or the smoke in the daytime, to announce the approach of the enemy and call to arms at the shortest notice all the inhabitants of the coasts, who were by these inroads so constantly exposed to great losses and also to captivity.—The reign of Philip is particularly remarkable for the expulsion of the last remnants of the Moors from Spain. These were yet numerous, and although most of them pretended Christians they still secretly indulged in the doctrines of the Prophet: the Catholic clergy could ill-brook the appearance in every part of the Kingdom of these infidels, amounting probably to a million of souls, active and intelligent, exercising great skill and industry, by which they would infallibly become in a few years predominant, possibly to the overwhelming of Christianity in the whole Peninsula.

After numerous representations from the higher orders of clergy, supported by remonstrances from Rome and assisted by the entreaties of his wife, Philip finally determined to expel the whole of the surviving Moors and their descendants from Spain; and in 1610, after a lapse of 900 years from the first arrival of Tarik and his followers was to be seen at Gibraltar, the expulsion of their descendants conducted to Africa by the Spanish Admiral Don Juan de Mendoza.

Among the little cluster of houses near the Ferry is one for *refrescos*, including those particularly dear to Englishmen; and *Maraquita*, the hostess, is well known for her civil and prompt attention to thirsty souls. The road along the river bank to the right winds at the bottom of the hill of Rocadillo, over the little river (Rio de la Madre Vieja), and across the cultivated plain, almost impassable in wet weather, to the 1st Venta (del Padre Mendez) and from there the traveller passes first the Duke of Kent's Farm (Cortijo de la Fajonera), then observes the sugar mill on the opposite bank of the stream—now used only as a corn mill, the cultivation of the cane not being a success there—and soon reaches the 2d Venta (de Gamez) at the entrance of

The Cork Woods.

Nothing can exceed the beauty of these woods, although now sadly thinned by the charcoal burner; they are a favourite resort of pic-nic parties from the Rock, and in the winter constantly resound with the cheery cry of the Calpe Huntsman, the sound of the horn, and the deep notes of the hounds, for through the kindness of Mr. Heredia, of Malaga, many parts are strictly prohibited to shooting parties and consequently foxes are undisturbed. They are many miles in extent and possess every kind of beauty. Open spaces covered with the most springy turf, where it is impossible to resist a gallop; deep ravines thickly wooded, dusky groves, a pleasant retreat from the summer sun, hundreds of sorts of wild flowers and ferns, magnificent old cork trees, very much like the oak in appearance, a resemblance which is further heightened by their bearing acorns, and a broad river at the bottom, all make up a scene which requires to be visited only to be appreciated; and which is quite certain to leave a pleasing recollection for years in the mind of the traveller. At certain seasons there is good rough shooting in these woods and between the rivers.

If, instead of visiting the Cork Woods, the traveller desires to pursue his way to Algeciras he crosses the Guadarranque (River of Mares) in the ferry boat. On this river in ancient times hundreds of Roman galleys moved, and here also and at Algeciras the bomb-vessels were built during the great siege. Once on the other side the way is plain to the Second River (Palmones). (The tower between the two rivers is called Entre Rios, and that on the further side of the Palmones,

La Almiranta). This river is also crossed in a ferry-boat, and the way is then quite clear to

Algeciras.

This town was built by the Moors about the second year of their coming into Spain, and was once a fortress of great magnificence and note, the name Jezirah-al-Khadra signifyng "the Green Island," is still preserved in the island opposite, "La Isla Verde." It was taken by the Spaniards in 1344, but in 1364 retaken by the Granada Moors and destroyed. The King of Spain is also King of Algeciras, a remnant of his former greatness, it being one of the keys of the Moors to Spain. *Old* Algeciras was situated on the South bank of the Rio Miel and remains yet exist in the Torre Villa Vieja (Tower of the Old Town), and another tower close to the sea, abreast of Isla Verde. The towers are square indicating Moorish origin.

The aqueduct still in good order and supplying the town is generally spoken of as having been constructed by the Romans; but Montero says that neither in Algeciras or in the Villa Vieja (Old Town) are any vestiges of Roman occupation and that the aqueduct and the remains of the old walls in the vicinity belonged to the city founded by Tarik and which was re-built and extended by Jusuf Ben Tachfin in 1098.

Modern Algeciras was re-built by Charles III. in 1760, to be a hornet's nest against Gibraltar, swarming with privateers in war time, and with guarda costas in peace. It is a large place, population about 12,000, but very dull and sleepy —a type of all the towns to be seen in the South of Spain. The land communication from it to the interior is very bad. It is the head-quarters of the force stationed over the Campo, as the Spaniards still call the whole country round Gibraltar, and the Commandant is the Governor of the place. The handsome Plaza has a fountain erected by Castaños in 1808, and there is also a church of some interest. The Alameda is prettily laid out and the bull-ring is spacious. The bull-fights here are among the best in Spain. The town itself is of little interest except for its associations and the sieges it has undergone from the Moslem and Christian, but remains of noble aqueducts exist in the immediate vicinity. It is visited from Gibraltar, as a day out from the hot rock in the summer, and for the purchase of gloves, which are good and cheap. An excellent luncheon may be obtained at the Fonda de la Marina on the beach, from the windows of which the old Rock, 5½ miles distant across the Bay, appears magnificently grand.

The Waterfall (Las Chorreras), about four miles from Algeciras, is very picturesque, and well worthy of a visit.

It is situated in a ravine of a low spur of the Sierra de la Luna, the distance of the nearest or most Easterly bend of that range from the centre of Algeciras being equal to the distance of the latter from the summit of the Rock—about 30,500 feet on either side. This is a positive fact, although it seems difficult to realise that the Sierra de la Luna, except the nearest point named, is farther from Algeciras than the whole width of the Bay to Gibraltar, *plus* the distance up the Rock.

From Algeciras, the sharp rugged outline of the Rock, assumes the appearance which has caused the Spaniards to call it "El Cuerpo," it appearing like a vast human body laid out on its back and covered with a winding sheet like a dead Titan on his funeral pile; the head towards Spain, the chest arched at Middle Hill, the legs rising gently upward to the knees at O'Hara's Tower, and then sloping down till the feet rest on Europa. To the North of Algeciras, in a picturesque valley about thirteen miles from Gibraltar, lies the town of

Los Barrios,

Founded by the refugees after the siege of 1704, on the situation of an ancient Hermitage (San Isidro). Only worth visiting on account of the scenery through which the road passes. The church is the only object of interest worthy the attention of the traveller.

Castellar,

An old Moorish town and fortress, the latter in good preservation, situated on a great height of bare rugged mountain which rises between the Rivers Hosgarganta and Guadarranque. It has to be reached by a rocky staircase, nearly 2,000 feet high. It remained in the power of the Moors till 1434 when it was taken by Juan de Saavedra, Alcalde of Ximena, recovered by them, but again re-taken by the same valiant soldier. It is the property of the Duke of Medina Celi. The road from Gibraltar to Castellar is through the Cork Woods, and passes by

The Convent of Almoraima.

The ancient Convent of Santo Cristo de la Almoraima was founded in 1603 by Doña Beatriz Ramirez de Mendoza, Countess of Castellar. It is now a farmhouse; but in the Chapel still existing a solemn service is celebrated on the 3d of May in each year which is usually well attended by the Gibraltar and country people, who afterwards hold high holiday in the Woods.

Among the places to be visited from Gibraltar, but not within the limits of a day's ride, we may mention Tarifa and Ximena in Spain, and Tangier, Ceuta, and Tetuan in Barbary.

Tarifa,

the Julia Traducta of the Romans, and the most Moorish town of Andalusia, is about twenty-four miles from Gibraltar. It is the most Southerly point of Europe, being five miles farther South than Europa Point, and two miles than Cabrita Point. It takes its name from Tarif, the Moslem captain who first commenced the conquest of Spain, and was held by the Moors for 581 years. The ride thither from Algeciras over the mountains is glorious, the views are splendid. The wild forest through which the Guadalmeci boils and leaps is really magnificent, and fine views of Gibraltar and its beautiful Bay are seen through its leafy vistas.

The town contains some 13,000 inhabitants; its narrow and tortuous streets are enclosed by Moorish walls. The Alameda runs between the town and the sea, and the Alcazar, a genuine Moorish castle, is to the east, just within the walls.

Tarifa was defended by Alonso de Guzman (El Bueno) in 1232 when the Moors threatened to kill his only son, who had fallen into their hands, if his father would not surrender the place. Alonso drew his dagger and threw it down, exclaiming, "I would rather they should kill this child, and five others if I had them, than "surrender to them a city which my Sovereign has given me to guard." He retired and the child was put to death, his head being cut off and hurled against the walls for his father to see, on which a cry of horror rang from the soldiers on the battlements: Alonso rushed forth, beheld his son's body, and returning to his childless mother, calmly observed, "I feared that the infidel had gained the City." The window from which he threw the dagger may still be seen in the Alcazar at Tarifa; it is blocked up but may be known by its border of *azulejos* (Dutch tiles). The site of the murder is marked by a more modern tower, La Torre de Guzman.

Las Tarifeñas, or the women of Tarifa, wear the mantilla in the Moorish fashion, with only one eye peeping out; they are the true lions of the place. Tarifa was defended by the English against the attacks of the French under Victor and Laval, in 1811, after the battle of Barrosa. Its real strength consists in the rocky island which projects into the sea, on which is a castle. There is a good lighthouse 135 feet high, and a small sheltered bay. The castle commands the straits, and the small harbour, in war time, swarmed with gun-boats and privateers; but in any future war, a man-of-war steamer from Gibraltar would render this source of annoyance to commerce an impossibility.

Ximena.

Ximena, formerly a Roman settlement on the River Hosgarganta, twenty-four miles from Gibraltar, is famous for its Moorish castles and caves. When Crassus took refuge in them during the civil wars of Marius and Sylla, they belonged to one *Pachiocus*, and when visited by Mr. Conduct they still belonged to one *Pachoco*. The name is itself Phœnician, and the town is supposed to have been an out-post from Carteia. The Sanctuary of Nuestra Señora de los Angeles is situated at a quarter of a league to the South of the town; it possesses a very ancient image of the Virgin, in stone, which was fortunately discovered buried, most probably by the inhabitants, either when the town fell again into the power of the Moors after the first Christian conquest, or even before when they first entered the Peninsula. The city was taken from the Moors in 1431; retaken by them in 1454; but again fell into the power of the Spanish King in 1456, and conferred by him on Don Beltran de Cueva, who sold it to the Duke of Medina Sidonia in 1471.

During the great siege of 1782, two manufactories of shot and shell were established without the town.

TRIPS TO BARBARY.

Ceuta.

This Spanish possession in Africa is the Botany Bay of Spain. It is the Septem Fratres of Mela and the Heptadelphi of Ptolemy. It is situated on a rising ground at the foot of Ape's Hill. The name is a corruption of "Septem," the seven hillocks on which it is built. It is very strongly fortified on the land side. Ceuta is not always to be got at from Gibraltar direct, as there is no regular steam communication, but a Spanish despatch steamer starts regularly daily from Algeciras with Government despatches, mails and passengers for that fortress. The straits are only fourteen miles across between Gibraltar and Ceuta. It was taken from the Moors in 1415, in the reign of King John I. of Portugal, but having a Spanish Garrison in 1640, when the great Revolution took place in Portugal, when John Duke of Braganza found means to drive out the Spaniards; it did not revolt as the rest of the Portuguese territory had done, but remained in possession of the Spaniards. It is a bishop's see, has a good palace and a noble cathedral. The town is clean, and paved in a mosaic pattern. The inhabitants

are entirely kept to the Rock, as they dare not venture beyond the fortifications on account of the Moors, their hereditary foes. The number of convicts is usually about 3,000; they are indifferently kept and treated. Ceuta becomes an object of great interest, when it is remembered that it was the starting-place of the Moors on their invasion of Spain. Its port also formed the basis of Spain's military operations against Morocco in 1859-60. There are authors who say that it was one of the first three cities in the world; the others being Salernum in Italy and Salem in Judea. Ceuta was partly garrisoned by the English in 1810, the permission to do so having been obtained from the Spaniards by persevering negotiations. It was a valuable movement, for Ceuta was then chiefly garrisoned by condemned troops and filled with galley slaves, its works also were miserably neglected, and it had only six days provisions. It was therefore at the mercy of the first thousand French who could cross the Straits. To them the possession of the place would have been valuable in many ways, especially in obtaining provisions from Barbary, where their emissaries were exceedingly active.

The other Spanish possessions on the coast are Melilla, Peñon de la Gomera, Alhucemas and Chafarinas, the three first being also convict establishments.

Tangier.

No traveller should leave the neighbourhood of Gibraltar without crossing the straits and paying a visit to this seaport of Morocco. The sudden transition from the manners and customs of the West to those of Oriental nations, which are here to be seen in perfection, is both curious and interesting. The trip to Tangier is perfectly easy, as convenient steamers proceed there two or three times a week from Gibraltar, thirty-two miles distant, returning on the next or the following day with cattle and provisions for the troops. At Tangier the foreign Ministers accredited to the Court of the Emperor of Morocco and the foreign Consuls have their residences, and only visit the Court occasionally on important diplomatic questions, when the journey is made with great state and ceremony. The *personnel* of these Legations impart a slightly European tinge to the community of Tangier, but the steep and narrow streets are crowded with magnificent Moors, in their picturesque costumes, who stride haughtily through the throng; with Jews, of whom there are great numbers, and who may easily be recognised by their peculiar dress; with slaves of every sort of tinged complexion, and with the wild-looking men from the Riff Coast, with uncovered heads, shaven all but one long lock, by which Mahomet is to pull them up into heaven. These men are the veritable descendants of the old Riff pirates, for whom the Mediterranean was a wide field of operations. The streets are not only steep and narrow but very badly paved, as if placed purposely to make walking over them as difficult as

possible. Blondin, who visited the place, left a memorial in the visitor's book of one of the hotels to the effect that it was needless for him to test his balancing powers here, "because he was able to say that he had walked both up and down "the main street of Tangier and had not fallen." The market-place outside the walls is most curious. There may be seen clusters of goat skin tents, with dirty and faded carpets, covered in with the green tops of the spreading cane; caravans of weary camels with enormous loads, arrived from the interior, from Fez or Morocco; strings of the pretty little Barbary donkeys, patient and uncared for, who have also brought up their heavy burdens; the Arab musician, with his pipe and tom-tom; the snake charmer, with his gleaming eyes and his uncomfortable looking playfellows; the story-teller, with his circle of attentive listeners; the women, closely veiled, sitting in groups, patiently waiting for their lords and masters; Moorish soldiers, with their blue cloaks and red peaked caps; the Moorish peasant, armed with yataghan and enormously long gun; and among all this motley crowd a few Europeans, imparting the only bit of colour to this curious scene, where all the garments, almost without exception, are of a dirty white colour. But the visitor will see all these things far better than we can describe them, so we strongly recommend him not to lose the opportunity. There are some excellent hotels. The principal objects of interest are: the Casba or citadel; the Soko or market-place; the Swedish Consul's garden, within the town; and outside the walls, the old Roman bridge and the site of the old Roman city, Tanja Bœlea, the Tingis of the Romans; where still may be seen the dock gates for the galleys in the arsenal, but which the lapse of time has left now at some distance from the sea; the magnificent lighthouse at Cape Spartel, maintained by regular contributions from all nations; the lake near the Cape, and the Grindstone caves. They will all repay a visit.

About three miles from the town, on Mount Washington, are beautiful gardens, where many of the European officials, merchants of Gibraltar, and also rich Moors and Jews, have their summer residences, the ride to which is most lovely, and should not be omitted. There are also some good country houses on the Marshan, a flat on the heights just outside the Castle. This Marshan is a smooth grassy plain, the top of the promontory on the inner side of which the city is built: the side of the promontory farthest from the town is very precipitous and overhangs the sea. On the edge of the precipice are a number of excavations from about one to three feet wide and varying in length, hewn in the solid rock; they are generally supposed to have been Phœnician graves; but at present they are frequently used as washing troughs by the Moorish women, as after heavy rains they are generally half full. On this plain is a country house of the Grand Shereef of Wazan, Cidy Hadj Abd-Salam, who, as the most direct descendant of the Prophet, is theoretically, if not actually, the greatest man in the Mohammedan world. His

power is even now very great: on one occasion he quelled a rebellion by his mere presence in the Sultan's camp, and he is greatly venerated by the people. His marriage to an Englishwoman a few years ago has invested him with peculiar interest in the eyes of Europeans. He is known to the Spaniards as *El Santo*, and made great personal efforts in the war of 1859-60 to rouse the fanaticism of the Moors against them.

Captain Colville, in his "Ride in Petticoats and Slippers," gives the following story of the Shereef as reliable:—

"The story of the manner in which the Shereef obtained his position is a "curious one, and reminds one strongly of that of Jacob and Esau.

"The late Shereef had a favourite son. Now it so happened that the son was "very fond of playing with a certain ornamental stick belonging to his father. "The old man knew of this peculiarity, and being asked on his death bed which "of his sons he would nominate as his successor, replied, 'The one that is found "'with my stick in his hand.' There chanced to be in the room at the time a "black slave woman who had had a son by the Shereef; she, hearing the dying "man's words, ran off and gave the stick to her son, bidding him keep it. The stick "was found in his possession, and he was proclaimed the most direct descendant "of the Prophet."

The influence of the Shereef not only extends throughout Morocco but over Algiers, where it is acknowledged by the French authorities, and where he lately paid a visit, at their request, to exert his influence over some turbulent tribes in the interior.

Descending from the Marshan and entering the town from the highest point the best view of it is to be had. A narrow paved path leads through a high gateway with a fine pointed arch to the Casba, where is the Bashaw's house, the prison, the old treasury house, and one of the principal mosques. All here is completely shut in; but turning down one of the narrow passages, and passing through another gateway which opens on the brow of a steep hill, we come suddenly upon a view of wide extent and surpassing beauty. Beneath and immediately around lies the town, all glistening white under the sun's rays. Here and there among the houses rises the tall minaret of a mosque, brilliant with its many coloured mosaic, the broad waving leaves of a palmetto palm or the dark foliage of a figtree. The houses are nearly uniform in colour, but the flags of different nations flying from the houses of the Ministers make spots of gay colour standing out clearly against the white of the town, and the beautiful blue of the sky and water of the Bay, the latter bordered with shining yellow sands. Beyond, to the right rise the

African mountains, shaded with every rich and lovely tint of purple and green and gold, and some white-tipped with everlasting snow; to the left the blue sea of the Straits and the purple mountains of Spain; and in the further distance Gibraltar in all its grandeur is plainly visible. All is solemn and quiet, when suddenly from the minaret of the mosque rises the wailing cry of the *Muezzin* calling the faithful to prayer; and the traveller recognises fully that he is in an unknown country, where all things, from the very foundations of social life to its most insignificant particulars, are completely changed.

The prison in the Casba is never very full, as summary punishments are more in vogue than incarceration. Cutting off a hand or foot is the usual punishment for theft, the stump being instantly plunged into boiling pitch to stop the bleeding. Flogging is freely employed for minor offences. On nearing the prison the window is at once crowded with unfortunates to beg, as it is believed they are entirely dependent on contributions from their friends and casual visitors for their maintenance, added to the sale of some pretty basket work which they make in prison. The prison for women is a separate but adjoining building.

The ride to Cape Spartel is beautiful, the road passing over the Marshan, across the Jews' River at the end, and then by narrow lanes, bordering the gardens of many beautiful summer residences of the Ministers and wealthy Moors and Jews (Raven's Rock, the fine house of the English Minister, being very noticeable); after which it continues over the mountains, which are clothed with arbutus, gum and other cistuses, laurestina, broom of various kinds, coronilla, red and white heath and myrtle, a perpetual garden of flowers. The views are magnificent.

Cape Spartel is a mountain of grey limestone, rising abruptly from the sea and opening underneath into vast caverns, the larger of which were consecrated to Hercules. Upon the summit stands the famous lighthouse, sending its beneficent warning across the tempestuous ocean to a distance of twenty-five miles.

The Millstone Quarries are between two and three miles to the South, in vast caverns, which have to be entered almost in darkness, and then on reaching the interior the singular blue light diffused through them shows the workmen at their labours. This light is admitted through a large aperture in the side of the cliff facing the sea.

The return road from here passes through the Valley of Boubana, where the English troops under Lord Teviott suffered a disastrous defeat on the 3d May, 1664, at the hands of Gaylan, the Moorish usurper, during the time of our occupation of Tangier in the time of Charles II. This event is thus quaintly described by Pepys, who was Treasurer of the Commission for managing the affairs of Tangier: "It

"seems my Lord Teviott's design was to go a mile and a half out of the town, to "cut down a wood in which the enemy did use to lie in ambush. He had sent "several spyes; but all brought word that the way was clear, and so might be, "for anybody's discovery of an enemy before you are upon them. There they were "all snapt, he and all his officers, and about 200 men, as they say; there being "now left in the Garrion but four captains. This happened the 3d of May last, be-"ing not before that day twelvemonth of his entering into his Government there; "but at his going out in the morning he said to some of his officers, 'Gentlemen, "'let us look to ourselves, for it was this day three years that so many brave Eng-"'lishmen were knocked on the head by the Moors, when Fines made his "'sally out.'"

We have said that the streets of Tangier are narrow, dirty, and ill-paved, and always crowded with people of different races and of the most curious types. Here the foot-passenger has to look out for himself as the heavily laden camels, mules, and donkeys come past with their enormous loads; driven by wild looking creatures with their continual cries of "Arrah-zeed-arrane-mek" (go more, go to your mother) or "Baaluk-Baaluk" (by your leave). The principal street is that from the landing place at the Waterport to the outer market or Soko, passing through two barriers closed by heavy half rotten gates. Between these barriers is an open space occupied by the forges and shops of smiths and on the left a nook where formerly the bluff soldiers of our Charles II. kept guard. In this street is the Great Mosque (no Christian can enter), opposite to which are the offices of the learned Talebs (Moorish scribes); the upper fountain where black slaves scream and squabble as to who shall first fill their antique looking jars, the house of the Belgian Minister, and opposite a large bare whitewashed house appropriated to the Franciscan Monks. By the kindness of the owner the beautiful little house of the Belgian Minister is shown to visitors during his absence in the afternoon. It is stored with an interesting and valuable collection of Moorish and other curiosities, beautifully kept and arranged with great taste and ingenuity. It has an open central court-yard paved with coloured marbles, a pretty fountain plays in the centre and beautiful flowers and tropical plants are placed around.

The streets or rather lanes issuing from this main thoroughfare are tortuous and difficult; on many of the houses may be observed the rude representation of a hand painted in red intended to protect the inmates from the influence of the evil eye, in the influence of which the Moors have great belief, considering also that Christians possess it in a great degree. The whole place is well worth seeing and there is nothing more noteworthy than the constant noise in the streets: often there are great religious feasts when the whole people are out of doors and engaged in making as much noise as possible, while generally, with beggars, itinerant musicians,

minor rejoicings, &c., the bray of the Rheetah, an instrument somewhat like our flageolet, but with a noise more like a bag-pipe, and the bang of the tebel or Moorish drum, are seldom absent from the streets during the day, while at night the weddings which, except the very poorest, are accompanied with gun-firing and music, produce an extraordinary combination of discordant noises.

The bride is taken to her husband's home in procession, in a sort of closed box, fastened on the back of a mule or donkey, the party being preceded by torch bearers, when the most melancholy music accompanying a sort of nasal chant of the friends and relatives, varied by piercing yells, the barking of dogs, and the discharge of muskets, make altogether a frightful din which must be extremely unpleasant to the poor bride cooped up within the box, who must be in a most painful position and swaying most insecurely with the movements of the mule over the rough and ill-paved roads.

On the Soko, which is before referred to, are the Sanctuary of Seedy Mekhfee, the patron saint of the market-place; the place of public prayer, a long white-washed wall pierced with horseshoe-headed windows looking towards Mecca and in the centre a low tower, having a platform on the top and a small niche below. And near the broad road of the Ambassadors is the *Kooba* or alcoved tomb of Seedy Mahommed El Hadj, the patron saint of Tangier. The Mahommedan burial place is on the hill to the right of the market, and the traveller should be careful to avoid treading on the graves as it is said the souls of the faithful are troubled when an infidel trespasses on their place of rest. The graves are simple mounds of earth all so placed as to point to the Prophet's tomb at Mecca, most of them with a small board at the head; those of the wealthier class being surrounded by a low and whitened wall, whilst here and there is seen an ancient tombstone carved in arabesque—a monument of their formidable ancestors. Low palmetto bushes, some wild vines creeping over a few solitary and blighted fig trees, form the scanty ornaments of the Tangier cemetery. And here on a Friday—the Mahommedan Sabbath—the dark-eyed houris of Tangier are seen, enveloped in their white haiks and flitting like shrouded ghosts about the tombs over which wailing and lamentations are heard on every side. There is always something new to observe in Tangier.

On no account should a visit to the Curiosity Shops be neglected, or to the Stores of Moorish Pottery, for at both places some curious and pretty souvenirs may be obtained of Moorish work; but let the traveller always bear in mind that the first price asked is not what is really meant to be taken, and that a little judicious bargaining will cause a very considerable relief to his pocket.

There is excellent partridge and snipe shooting in the country, but not within ten miles of the town; and, as there are no houses, a shooting party must take

everything necessary for camping out—tents and mules, provisions and servants, guides and soldiers. For, although these latter gentry do nothing at all for their pay, they serve to show the country people that the party is under the protection of the Emperor, and therefore not be interfered with.

Tangier, the ancient Tingis, was anciently a great mart of the Phœnicians, who had a colony there. It is accounted one of the oldest cities in Africa, and was a very considerable place, and the capital of a kingdom. This kingdom was reduced to a Roman province in the reign of Claudius. It was afterwards overran by the Spanish Goths, and taken from them by the Saracens in A.D. 722.

Tangier has been possessed by the Phœnicians, Carthaginians, Romans, Vandals and by the Mahommedans, who called it, on account of its opulence, the Second Mecca.

It was taken from the Moors by the Portuguese in 1473, and in 1652 there was a famous university there. It had also sumptuous edifices and palaces, and was immensely strengthened by the Portuguese against the attacks of the Moors; but, finding the expense of retaining it to far exceed the advantage they gained by keeping it, as the interior of the country was always closed to them, they yielded it up to England as part of the dowry of Catherine of Braganza, Infanta of Portugal, on her marriage with Charles II. in 1662.

The English found the same fault with it as the Portuguese—as it entailed a large garrison with but little profit as a return, not to mention the constant attacks of the Moors; so in 1684, Lord Dartmouth, with whom was that quaint writer, Mr. Pepys, was sent with a fleet to destroy the mole and harbour, and bring away the garrison. This was done, and the town abandoned to the Moors, and in consequence of the destruction of the mole, which extended nearly two thousand feet into the sea (the remains of which are still plainly seen), the harbour has become choked. There is no protection for shipping, and even small boats cannot approach the shore within a short distance. There are, however, always plenty of Jewish porters on the beach at the Marina, who, without the least hesitation, rush into the water and shoulder the traveller's luggage, and the traveller himself, to dry land. For a lady they are gallant enough to bring a wicker chair, to which she may safely trust herself, although her feet are within a very few inches of the sea. A great improvement has been effected lately, viz., the erection of a wooden pier, which, stretching out into the water, is most convenient for those who have an objection to the other primitive mode of landing on a foreign soil. The Bay is well sheltered and the anchorage in the open roadstead is very good, for the coast is not subject to the heavy surf which is such a drawback to all the Southern ports. The rise of tide at Gibraltar, just outside the tideless Mediterranean, is four feet; at Tangier it reaches a height of six feet.

On the Mahommedan Feast Days the visitor will have an opportunity of seeing the Lääb el Barood or Powder Play, one of the national customs. This either takes place on the beach outside the town at low tide, or in the Soko. Sixty or seventy Moors and soldiers, picturesquely dressed, well armed and mounted, are divided into parties of some twelve or fourteen at a time, who, starting in a line at a gallop, waving their long guns frantically over their heads, and uttering wild cries, race for about a couple of hundred yards, and then suddenly pull up and discharge their pieces in all directions. It is one of the strangest spectacles possible. At other times they separate into two parties, one in pursuit of the other, and the same thing takes place, the pursued turning round in their saddles to fire. Serious accidents often happen, as they are perfectly reckless about the loading of their guns, the powder for which is carried loose in a bag on the horse, and measured out carelessly with the hand.

As part of the preparations for the siege of Gibraltar in 1779 (the original intention of the Spaniards being by a close investment to starve the Garrison into a surrender), they made secret overtures to the Emperor of Morocco to farm his ports of Tetuan, Tangier and Larache, with a view of depriving the Garrison of any supplies from that quarter. The Emperor would not accede to this at the time, though from the close blockade the Garrison derived very slender and uncertain supplies from Barbary. The efforts of the English Consul at Tangier, Mr. Logie, were beyond all praise, in providing supplies and procuring a channel for the transmission of despatches; but in 1780, the Spanish Government having exhausted all the efforts of diplomacy to secure a more active alliance with the Emperor, he was induced at last by promises of large money payments to withdraw from his neutrality, and he ordered all British subjects to leave his dominions; which order was followed by acts of gross indignity and cruelty to the English in Moorish ports. Mr. Logie himself was attacked, driven from his house, and plundered, and being obliged to fly, all communication with Barbary was cut off, and a valuable channel of intelligence closed up.

For the space it occupies Tangier is a populous town, comprising more than 15,000 inhabitants. The number of Christians is greater than in any other town of the Empire. The climate is very equable and pleasant: it is protected by the mountain ranges on the South from the scorching heat to which the inland parts of Morocco are exposed. Frost never occurs. The climate is moist, as shown by the facility with which iron rusts, but it is less moist than that of Madeira, between which and that of Algiers it holds, in this respect, an intermediate place. It is a very healthy place, although the sanitary arrangements are very imperfect, the explanation being that sewer gas is only dangerous when closed up: there being no system of sewers at Tangier the gas escapes harmlessly in the open air.

Tangier is of great importance to Gibraltar, as providing large supplies of food, comprising beef and mutton, poultry, eggs and game; the chief part of the meat for the troops comes from the interior and is shipped at Tangier, only varied occasionally by beef from Galicia, which is of a far better quality.

Lord Nelson declared that the possession of Tangier would be necessary to England in case she was at war with a maritime Power, for with Tangier in the hands of an enemy or of an unfriendly Power the difficulties of holding Gibraltar would be greatly increased, as all supplies would have to run the gauntlet of an enemy's ships, supported by the guns of Tangier and Ceuta. When Morocco becomes opened up to European enterprize and capital, the development of its riches, as a possible bountiful corn-grower for Europe, will only be a question of a very short time; for at present not a hundredth part of the available land is cultivated, and the soil is capable of any amount of cultivation under a proper system of irrigation through its broad and wide spreading plains.

Tetuan

is a Moorish town, walled all round, eighteen miles from the Straits to the Eastward of Ceuta, and six and a half miles from the sea, of which Martine is the port. It is not easily reached in this way, as there is no harbour, or even an available roadstead, when the East wind blows. There is then a dangerous bar—so except when an excursion steamer goes there in the summer months, and only then, when the Westerly wind is assured—there is little chance of getting at it from Gibraltar by sea. The ride from Tangier, although a long business (forty miles), is well worth doing, as it will give a good idea of the interior of Morocco; and on a fine day, accompanied by a guide and a soldier, the traveller may do it with comfort to himself in about ten hours. In the Jewish quarter the house of Mr. Isaac Nahon, who speaks English, will be open to him, and he will find very comfortable beds and treatment. Tetuan is a much larger and imposing place, but it possesses many of the features of Tangier, only the entire absence of Europeans renders it more interesting as an Oriental study. The streets are very narrow and dirty, but the houses, being all flat-roofed and painted white, as are also the walls, look clean and bright in the sun. There are several fine mosques here, and Mr. Nahon is able to obtain permission for a traveller to visit some of the houses of the rich Moors, which opportunity should not be neglected. The Jews in this town are kept in great subjection, their quarter being locked up at night and guarded by Moorish soldiers.

Tetuan was founded in 1492 by the refugees from Granada, and many of the families still retain the title-deeds of their former estates in Spain, and the keys of the doors of their houses, which have long since crumbled into ruin and decay.

The city is situated in a verdant valley at the foot of picturesque mountains, the highest of which, called Beni Hosmar, forms part of the lesser Atlas chain. The river which flows by it is flanked with orange orchards, dotted with country houses. A swampy plain extends towards the sea, and through it is a good road six miles long, made by the Spaniards during their three years occupation of the place.

Tetuan was taken by the Spaniards in their last war with the Moors, 1859, and ransomed by the latter for a sum of £4,000,000, which is still being paid off.

At Tetuan most of the long guns used by the Moors are made, and a visit to their small workshops, where, with indifferent tools and appliances, the workmen turn out good, serviceable, and, in some cases, highly ornamented pieces, is very interesting.

A good deal of gold embroidery is done at Tetuan, and another industry is the manufacture of brackets, chests, and other wood work, ornamented with Arabesque painting in brilliant colours; slipper making and other leather work is also carried on extensively. There is a Spanish convent at Tetuan, but the success of the mission in making converts is the same as that of all missions among Moslems—none whatever (Leared).

The road from Tangier to Tetuan does not possess anything very striking in point of scenery for at least three-fourths of the way. The track runs for some distance along the smooth sands of the Bay, then inland and over two small stone bridges. Plains of great extent are crossed, which, with proper cultivation, might be made to produce immense quantities of grain; not that it would be of much general use while the present restrictions as to its export are in force in Morocco. A river, dry in summer, but a torrent after the rains, has to be crossed and recrossed, and the flowering oleander bushes, which fringe its course with crimson, have a beautiful effect, as the colour of the flower is of a much darker hue than we are accustomed to in colder climes, and this belt of colour follows the winding of the stream continuously for many miles. Not quite half-way to Tetuan is the Fondak, or Caravansary for travellers, 700 feet above the sea level; and near this, where a little brook bubbles out from the rocks, the traveller may take his well-earned refreshment under the grateful shade of some fine olive trees. It is the custom with some people to decry Morocco as an arid wilderness, but this usually comes from only having seen it after or during the long summer drought. As a matter of fact it is one of the most fertile countries in the world, as Dr. Leared says, "A fertile waste only waiting for the hand of man to make it productive." The valleys are covered with a rich alluvial deposit, the hills are rounded and alluvial, and even the main chain of the Atlas is not abrupt, and its valleys are

the most fertile in the empire. The road from the Fondak lays through a mountain pass, extremely rough and rocky; in about an hour Tetuan is seen in the distance, but soon disappears. It again appears and remains long in view till the traveller crosses over the stone bridge over the river that flows to the town. It was on this road, about two leagues from the Fondak, that the preliminaries of peace were signed in the last war of Spain with Morocco, 1859-60, by Marshal O'Donnell, Duke of Tetuan, and the brother of the Emperor of Morocco, Mulley Abbas, after the sanguinary battle of Gualdras, on 23d March, 1860. The former had advanced from Tetuan with the intention of turning the formidable pass of the Fondak, when the road would have been perfectly open to Tangier. The action commenced at a short league from Tetuan, near the river and valley of the Guad-el-Ras, the river being the same which at Tetuan goes by the name of the Guad-el-Jelu. The battle was fought over a great extent of ground, and resulted in the complete defeat of the Moorish army, who fought with the greatest courage and determination. The treaty was signed two days after at the Spanish head quarters.

Along the whole route signs of habitation are few and far between, but the few villagers met with in the fields show at once that the traveller is in a land similar in most respects to that with which we are all familiar from the teachings of our earliest youth, and illustrations to old editions of the Bible are brought forcibly to mind. The squalid villages, hedged with cactus and prickly pear, while the palm-tree crops up everywhere in the interior; the heavy ploughs, of the most primitive construction, drawn by the slow, patient oxen, who literally "bow their "necks to the yoke;" the ploughmen and labourers armed with a yataghan, while the long gun is not far off; and the Moorish mother, who, working in the fields, has her infant child constantly within sight, laid on a rude cradle formed of two forked sticks, with a covering from the sun—are all thoroughly Eastern. There are no signs of civilization, and the inquiring traveller, moving slowly on his way, with his guide and soldier guard in front, cannot fail to wonder that in this age of progress and rapid advancement in *everything*, a country for which God has done so much, and man so little, should still exhibit the peculiarities of centuries long past, and should still want the touch of the vivifying hand of enterprise to raise it to that condition where its natural advantages will, one day, most undoubtedly place it.

FROM GIBRALTAR BY THE ROAD.

To those to whom time is an object but in a small degree, and for whom novelty has a charm, there are several excursions on horseback which may either

be undertaken with Gibraltar as a centre, or as a point of departure merely. In either case, one thing must be borne in mind—the roads in Spain are very indifferent, and present few marks of interest beyond the ever-varying, ever-new, and always picturesque scenery which lies, as a rule, on either side—scenery rendered still more attractive by the absence of any active signs of civilization such as are to be met with in other European countries. Everywhere in Spain the traveller cannot fail to remark the absence of trees: few are planted in the country except those which bear fruit or give shade for their Alamedas, for in truth *immediate profit* is the utilitarian standard; whilst to plant timber is a thing of forethought for others and is based on confidence in institutions which will guarantee enjoyment at a distant period: all this in a land where people live from day to day and no one thinks of the *mañana,* much as he talks about it, is held to be downright folly in theory and practice. In Andalusia, everything and everybody seems overcome with indomitable laziness—the *summum bonum* seems enfolded in the *papelito,* and the tinkling of an ox-bell is a complete edition of the "music of the spheres," so far as the Andalusian peasant is concerned. There are some very active realities at the halting-places notwithstanding, and a packet or two of insect-powder will be found useful in correcting any superabundant energy on the part of the *bichos.*

The people, as a rule, are courteous and kindly in the extreme, and do their best to make their visitors comfortable; they are also exceedingly cleanly in their household linen, however defective their sanitary arrangements may be. Let the traveller remember to be courteous and liberal in using little conventional terms of civility and not begin by ordering and hurrying people about; he will thus be met more than half way and obtain the best quarters and accommodation to be had. "*Cortesia de boca, mucho vale y poco cuesta.*" Always remember that every Spaniard (be his class what it may) considers himself a *caballero,* a gentleman, and therefore your equal. When his self-esteem and personal sensitiveness are once conciliated he is quick to return the compliment, and to pay every deference to the judicious stranger by whom he is put in his proper place: all attempt to bully and browbeat is loss of time, for Spaniards are not to be driven by a rod of iron, still less if wielded by a foreigner.

When on a riding journey, *attend to the provend,* for, except in the recognized halting places, the larders at the Ventas are generally empty, although the *ventero* will answer, as in the time of Don Quijote, *Hay de todo,* there is everything but *de lo que Vd. traie* "of what you bring with you" must be understood.

The regular muleteers and carriers who ply from fixed places to others make the best guides as these *arrieros* (arré; *arabice,* "gee up") are always well acquainted with the state of the roads, fords, &c., &c., &c.

The beggars are the plague of Spain and worry and bleed the traveller as effectually as the mosquitos. The best reply to their pertinacity is, *Perdone Vd. por Dios, hermano!* (Excuse me, my brother, for God's sake). If this request be gravely said the mendicant gives up hope of coppers, while any other, such as a refusal or inattention, only encourages importunity.

To sum up, there are drawbacks to travelling on horseback in Andalusia, but they are far outbalanced by the beauty of the scenery and the novelty of the life. The best time to travel is either in the early spring, when the winter rains have tinted the woods and forests with green, or after the second rains, just before the sun has attained its summer strength.

Gibraltar to Ronda.—Twelve Leagues.

HOW TO GET THERE.

As on a long day's journey everyone is anxious to know how near is the end, it must be borne in mind that all distances are computed by leagues, and that the Spanish league is a very variable measure of distance and entirely dependent on the state of the road. It may roughly be estimated at an hour's ride, varying from three to five miles, but this only on very good ground, otherwise it may take from an hour and a quarter to an hour and a half. This is a good thing to remember and will save some disappointment, particularly if ladies are of the party. It must also be remembered that while the accommodation for man is very fairly good on this short excursion into Spain, that for beast is as bad as can be, therefore a choice should be made of a good guide who will look after the horses (as no service will be found otherwise) and attend to what he is told; while a water brush for the feet, a sponge and rubber, head collars with ropes, and rugs and rollers for night (of the very oldest as no bedding is to be obtained except chopped straw, and that in sufficient quantity is somewhat expensive) should form an indispensable portion of the travelling kit. They all go on the guide's horse or mule, and add but little to the slight baggage necessary for the traveller's comfort. A few nails and a spare fore and hind shoe should not be forgotten, as the road in some places is awful, and is likely to tear off the best fastened shoe. The horses being thus provided for a few luxuries may be almost considered indispensable for the rider. If one is fastidious a silver or plated fork will not take up much room, but without fail take salt, soap and tea, the former being coarse and bad at the inns, while nothing is more refreshing after a long slow journey than the "cup that cheers, &c," and while the coffee in Spain is fair and the chocolate delicious, the tea even where it can be obtained is simply undrinkable. These small articles will not over-burden the wallets which should certainly be carried on the saddle if only to hold a little refreshment for the midday halt, as no supplies can be depended on at the Ventas,

although a feed for the horses is always to be had there. The traveller will not of course have forgotten the sinews of war, but let him be careful to include among them a number of pesetas and half pesetas, as they will be found most convenient, for as the Scotchman said of sixpences, "They are canny "little dogs and often do the work of shillings," which saves some money in the end. Well, then, all these things having been provided, horses saddled, shoes well looked to and the guide and his horse ready with baggage slung on either side while the rugs make him a comfortable seat the traveller makes his start; early, remember, say at seven o'clock, no later, for to Gaucin, he has, under ordinary circumstances, an eight hours' ride. If a lady is of the party they will scarcely do it in less, but if not and the guide will push on over the easy places a little over seven hours ought to reach the mountain town. There are two roads to Gaucin from Gibraltar, one by San Roque and thence down the hill on the Eastern side by the Venta de Odon, lying in a valley between the hills, and the road between the Lorca and Alcadezar Crags, leaving the Marajamboo Woods on the left, and past the new *pueblo* of Tesorillo, to the Venta de Asebuchal (five hours) where a halt should be made for lunch and to feed the horses, after which the road passes along the valley of the Guadiaro and the Jennal, but after passing along the junction of these two rivers, a ford called the Pasada Real, the line of the Jennal alone is followed by the Venta de los Nogales, along and across the river bed, up to the foot of Gaucin Hill. The other road and undoubtedly the best is by the Eastern Beach, over Marshall's Bank to the village of Guadiaro (two and a half hours), crossing the river there, when the road lays for a very long distance along the valley and one can jog along to the Venta de los Nogales where the same road is struck to the foot of Gaucin Hill. The midday halt by this route is at the Venta de la Palma (three and a half hours). The state of the river exercises a considerable influence on the choice of routes as in wet weather or after heavy rains that by the Venta de Asebuchal is the one to take as the Guadiaro can be crossed in a ferry-boat higher up than the Pasada Real, which is then most probably, dangerously high. From the foot of Gaucin Hill the traveller is distant from the "English Hotel" (Parador de los Ingleses), a little more than an hour's ride over a terrible road. Good accommodation is found there and at moderate charges. For dinner, including country wine, breakfast next morning and some provision for the journey for next day the charges are—Travellers, each 35 rvn.; guide, 10 rvn.; lunch, 6 rvn.; horses, 12 rvn. The traveller will do well to remember that there is a shoeing-forge next door to the "Hotel," for the road for the next day is terrible. There are two roads from Gaucin to Ronda, the upper or mountain road by Atajate, the lower by the Cortes Valley. To any one who desires to see magnificent bits of mountain scenery the upper road should be taken *to* Ronda and the lower *from* it, the latter being at least a league farther but not such bad going. It is a six hours' ride by the upper road and must all be done

at a walk, Atajate being as near as possible half way, but it is scarcely worth while to halt there except to wash out the horses' mouths at the fountain in the village. Ronda is first caught sight of when within an hour and a half off, and the sight is most welcome after the difficult though very grand and impressive ride. There are two hotels in Ronda—one by the bridge, La Posada de Vista Hermosa, an inn of the old Spanish style but very clean and comfortable with good attendance; and the other the Fonda Rondeña, a modern house, in the Plaza de los Socorros. We can only speak of the former which is magnificently placed on the very edge of the Tajo, and if the traveller is able to get the room with a balcony hanging directly over the depths he will have an opportunity of gazing to the full, at all hours, on this grand freak of nature which has cleft the rocky wall in so tremendous a chasm. The charges at the bridge Hostel are as nearly as possible the same as at Gaucin, indeed hardly as much, 30 and 10 rvu. instead of 35 and 12 for man and horse. That for the guide, however, is higher, 15 rvn. On leaving Ronda take the lower road by the Cortes Valley, six and a half hours to Gaucin; the river is reached in three quarters of an hour from the start, and half an hour after that the Cueva del Gato is seen. The halting place is at the Ventorillo de Jimera (three hours), shortly after which the river is left and the road passes through scanty woods, and at last we get a little bit of mountain road to Gaucin. It may be added that if time is an object, by leaving Gaucin for Ronda early, say seven o'clock, there will be ample time for the sights of Ronda the same afternoon, and the return journey may be commenced next morning. Two more hints and we have done. The boys at Gaucin and Ronda are most importunate—the former with their cry of "Ochavo" "Ochavito"—almost a similar meaning to the well-known shibboleth of our neighbourhood "Johnny: Penny"—but moderated in amount; and those of Ronda are also importunate and most troublesome. It is a good plan to hire a boy to show the places, arm him with a big stick and warn him that his remuneration will entirely depend on his success in keeping off from the travellers' sacred person the rest of the marauders.

Gaucin and Ronda.

WHAT TO SEE.

Gaucin is most romantically situated in a cleft ridge on the wall barrier to the frontier of Granada, where it crests the height like a watchful sentinel, the mountain wall presenting a splendid appearance to the traveller who has reached it from Gibraltar after crossing and re-crossing the oleander fringed Jennal at the foot. The road which scales it is a tremendous ascent by a sort of dislocated staircase, in a hanging garden, as beautiful orange groves lie at the foot from which the town

is a good hour's ride. In Gaucin, Guzman el Bueno was killed; the Moorish castle, much shattered by an explosion, is worth visiting if only on account of the glorious view where Gibraltar rises, as if from a plain in the distance and the blue Mediterranean and the African coast loom beyond. Height of Gaucin above the sea level 2,050 feet.

The ride to Ronda from Gaucin by the upper road threads hill and dale along the edge of precipices and affords many glorious views, and the enjoyment of the wildest scenery, the highest point on the road is 3,300 feet above the sea. Here we pass Moorish villages built on heights with Moorish names and half Moorish peasantry, who cultivate every patch of the mountain sides, turning them into hanging gardens and bringing up earth from below in baskets. The natural strength of this country has from time immemorial suggested sites for "hill forts," the type of which is clearly Oriental: they are perched everywhere like eagles' nests on the heights, and are the homes of brave highlanders who formed the raw material of *Guerilleros* in the struggles of the Peninsula, when the French were constantly beaten back by these sharpshooters.

The midday halt is at Atajate, a village after the true Spanish type, and a little more than half-way. The scenery is all on the same grand rocky model, until about a league and a half from Ronda, when that great capital of the old Moors first comes into view, nestling in the midst of its *vega*, and relieved upon an azure blue mountainous background. The town lies on a table land, a gentle descent leading to it for the last hour. It is of considerable size, famous for fruit, but possessing no buildings of interest, except one old ruin, said to have been a palace of the Moors. In the centre of the town is a bridge dividing the old portion from the new, crossing the Tajo, with several waterfalls underneath, and renowned in the district as a most romantic bit of scenery. On the right stands an old Roman bridge. The bull-ring, originally built for a place of arms, is one of the finest in Spain.

Ronda, the Arunda of Pliny, elevated amidst its mountains, enjoys at once the fresh breezes from the sea and the open country; the air is pure and bracing, and the mornings and evenings are extremely cool; the town is consequently much resorted to in summer by the parched inhabitants of the hotter districts. Being highly salubrious the longevity of the place is proverbial. It is one of the most picturesque cities in Europe, the Moorish town being divided from the new quarter by the *Tajo*, a stupendous rent in the mountain, some two hundred feet in width and three hundred and fifty deep; the old town is only accessible from the South by a narrow and difficult ascent guarded by a fort.

It was the last stronghold of the Moors in Spain, and taken by surprise by Ferdinand in 1485. The town hangs on a rock girt with the river Guadalvin

(the deep stream), called lower down the Guadiaro. Those in search of the picturesque should begin at the old bridge of San Miguel, and descend to the mill below. The modern bridge, which is at the other end of Ronda, was built in 1761 by José Martin Aldeguela, who was subsequently dashed to pieces by falling from the parapet into the chasm below. It consists of one noble arch of one hundred and ten feet, with a mean height above the rocky foundation of two hundred and ninety feet. Beneath the pavement of the bridge is the city bride-well where prisoners for short sentences are incarcerated. Looking over the parapet the Moorish mills look like toy cottages, and the miller men like white ants.

Now descend to the level of the lowest mill, passing out of Ronda by the old castle, and the view from thence, looking up, is unrivalled. The arch across the Tajo hangs some 600 feet above; the river, which, black as Styx, has long struggled —heard, but not seen—in its rocky prison, here comes dashing joyously down into life and liberty, and the waters boil in the bright burning sun, leaping from rock to rock, until at last they subside into a gentle stream stealing down a fertile valley of flowers and fruit. In the town, visit the Dominican convent, the Moorish towers, La Casa del Rey Moro, in the Calle San Pedro, built in 1042 by Al Motadhed, who drank his wine out of jewel-studded goblets made of the skulls of those whom he had beheaded. Here is La Mina de Ronda, a staircase cut in the solid rock down to the river. This, however, is now partly blocked up by rubbish, but some large rooms hollowed out of the rock, and looking like dungeons can be seen. The house itself has no traces of antiquity. Descend to the Nereid's Grotto below, which was dug by Christian slaves in 1342. The view from the Alameda over the *vega*, with the mountain pamorama to the right, is one of the finest in the world, the gardens themselves being situated on the verge of a perpendicular cliff, whence is an almost sheer descent of nearly 1,000 feet to the level of the valley below. Height of Ronda above the sea level 2,500 feet.

Ronda is an intricate old Moorish town. The houses are small, the doors made of the fine Nogal or Walnut, which abounds in the valleys. It is the cool summer residence for the wealthy from Malaga, Seville, &c. The bull-ring, with its cells for the bulls, and contrivances for letting them in and out, is well worth an examination. The bull-fights take place during the fair-time in May, and as this is *the* season of the place, charges are generally higher. This fair is for leather, saddlery, embroidered gaiters, garters, mantas, and horses.

Excursions may be made to Ronda la Vieja, two leagues North of Ronda, which, being the ancient city, has, as usual, been used up as a quarry for the newer one, and these ruins, considerable in 1747, now scarcely exist, as the Ronda Corporations have been such busy Vandals.

In returning to Gibraltar, the lower road, by the Cortes Valley, should be taken. It is about one league longer than the upper road, but not so severe. The valley commences about a league from Ronda, the road running for three times that distance along the River Guadiaro and the side of the overhanging mountains. About half an hour's ride from this point, where the river is reached, brings the rider to the Cueva del Gato on the right, remarkable for the water from the high ground on the other side having forced its way through the solid rocks, its solitary means of joining the river. The entrance, like a lofty porch, is in the face of a perpendicular cliff, and approachable only by climbing over rather precipitous rocks. The acanthus grows in all the crevices of the grey stone, and the wild vine and fig tree entwine across the entrance. The peasants say it continues for the space of a league into the mountain; stalactites hang from the lofty roof, and the whole presents a very grand and wild appearance. These caves have often served as a refuge in time of war. The halting-place in the middle of the day is called the Ventorillo de Jimera. This road is only passable with any degree of comfort in dry weather.

Ronda to Granada.

This may be ridden easily in two days and a half: Campillos forming the sleeping-ground on the first day (nine hours' ride), and Loja on the second day (twelve hours' ride, allowing one for baiting). At Loja the railway is reached.

The halting-place on the road to Campillos is at the Venta del Puerto. Here Nature, enthroned in her Alpine heights and green-carpeted valleys, has lavished beauty and fertility around: Man alone and his dwellings are poverty-stricken. About half-way on, Teba rises up, on the right. It was recovered from the Moors in 1328, by Alonso XI. The Salina or Salt Lake, distant two leagues, forms a striking object from Campillos.

Antequera lies out of the direct road, but is well worth a visit. It was recovered from the Moors in 1410 by the Regent Fernando, who gave the city for arms the badge of his military order, *La Terraza*, the "vase;" (*quasi de terrâ*), the pot of lilies of the Virgin under which the mystery of the divine incarnation was shrouded. This, the earliest order in Spain, was founded in 1035 by Garcia of Navarre. It is clean and well built. Ascend the Torre Mocha, with its incongruous modern belfry. The view is striking. In front, the Lover's Rock rises out of the plain; and to the right, the three conical hills of Archidona. From the Lover's Rock, it is said, a Moorish maiden and a Christian knight, with whom she was eloping, precipitated themselves to avoid falling into the hands of their pursuers. Antequera is the place selected by the proverb, which indicates the tendency (not, however, particular to Spaniards) of each person to take care of himself. *Salga el sol por*

Antequera, venga lo que viniere, el último mono se ahoga (I'll be off for the last monkey is drowned). Leaving the Rock to the left, and passing a pretty olive-grove, the road turns to Archidona, and then winds to Loja, which is, as its Arabic name implies, the guardian, the advanced sentinel of the Vega of Granada. The view is most picturesque. The Castle towers from a rock in the middle of the town; below runs the Genil, crossed by a Moorish bridge; while beyond rises the Sierra Nevada, with its diadem of snow. Ferdinand and Isabella besieged it in 1488 and took it after thirty-four days siege, very much by the aid of the English archers under Lord Rivers.

From Granada to Malaga is also a journey of two days and a half, although only a few hours by train and diligence, Alhama and Loja being the respective halting place, and the sight of the former city, renowned in history, is amply sufficient to compensate for any trouble. Alhama is so called from its baths—*Al-hammám* (whence our Hummums in Covent Garden). The number of these which existed in the time of the cleanly Romans and Moors is amply evidenced by the frequent recurrence of places called *calidas* or *caldas*, hot springs and *alhamas*.

The town, wild and picturesque, is the Ronda of these Alpine districts, and is perched on the edge of an awful rent in the hills, round which the River Marchan sweeps. It was the land-key of Granada, and its romantic capture in 1482 spread consternation into the Alhambra, and paved the way for the final conquest of Granada. The well-known plaintive ballad commencing *Ay! de mi Alhama!* which Byron translated, "Woe is me, Alhama!" but it should be "Alas! for my Alhama!" expressed the national lamentation of the Moors. The mineral baths are a short distance from the town: the waters issue out of a dip in the hills in that sort of position so common to warm volcanic springs. They are considered beneficial for dyspepsia and rheumatism.

The view of the *Tajo* from the Convent is striking; Ronda on a smaller scale.

From Malaga to Gibraltar

is about two day's hardish work. For the most part, the return journey is made along the *carretera* or high road, such as it is. Marbella is the limit of the first day's journey, a pretty town with a pretty name. Queen Isabella is said to have exclaimed when visiting it with her victorious husband, "Que Mar tan bella." It rises amidst groves and gardens, backed by the Sierra Blanca, for here verdant hills are called *white*, as azure streams are *green*. Marbella is frail and fair, and, like Potiphar's wife, is said to steal raiment—

> Marbella es bella, no entres en ella:
> Quien entra con capa sale sin ella.

The views from the Alameda are charming.

Thirteen miles from Marbella is the hamlet and castle of Munda where the Waterloo of antiquity is supposed to have been fought, when Cæsar (47 A.C.) defeated the sons of Pompey, and was left a conqueror without a rival—the world with one master. The exact site is unknown.

The next day's ride, still along the high road, brings the traveller to Estepona, the fruit-garden from whence Gibraltar derives no inconsiderable portion of its supplies. It was built in 1456 from a ruined Moorish town. On the hills to the left is Manilva, the *hedionda*, or fetid Harrowgate waters of the coast. The spring offends the nose and palate, but benefits the stomach. The smell and taste, according to local legends, are attributed to the farewell sigh of a water-devil, who, on being expelled by Santiago, evaporated with a sulphurous twang.

Between Marbella and Estepona is the Rio Verde, or Green River. This wild oleander-fringed mountain torrent is translated by Bishop Percy as "a gentle river with a willowed shore;" but he could not assuredly have seen it when swollen by heavy rains, when it is nearly, if not quite, impassable. At Estepona a halt should be made for breakfast, and then a ride of seven leaugues along the shore of the Mediterranean terminates in Gibraltar.

These routes have been dealt with somewhat at length, as being the most picturesque and most likely to give travellers a good idea of Andalusia.

Gibraltar to Cadiz.

There are two roads—one by Algeciras, Tarifa, Vejer, Chiclana, San Fernando, three short days in all, seven leagues per diem, with Tarifa and Vejer as halting-places for the night; and the other a two days' ride, each of eight and a half leagues, by Casas Viejas, where the night must be spent, and which is a great shooting-ground for snipe and duck in the season, greatly affected by Gibraltar sportsmen.

Vejer is a true specimen of a Moorish town, scrambling up a precipitous eminence; the Venta lies below, near the bridge over the Barbate. A mile inland is the Laguna de Jauda, near which Taric, landing from Africa (711), encountered Roderick, the last of the Goths, and the result of the battle gave Spain to the Moslem.

On the road from Vejer to Chiclana, where the tract enters into wild, sandy, aromatic pine-clad solitudes, on the left rises the immortal knoll of Barrosa, where

less than 4,500 English (among them the 87th, the Eagle Catchers) and Portuguese, under Graham, after twenty-four hours of intense toil and starvation, defeated Victor's army, without the least assistance from the Spaniards 12,000 strong under La Peña, aptly described as a fool and a coward. No single stroke was struck that day by Spanish sabre. "Socorros de España tarde ó nunca," is a favourite Spanish proverb, and amply was it illustrated on that day. Graham thought it necessary to apologize to the Duke of Wellington for the rashness of attacking with his handful, two entire French divisions. Spanish historians either do not mention the English at all in this battle, or attribute the ultimate failure of the expedition to raise the Siege of Cadiz, to our retreat. The French say the loss of the Eagles was solely owing to the accidental death of the Ensigns.

Chiclana looks pretty from afar, with its white houses, gardens, and painted railings; but it is ill-paved, drained, and lighted. The air is pure and the baths luxurious. From the hill of Santa Ana is a good panorama: three leagues off, on a hill, basks Medina Sidonia, famous for its sulphur baths; it gives the ducal title to the descendants of Guzman (El Bueno), to whom all the lands lying between the Guadiaro and the Guadalete were granted for his defence of Tarifa, when the Moors put to death his only son, who had fallen into their hands, as they had threatened to do if he would not surrender the place.

San Fernando is the capital of La Isla de Leon. Salt is the staple, made in the *salinas* and marshes below, where lie enormous heaps, piled up like mountains of rather dirty snow.

Gibraltar Round the Neighbourhood.

A five days' ride may be taken as follows.—1st day. Gibraltar to Algeciras, 2½ hours; Algeciras to Tarifa, 3½ hours.

2nd day.—Tarifa to Vejer, 8 hours, including one hour's halt for lunch.

3rd day.—Vejer to Conil, 2¾ hours; Conil was formerly famous for its tunny fishery: it is one league from Cape Trafalgar, whose long, low, sandy lines stretch towards Tarifa. It was off this Cape that the immortal Nelson sealed with his life's blood his country's supremacy over the ocean. On the memorable 21st October, 1805, with twenty-seven small ships of the line and four frigates he engaged the French under Villeneuve and the Spaniards under Admiral Gravina, together thirty-three sail of the line and seven frigates. Nelson was wounded at

a quarter before one, and died on board his beloved "Victory" at half-past four. The Spaniards fought well at Trafalgar; their noble commander being also mortally wounded, died soon after Nelson. Almost with his last breath he told the English medical man (Dr. Fellows) that he was going to join Nelson, the "greatest "man the world has ever produced."—Conil to Chiclana, *viâ* the battle-field of Barrosa, 4 hours.

4th day.—Chiclana to Medina Sidonia, 3½ hours; and thence to Casas Viejas, 3½ hours.

5th day.—Casas Viejas to Venta de Polverilla, 6 hours, and thence to the old Rock again, 4 hours.

El Convento del Cuervo.

This is a twenty-two miles ride, and two days are best taken. Ride out in the afternoon and sleep at Los Barrios, and next day to the Convent, which was built during the reign of Charles V. as a place of penance for monks convicted of heinous crimes. The dungeons may be visited. The ride back to Gibraltar will take about six hours.

Finally, a day's journey varies from eight to ten hours' riding, and an hour for lunch, and uncommonly hard riding some of it is; but with a good Spanish horse the traveller will soon cease to be nervous about his route, for it has the endurance and the sure-footedness of that other humble and patient animal, with which it must be intimately connected in lineage. Let the traveller remember that he will have to "rough" it, and that he will find it difficult to repair damages at any of his halting-places; therefore his travelling equipage, both for horse and man, should be of the best order; let him not be too particular about the food, for "God there sends the meat and the evil one cooks" in most places out of the beaten track: let him not forget a plentiful supply of vermin powder or very strong snuff, which will keep off at least a portion of his nightly visitants; and with these precautions, and a sensibility for enjoyment of the beauties of nature, her rocks and table lands, her woods and rivers, he may bring away from his travels many pleasant recollections of the beauties of Andalusia, for so many years the Paradise of the Moors, whose former greatness is well exemplified by the quaint illustrations they have left of their culture and their energy.

WEIGHTS, MEASURES, &c.

The following details may be useful for travellers by road :—

DISTANCE.

A metro	=	1 yard 3½ inches, or 1 vara 7 pulgadas.
Kilometro	=	1,093 yards 2 inches.
Legua (league)	=	5,555 kil. = 3¾ English miles.
Corta legua (short do.)	=	3 miles.
Larga legua (long do.)	from	4 to 5 miles.
Vara (a yard)	=	3 pies (feet) = 2·782 feet English.
Pie (foot)	=	12 pulgadas (inches).
But English foot	is	13 Spanish inches.
English mile	=	1,925 Spanish yards.

WEIGHTS AND MEASURES.

Arroba = 25 lbs.
Kilo = 2 lbs.

Fanega (straked) of barley	=	72 lbs. about.
" do. of wheat	=	96 lbs. "
" (heaped) beans	=	115 lbs. "
" do. maize	=	118 lbs. "
" do. peas (garbanzos)	=	122 lbs. "

SHOOTING EXPEDITIONS IN THE NEIGHBOURHOOD.

HINTS AND GENERAL DIRECTIONS.

Casas Viejas.

There are two roads to Casas Viejas generally used by sportsmen. To take the shorter one you must ford the first river opposite Villegas, and follow the road

which, passing immediately behind Marcellino, takes you over the hills at the back and crosses the Agua Corta. You then leave Patron's farm and la Cañada del Infierno* on your right, and follow the narrow mountain path until you reach Polverillo—a miserable hovel but the only house you meet on the road after leaving Marcellino (19 miles). A short halt is generally made here for lunch or to rest the baggage animals. The path now leads through a mountainous country intersected by deep watercourses, which constitute the real difficulty of the road—in fact crossing them is sometimes attended with danger—for a few hours rain converts them from almost dry ditches to mountain torrents. The beds of these watercourses are full of large boulders, among which you have to wend you way, and therefore should the water be running smoothly, that it to say, should it be so deep that the boulders do not disturb the surface, it is as well to take the advice of the muleteers and not attempt to cross. Of these dangerous fords there are three, and during heavy rain they rise so rapidly that horsemen have been known to cross the first and when, after vainly trying to ford the second, they turned back they found that the first had also become unfordable. Having crossed the last of these *gargantas,* as the natives call them, one's troubles are at an end; and in about an hour you descend on to a large plain watered by numerous streams, and you see Casas Viejas lying on a hill on the opposite side. This route is the shortest one and is about forty miles, and can be done on horseback, if unencumbered by luggage, in eight hours.† The baggage animals will, as a rule, take ten hours. This route should not be attempted except in fine weather for the reasons already given; and on no account be persuaded to break the journey and sleep at Polvorilla: it has no decent accommodation, no beds, and swarms with fleas, *chinches,* &c.

After or during wet weather the route by Tarifa is the better one. You ride round by Algeciras to Tarifa, and stay there the first night; starting early the next morning you follow the high road to Vejer for three hours or perhaps a little more, until you arrive close to the small village of Taivilla, perched on the side of a hill; here you leave the high road, and bearing a little to your right you pass close under this village, and travelling a little West of North across large plains, intersected here and there by low grassy hills and small streams, you ought to arrive at Casas Viejas in time to have a couple of hours snipe shooting before dusk; to do this, however, it is advisable to send on the baggage animals an hour or two in advance.

Arrived at Casas Viejas the best—in fact we believe the only—house to put up at is La Posada de Juan Villarba. The place is clean and the host not only most

* The road thus far can easily be traced on the Hunting Map.

† A party of officers in 1876 did the distance in six hours. They had never been over the road before, and had no guide.

attentive but moderate in his charges. As far as we can recollect the last time we were there he charged 14 rvn. for ourselves and 5 rvn. for our servants and mule-drivers per diem for board and lodging, and 4 rvn. per diem for each mule or horse, giving these two feeds of corn a day.

Provisions here are not plentiful, and lack variety, fowls and eggs being the staple articles. You must therefore provide yourself with a fair amount of tinned meats and soups for your lunch, and which often come in as a grateful addition to your dinner; also with rice, coffee, tea, salt, pepper, mustard, &c., sherry, claret, brandy or whisky.* It is also advisable to take a few jars of Hollands, for the use of the drivers: it is not only an economy but a dram administered to them at judicious intervals has a wonderful effect on the pace of the baggage animals. The panniers should be covered with some water-proof stuff, as rain comes on very suddenly sometimes.

A guide is not an absolute necessity, but unless one is well acquainted with Spanish it is as well to have one, as you are thus enabled to obtain many little comforts such as hot water, a tub, &c., so essential to the comfort of a sportsman and so keenly appreciated after a hard day's work. One word however about guides. Don't let them cater for you at Casas Viejas or anywhere else; they simply double your expenses, buying fowls, &c., from the country people for next to nothing and charging you Gibraltar starvation prices. Leave all this to Villarba and you will have no cause to grumble.

Drivers and fairly good baggage animals can be obtained at Campamento or San Roque, at a daily charge of 16 rvn. for each driver and 12 rvn. for each horse or mule, in addition to this you have to board and lodge both man and beast; but all the prices given are subject to alterations, being influenced by circumstances too numerous to enter into in this short notice. Thus a good harvest raises the price of horse and mule hire for irregular work, and a bad year raises the price of fowls and eggs. A party of three with a guide or servant can manage comfortably with three mules and two drivers, and their expenses ought not to exceed twelve to fourteen shillings each a day, exclusive of what they may pay the guide.

The sport is very varied, but snipe shooting is the best; a bag of twenty-eight or thirty couple to one gun being no uncommon result of one day's shooting.† The snipe are found in the marshes, which commencing at the foot of Casas Viejas run Westward towards Vejer.

* There is no drink to be obtained in the village except very common country wine and aguardiente and not always these.

† Several bags of fifty couples have been made, and in 1879 an officer of the Rifle Brigade shot forty couples in two hours at Tapatanilla not far from Casas Viejas.

In some seasons, about November and December, if the weather has been dry, the snipe shooting is equal to any that can be obtained; but all depends upon the weather, which if wet causes the birds to disperse over the whole country, while if it be dry they remain in the *sotos* or marshes, and when flushed return almost immediately. Snipe, as a rule, in Andalusia are far more wild than in other countries, which is, no doubt, caused by the nature of the marshes, which often quite dry at the end of summer, are in winter regular lakes, only at their edges affording any resting places for the snipe (Agachadiza), the cover being usually thin and bare.

It is as well to take a *cazador* or professional sportsman with you, not only to show you the favourite haunts of the birds but also to point out the treacherous spots in the marshes, for though these are nearly quite dry in summer, and in winter when flooded afford a firm and secure footing generally, yet there are spots which, owing to the presence of springs, are really dangerous—fortunately for the sportsman there are but few of these places.

On the plains on either side of the marshes you find hares, quail, green and golden plover (Chorlito), and on the grassy hills the *lesser* bustard (Sison. Francolino). This latter is very hard to approach and your only chance is to have them driven towards you, and even then it is difficult to obtain a shot as they fly high. The great bustard (Abutarda) is also found on the plains before the crops are cut, and you must employ the same tactics, but you have a better chance of obtaining a shot as they fly low. The best time is usually by the end of March when the corn is sufficiently high to shelter the guns, but the diversion of bustard driving is rather expensive and often, like the Irishman's pig, they refuse to be driven in the required direction. In August, near Casas Viejas and no doubt at other places, the Spaniards ride down bustards with dogs, continually flushing them till they are exhausted; but probably young birds only are thus caught. They are also said to tire out the red-legged partridge in the same way.

In summer, quail (Codorniz) are universally distributed all over the cultivated country; in autumn the best place to shoot them is in the maize fields or rather stubbles. The Andalusia *cazadores* profess to recognize two kinds of quail, those which are migratory, called "*criollas*," and those which are resident, and so named "*castellanas*."

In hard winters, more especially when there has been little rain, large quantities of water-fowl are to be found in the lagoons and marshes, and a ride of two or three hours takes one to La Laguna de la Jauda, where occasionally there is most excellent wild goose shooting. For full particulars of this sort of shooting we cannot do better than refer the reader to Lieut.-Colonel Irby's work, "Ornithology of the Straits of Gibraltar."

One last word. Remember to take a couple of blankets with you, for the nights are cold at Casas Viejas and bed-clothing scanty.

Shooting Licences.

For shooting in Spain, a double licence is required; for carrying arms and for sporting—obtained through the Spanish Consul, from the Civil Governor at Cadiz—the cost is $4 for the licences, $2 fee at the Consulate, and 3 rvn. for the stamped paper on which the application is made.

Ibex Shooting on the Sierra Bermeja, near Estepona.

The distance from Gibraltar to Estepona is seven Spanish leagues, equal to twenty-five or thirty English miles. The road for the greater part of the distance is along the Eastern Beach and very uninteresting. On leaving Estepona for the Sierra, two and a half leagues of the way is along a good carriage road, and half a league of mountain foot-path, and you then come to a small village called Bennajabi (which is not to be found in the Maps of Spain), and here the beaters will be found waiting; arrangements having been made for them at least two days before the arrival of the party, by a letter to José Montesino at Bennajabi; this letter should be written in Spanish and sent *viâ* Estepona some days before. From Bennajabi to El Caporal, where the tents are usually pitched, is a distance of about three leagues; the scenery here is magnificent. At El Caporal there is only a small hut occupied by one of the Guards or Keepers on the estate, the greater part of which is owned by Mr. Thomas Heredia, of Malaga. Mr. Salvador Buendiaz, Mr. Heredia's *Administrador* at Estepona, should be written to beforehand, and he will then give instructions to the Keepers to be civil to the visitors.

El Caporal is situated between two of the mountain spurs and is generally chosen as a camping ground, as a small river passes close by; this river is sometimes, however, difficult to cross and a better camping ground is at a spot higher up the Sierra called La Cueva, where there is a spring of good water, and by camping here the crossing the river twice a day is avoided.

Instead of tents it is better to have a hut built, especially if there are in the party as there should be, eight guns; the cost of building the hut is not more than what would have to be paid for baggage animals carrying the tents, and the hut itself is preferable to tents in wet weather.

It must be borne in mind that nothing except water and wood is to be had either at El Caporal or La Cueva; everything in the way of food, &c., must be taken with the party. A good country wine and aguardiente for the men can bebought

cheap at a small *bodega*, about ten miles from El Caporal. The aguardiente is the most necessary, as without their glass of it morning and evening, as well as their wine for dinner, the beaters will not work. Bread can be got from Estepona by sending in a messenger on horseback, also fresh beef and mutton, as the ibex *when* shot is not very palatable. Partridges are occasionally seen, also pheasants, but these latter are strictly preserved. On the lower ground, near Bennajabi, deer and wild boar are to be found.

The cost of such a trip should not exceed $5 per day for each gun. José Montesino, at Bennajabi, should in all cases be taken as first beater, as he knows all the Sierra to perfection, having been born at El Caporal, and as a guide from Gibraltar there is no better man than John Hill who knows the country well, having been there on many occasions; he has also this advantage, he is a fair cook.

The best season for ibex shooting is about September and October.

It must not be supposed that the ibex shooting on these Sierras is all play. Some of the beats necessitate a departure from camp at four a.m., and it will be nine a.m. before the shooting post is reached—that is after five hours hard climbing up the mountain. Perhaps the sportsman remains at his post another four or five hours, probably sees no ibex, and has another five hours walk *down* hill, and this, if possible, is even worse than going up.

Colonel Irby says, "one is amply repaid by the magnificent scenery and the "novelty of the affair, but as far as shooting goes it is a failure, and at the lowest "calculation every ibex killed by a Gibraltar party costs over £100"—but of course a great deal depends upon luck, for as many as seven heads have been brought back to Gibraltar by one party after a few days on the Sierra.

Anyone who intends trying his luck with the "Cabras Montesas," as the ibex are called by the Spaniards, should provide himself with a pair of light but strong laced up boots, and have rope soles put on to them. The ordinary sole is very liable to bring one to grief, as they have no hold on the slippery rocks.

The best gun to use is a double-barrel breech loading smooth bore, and ball cartridge; a rifle is dangerous, as you almost invariably have to shoot in the direction of the advancing beaters.

SPORTING IN MOROCCO.

As no accommodation can be obtained in the country the traveller must always camp out. Arrangements for guides, tents, baggage animals, food, &c., can be

made at any of the Hotels at Tangier. Travelling is attended with more expense and less comfort than in Spain from the total absence of inns, and the necessity, therefore, for much extra baggage, tents, cooking appliances, &c. At country villages, fowls, eggs, butter, milk, and kuskoó-soo, the national diet of Morocco, may be obtained, but nothing else. Still $5 a-day ought to cover all expenses, except for wine and liquors.

In Morocco no large game is found within the reach of the European sportsman, excepting wild pigs, which are only to be obtained by the battue system of driving the jungle with beaters and dogs, sitting for hours waiting for the chance of a shot, a class of amusement dignified by the name of a "boar-hunt;" sometimes, where the country is sufficiently open, the real sport of pig-sticking can be had. For this sport parties are frequently organised by Sir J. Drummond Hay, the English Ambassador to Morocco, who is himself a "mighty hunter," and kindly extends a liberal invitation to visitors from Gibraltar to join in the sport, which is usually very successful; the Barbary horses being as sure-footed as goats over the rough country.

No doubt further in the interior there is other large game; but with the exception of shooting an occasional gazelle and a few pigs, there is no opportunity of using the rifle.

The small game shooting is very good; the abundance of Barbary partridges in some districts is miraculous; but when killed they are of little value in a culinary point of view, being more dry and tasteless than the Spanish redleg, now so well known in many parts of England. It is a curious fact that the Barbary partridge is the only species found on the Rock of Gibraltar, and is not found on the mainland of Spain, and in the same manner the common red-legged or French partridge, plentiful and resident in Andalusia, is never known to occur on the African side of the Straits. It cannot be explained why it is not found on the Rock of Gibraltar, as it is to be seen on the Queen of Spain's Chair, and occasionally on the plain below within a couple of miles of the Neutral Ground.

The number of snipe in some seasons is very great, especially at Masharalhaddar, where, and also at Ras Dowra, Larache, Sharf el Akab, Martine near Tetuan, and Esmir near Ceuta, as good snipe and wild fowl shooting as may be wished for can be obtained. But it is always uncertain sport, as one day swarms are met with, and perhaps on the next day hardly any are to be found. The absence of roads and bridges renders the country in wet weather at times almost impossible to travel over, the tracks becoming a succession of mudholes, and the rivers impassable torrents. This, added to the unpleasant certainty of living under canvas during rainy weather, is a great drawback to winter shooting.

Another, in my opinion insuperable objection to shooting in Morocco is that, if any great quantity of game be bagged, it has to be thrown away, as, unless within twenty miles or so of Tangier, it is useless. The Moors, being Mahometans, will not eat anything killed by a Christian or infidel; and killing for the mere sake of slaughter does not come within the creed of a real sportsman. In Spain all this is very different, as any one and every one is only too glad to accept of the surplus game.

In almost all parts of Morocco rabbits abound; and hares are in places plentiful. Woodcocks are sometimes tolerably abundant; quails, of course, are in swarms during migration; and there are a great number of little bustard in the vicinity of Tangier, in small flocks, but they are very wild and wary.—(Colonel Irby).

Governors, Lieutenant-Governors, and Commandants of the Fortress of Gibraltar.

FROM ITS ACQUISITION BY THE ENGLISH UP TO THE PRESENT TIME.

H. R. H. the Prince of Hesse	1704
Major-General Ramos	1705
Lord Portmore	1706
Colonel Elliott *c*	1706
General Stanvix *c*	1711
Colonel Congreve *c*	1713
Colonel Cotton *c*	1716
Lieut.-Colonel Bowes *c*	1719
Major Elington *c*	1719
Brigadier-General Kane *c*	1720
Colonel Hargrave *c*	1722
General Clayton *c*	1728
General Sabine	1730
General Columbine	1739
General Clayton *c*	
General Hargrave *c*	
General Bland	1748
Lord George Beauclerc *c*	1751
Colonel Herbert *c*	1752
General Braddock *c*	1754
General Fowkes	
Lord Tyrawly	1756
Earl of Panmure *c*	1757
Lord Home	1758
Colonel Tovey *c*	1761
General Parslow	
General Cornwallis	1762
General Irwine *c*	1766
General Cornwallis	1767
General Boyd *c*	1769
General Elliott	1777
General O'Hara *c*	1787
General Sir R. Boyd*	1791
General Sir Henry Clinton	1794
General Rainsford *c*	1794
General O'Hara*	1795
Major-General Sir T. Trigge	1801
Major-General Barnett* *c*	1802
H. R. H. the Duke of Kent	1802 to 1820
General Fox (Lieut.-Governors)	1804
General Drummond (Lieut.-Governors)	1806
General Sir Hew Dalrymple (Lieut.-Governors)	1806
General Drummond (Lieut.-Governors)	1808
General Sir J. Cradock (Lieut.-Governors)	1809
General Sir Colin Campbell* (Lieut.-Governors)	1810
General Smith (Lieut.-Governors)	1814
General Sir George Don* (Lieut.-Governors)	1814
General the Earl of Chatham	1820 to 1836
General Sir George Don* (Lieut.-Governors)	1825
Lieut.-General Sir W. Houston (Lieut.-Governors)	1831
Colonel C. Mann (Lieut.-Governors)	1835
Major-General Sir A. Woodford (Lieut.-Governors)	1835
Colonel Sir C. F. Smith, R.E. (Lieut.-Governors)	1838
Lieut.-General Sir A. Woodford	1839
General Sir R. T. Wilson	1843
General Sir R. Gardiner	1848
Colonel C. Ward, R.E *c*	1855
General Sir J. Fergusson	1855
Lieut.-General Sir W. J. Codrington	1859
Lieut.-General Sir R. Airey, G.C.B.	1865
General Sir W. F. Williams of Kars, Bart., G.C.B.	1870
Major-General E. A. Somerset, C.B. (act.)	1875-76
General Lord Napier of Magdàla, G.C.B., G.C.S.I.	1876
Major-General D. Anderson (act.)	1877-78

c. Commandant.

* Died and buried at Gibraltar.

In 1839 the appointment of Lieutenant-Governor was abolished.

Table of Gun Fire.

Most useful to those riding into Spain who do not wish to be left out in the cold, as all gates are afterwards shut for the night.

		Morning		Evening				Morning		Evening	
		H.	M.	H.	M.			H.	M.	H.	M.
JANUARY	5	6	15	5	35	JULY	5	3	50	8	0
	10	6	15	5	40		10	3	50	7	55
	15	6	20	5	45		15	4	0	7	55
	20	6	20	5	50		20	4	0	7	50
	25	6	20	5	55		25	4	0	7	45
	31	6	10	6	0		31	4	10	7	40
FEBRUARY	5	6	10	6	5	AUGUST	5	4	10	7	35
	10	6	10	6	10		10	4	10	7	30
	15	6	0	6	15		15	4	25	7	25
	20	6	0	6	20		20	4	25	7	20
	25	6	0	6	25		25	4	25	7	15
	28	5	40	6	30		31	4	40	7	5
MARCH	5	5	40	6	35	SEPTEMBER	5	4	40	6	55
	10	5	40	6	35		10	4	40	6	50
	15	5	20	6	40		15	4	50	6	40
	20	5	20	6	45		20	4	50	6	35
	25	5	20	6	50		25	4	50	6	30
	31	5	0	6	55		30	5	5	6	20
APRIL	5	5	0	7	0	OCTOBER	5	5	5	6	10
	10	5	0	7	5		10	5	5	6	5
	15	4	40	7	10		15	5	15	6	0
	20	4	40	7	15		20	5	15	5	50
	25	4	40	7	15		25	5	15	5	45
	30	4	15	7	20		30	5	30	5	40
MAY	5	4	15	7	25	NOVEMBER	5	5	30	5	35
	10	4	15	7	30		10	5	30	5	30
	15	4	0	7	35		15	5	45	5	25
	20	4	0	7	40		20	5	45	5	25
	25	4	0	7	45		25	5	45	5	25
	31	3	45	7	50		30	6	0	5	20
JUNE	5	3	45	7	55	DECEMBER	5	6	0	5	20
	10	3	45	7	55		10	6	0	5	20
	15	3	45	8	0		15	6	5	5	25
	20	3	45	8	0		20	6	5	5	30
	25	3	45	8	0		25	6	5	5	30
	30	3	50	8	0		31	6	15	5	35

NIGHT.

At half-past 9 o'clock throughout the year.

Table of Distances in the Neighbourhood.

		Miles.	Furl.
From the Convent, Gibraltar,	to Landport Guard	—	4
" "	to Spanish Lines	1	5
" "	to Campamento	3	4
" "	to Orange Grove	3	4
" "	to San Roque	6	0
" "	to First Pine Wood	7	2
" "	to Malaga Gardens	7	2
" "	to Second Pine Wood	8	5
" "	to First Venta (Venta del Padre Mendez)	7	0
" "	to Duke of Kent's Farm (Cortijo de la Fajonera)	8	7
" "	to Second Venta (Venta de Gamez)	9	6
" "	to Convento de la Almoraima	14	0
" "	to Long Stables (Venta de Gualquehigo)	14	4
" "	to Los Barrios	12	0
" "	to Castellar	18	2
" "	to Algeciras	10	0
" "	to Algeciras across the Bay	5	2
" "	to Tarifa	24	2
" "	to Second Tower Eastern Beach	8	2
" "	to Ximena	24	0
From San Roque to First Pine Wood		1	2
From San Roque to First Venta		2	1
From First Pine Wood to Second Pine Wood		2	3
From Second Pine Wood to Second Venta		2	2
First Venta to Second Venta		2	6

Currency of Gibraltar.

ORDER IN COUNCIL 21ST FEBRUARY, 1872.

98 Reales de Vellon to the £1 Sterling.

Gold and Silver Coins.

GOLD	Doblon d'Isabel	5 Dollars	100	Reales de Vellon.
	4 Escudos	2 Dollars	40	ditto.
	2 Escudos	1 Dollar	20	ditto.
SILVER	2 Escudos	1 Dollar	20	ditto.
	1 Escudo	½ Dollar	10	ditto.
	3 Gibraltar Reals	¼ Dollar	5	ditto.
	Peseta	⅕ Dollar	4	ditto.

The Real and the Peseta are also subdivided into Copper Coins. The Farthing is equal to 1 Decima.

Although an Order in Council establishes the currency of Isabel II. of Spain as the only one of this city, this monetary system has only been partially adopted by some of the Public Offices. Tradesmen and shopkeepers receive in payment all gold and silver coins which are current in Spain; and of bronze coins only *British* at the rate of 48 pence per current *Dollar*. The following table expresses the relative value of the coins which are in circulation:—

Dollar.	Reals.	Pence.	Farthings.
1	12	48	192

or, 16 Farthings make 1 Real—12 Reals 1 Dollar. This currency has been established by Public Meeting and general consent since March 2d, 1870.

By this it will be seen that the English Sovereign, or $4 18 Rvn. is worth only 19s. 5d. *(See next page).*

The following TABLE OF EXCHANGE shows the worth of English money from 10 shillings to £1 9s. 11d., and by multiplication or division, the worth of smaller or larger sums can easily be determined.

Pence.	10s.			11s.			12s.			13s.			14s.			15s.			16s.			17s			18s.			19s.			Pence.
	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	
0	2	9	0	2	13	9	2	18	8	3	3	7	3	8	6	3	13	5	3	18	4	4	3	3	4	8	2	4	13	1	0
1	2	9	4	2	14	3	2	19	2	3	4	1	3	9	0	3	13	9	3	18	8	4	3	7	4	8	6	4	13	5	1
2	2	9	8	2	14	7	2	19	6	3	4	5	3	9	4	3	14	3	3	19	2	4	4	1	4	9	0	4	13	9	2
3	2	10	2	2	15	1	3	0	0	3	4	9	3	9	8	3	14	7	3	19	6	4	4	5	4	9	4	4	14	3	3
4	2	10	6	2	15	5	3	0	4	3	5	3	3	10	2	3	15	1	4	0	0	4	4	9	4	9	8	4	14	7	4
5	2	11	0	2	15	9	3	0	8	3	5	7	3	10	6	3	15	5	4	0	4	4	5	3	4	10	2	4	15	1	5
6	2	11	5	2	16	4	3	1	3	3	6	2	3	11	1	3	16	0	4	0	9	4	5	8	4	10	7	4	15	6	6
7	2	11	9	2	16	8	3	1	7	3	6	6	3	11	5	3	16	4	4	1	3	4	6	2	4	11	1	4	16	0	7
8	2	12	3	2	17	2	3	2	1	3	7	0	3	11	9	3	16	8	4	1	7	4	6	6	4	11	5	4	16	4	8
9	2	12	7	2	17	6	3	2	5	3	7	4	3	12	3	3	17	2	4	2	1	4	7	0	4	11	9	4	16	8	9
10	2	13	1	2	18	0	3	2	9	3	7	8	3	12	7	3	17	6	4	2	5	4	7	4	4	12	3	4	17	2	10
11	2	13	5	2	18	4	3	3	3	3	8	2	3	13	1	3	18	0	4	2	9	4	7	8	4	12	7	4	17	6	11

£1.

Pence.	0s.			1s.			2s.			3s.			4s.			5s.			6s.			7s.			8s.			9s.			Pence.
	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	$	RV	D	
0	4	18	0	5	2	9	5	7	8	5	12	7	5	17	6	6	2	5	6	7	4	6	12	3	6	17	2	7	2	1	0
1	4	18	4	5	3	3	5	8	2	5	13	1	5	18	0	6	2	9	6	7	8	6	12	7	6	17	6	7	2	5	1
2	4	18	8	5	3	7	5	8	6	5	13	5	5	18	4	6	3	3	6	8	2	6	13	1	6	18	0	7	2	9	2
3	4	19	2	5	4	1	5	9	0	5	13	9	5	18	8	6	3	7	6	8	6	6	13	5	6	18	4	7	3	3	3
4	4	19	6	5	4	5	5	9	4	5	14	3	5	19	2	6	4	1	6	9	0	6	13	9	6	18	8	7	3	7	4
5	5	0	0	5	4	9	5	9	8	5	14	7	5	19	6	6	4	5	6	9	4	6	14	3	6	19	2	7	4	1	5
6	5	0	5	5	5	4	5	10	3	5	15	2	6	0	1	6	5	0	6	9	9	6	14	8	6	19	7	7	4	6	6
7	5	0	9	5	5	8	5	10	7	5	15	6	6	0	5	6	5	4	6	10	3	6	15	2	7	0	1	7	5	0	7
8	5	1	3	5	6	2	5	11	1	5	16	0	6	0	9	6	5	8	6	10	7	6	15	6	7	0	5	7	5	4	8
9	5	1	7	5	6	6	5	11	5	5	16	4	6	1	3	6	6	2	6	11	1	6	16	0	7	0	9	7	5	8	9
10	5	2	1	5	7	0	5	11	9	5	16	8	6	1	7	6	6	6	6	11	5	6	16	4	7	1	3	7	6	2	10
11	5	2	5	5	7	4	5	12	3	5	17	2	6	2	1	6	7	0	6	11	0	6	16	8	7	1	7	7	6	6	11

General Post Office.

Gibraltar belongs to the "General Postal Union," and letters addressed to Union Countries are chargeable with the rates of postage fixed by the Postal Union Convention of Paris, June, 1878.

Unpaid letters are charged double postage on delivery. Insufficiently paid letters are charged double the deficiency of the upaid rate.

All postage must be prepaid by British Postage Stamps.

The fee for registration is 2d. without distinction of destination. The sender of a registered article may obtain an acknowledgment of its delivery by paying, in advance, a fixed fee of 2½d. in addition to the ordinary registration fee and postage.

Correspondence for the United Kingdom.

Correspondence for the United Kingdom is forwarded daily in a closed mail to London, *viâ* Spain and France. The mail is despatched from Gibraltar at 9 a.m. and reaches London at 5·30 p.m. on the fifth day, occupying 4 days and 8½ hours in its transmission; a letter posted in Gibraltar on Monday morning is delivered in London on Friday night, and in the provinces on Saturday morning. In the other direction, closed mails for Gibraltar are despatched from London twice daily, at 7·45 a.m. and 8·30 p.m., which reach Gibraltar at 3·30 p.m. on the fifth day, occupying respectively 4 days, 7 hours and 45 minutes and 4 days and 19 hours in their transmission. In consequence of the mail train between Madrid and San Fernando running only once a day, the evening despatch from London is received in Gibraltar at the same time as the morning despatch of the following day.

Letters for the United States of America, West Indies, the States of South America, Canada, &c., are forwarded, *viâ* London, in the closed mail, unless any other route is specified on the address.

Correspondence for the European States.

Letters for the European States are forwarded daily in the general mail for Spain, despatched from Gibraltar at 9 a.m.

Correspondence for the East.

Correspondence for the British Colonies east of Suez is forwarded in a closed mail to Brindisi.

Letters addressed to Malta and Egypt are forwarded by the Peninsular and Oriental Company's steamers, if specially directed "By P. and O. steamer."

Letters between Gibraltar, Malta and Egypt will be exchanged in ship mails forwarded by the Peninsular and Oriental Company's steamers, which will continue to call here weekly: letters to be so forwarded must be superscribed "by P. and O. steamers."

Ship Mails.

Ship mails for England as well as the ports of Spain, Portugal, France, Malta and Egypt are made up at the Post Office and despatched by merchant steamers on every eligible occasion. Mails for Tangier and the Barbary ports are despatched by every opportunity; and letters for Tetuan or the ports of Western Barbary, sent in the mail to Tangier, are despatched thence to destination by courier.

Letters forwarded to Union Countries by ship mail are charged the Union rate.

Letters forwarded to the ports of Western Barbary by ship mail are charged 2d. for ½ oz., 4d. for 1 oz., and after that 4d. for every oz. or fraction of an oz., so that the charge on a letter weighing 1½ oz. is 8d

Rates of Postage

CHARGED IN GIBRALTAR

Upon letters, newspapers, commercial papers, printed papers and patterns addressed to the undermentioned Colonies and foreign countries.

1. Letters cannot be sent unpaid to the countries marked thus (‡), and newspapers, commercial papers, printed papers and patterns must be prepaid in all cases.
2. Letters and other articles may be registered to all countries except those marked thus (‡): the registration fee is 2d. in all cases. The postage as well as the fee must be prepaid.
3. No packet of newspapers, commercial papers or printed papers must exceed 4lbs. in weight, and the weight of a packet of patterns is limited to 8 ounces. The size of a packet of patterns addressed to any country in the Postal Union is limited to 8 inches in length, 4 inches in width, and 2 inches in depth.
4. Proofs of printing or of music may bear corrections with a pen and may have manuscript annexed to them. Circulars, &c., may bear the signature of the sender, his trade or profession, place of residence, and a date. A book may have a dedication or complimentary inscription in manuscript and printed or lithographed stock or share lists, prices current, and market reports may have the prices added in writing.

COUNTRIES.	FOR A LETTER. Not exceed.[s] ½ oz.	FOR A LETTER. Above ½ oz. and not exc.[s] 1 oz.	FOR A LETTER. Every Add.[l] ½ oz.	For each post card.	For each newspaper not exceed.[s] 4 ozs.	FOR A PACKET OF COMMERCIAL PAPERS, PRINTED PAPERS OR PATTERNS.
	d.	*d.*	*d.*	*d.*	*d.*	
‡Spain, the Spanish Possessions on the African Coast, and the Canary Islands, *viâ* Spain ..... ‡Tangier	1	2	1	½	½	Commercial papers— 2½*d.* for any weight up to 4 ozs. and ½*d.* for every additional 2 ozs. Printed papers— ½*d.* for any weight up to 2 ozs. and ½*d.* for every additional 2 ozs. Patterns— 1*d.* for any weight up to 2 ozs. and ½*d.* for every additional 2 ozs.
United Kingdom..... Malta ..... Egypt ..... Canada (Dominion of)..... United States of America..	2½	5	2½	1	1	

Countries	FOR A LETTER. Not exceed.g ½ oz.	Above ½ oz. and not exc.g 1 oz.	Every add.l ½ oz.	For each post card.	For each newspaper not exceeding 4 oz.	FOR A PACKET OF COMMERCIAL PAPERS, PRINTED PAPERS OR PATTERNS.
	d.	*d.*	*d.*	*d.*	*d.*	
Newfoundland The Continental States of Europe (Spain excepted)	2½	5	2½	1	1	Commercial papers— 2½*d.* for any weight up to 4 ozs. and ½*d.* for every additional 2 ozs. Printed papers— ½*d.* for any weight up to 2 ozs. and ½*d.* for every additional 2 ozs. Patterns— 1*d.* for any weight up to 2 ozs. and ½*d.* for every additional 2 ozs.
Argentine Republic Antigua Bermuda Brazil Bahamas British Guiana British Honduras Cape de Verds Cayenne Cuba Curaçoa Dominica Ecuador Falkland Islands Fernando Po Gambia Gold Coast Guadaloupe Honduras (Republic) Jamaica Lagos Liberia Martinique Mexico Montserrat Nevis Porto Rico Peru St. Croix St. Domingo St. Eustatius St. Kitts St. Martin St. Thomas Salvador Sierra Leone Surinam Tortola Trinidad Uraguay Venezuela	4	8	4	1½	1	Commercial papers— 2½*d.* for any weight up to 4 ozs. and 1*d.* for every additional 2 ozs. Printed papers and patterns— 1*d.* for any weight up to 2 ozs. and 1*d.* for every additional 2 ozs.

Countries.	For a letter. Not exceeding ½ oz.	Above ½ oz. and not exceeding 1 oz.	Above 1 oz. and not exceeding 1½ oz.	Every add'l. ½ oz.	For each newspaper not exceeding 4 oz.	For a packet of commercial papers, printed papers or patterns. Not exceeding 2 ozs.	2 ozs. to 4 ozs.	4 ozs. to 6 ozs.	6 ozs. to 8 ozs.	Every add'l. 2 ozs.	Every add'l. 4 ozs.
‡ Africa, West Coast .... (except the places named ‡ Ascension	*s.* *d.* 0 7½	*s.* *d.* 1 3	*s.* *d.* 1 10½	*s.* *d.* 0 7½	*d.* 2	*d.* 3	*d.* 4	*d.* 7	*d.* 8	*d.* 1	*d.* 2
‡ Barbary Ports, by Ship Mail ...	0 2										
‡ Bolivia	1 1½	2 3	3 4½	1 1½	3	4	5	9	10	1	3
Cape of Good Hope	0 7½	1 3	1 10½	0 7½	2	3	4	7	8	1	2
‡ Chili	1 1½	2 3	3 4½	1 1½	3	4	5	9	10	1	3
‡ Costa Rica.....	1 1½	2 3	3 4½	1 1½	2	3	4	7	8	1	2
‡ Grey Town ..... (St. Juan de Nicaragua) ‡ Guatemala.....	1 1½	2 3	3 4½	1 1½	2	3	4	7	8	1	2
‡ Hawaiian Islands	0 4	0 8	1 0	0 4	3	2	4	6	8	2	—
‡ Hayti.....	1 1½	2 3	3 4½	1 1½	2	3	4	7	8	1	2
Natal.	0 7½	1 3	1 10½	0 7½	2	3	4	7	8	1	2
‡ St. Helena.....	1 1½	2 3	3 4½	1 1½	2	3	4	7	8	1	2
‡ United States of Colombia..... (New Granada) *West Indies* (British) (except the islands named).....	1 1½	2 3	3 4½	1 1½	2	3	4	7	8	1	2

Money Orders.

Money Orders payable in the United Kingdom, Canada, Malta, and Constantinople are issued daily (Sundays excepted) between the hours of 10 a.m. and 2 p.m. If a packet mail to or from England has to be dealt with during those hours the Money Order business is temporarily suspended until the mail has been sorted or despatched.

The charge for money orders is as follows :—

United Kingdom, Malta, Constantinople, and Canada.....	For a sum not exceeding £ 2	0s. 9d.
	" " " 5.....	1 6
	" " " 7.....	2 3
	" " " 10.....	3 0

No larger sum than £10 can be remitted by a single Money Order.

:o:

Local Postal Arrangements.

The pillar boxes are cleared daily, two hours before the closing of the mail for Spain and the United Kingdom, at the Post Office.

There are two deliveries daily in the town and one at the South.

LATEST TIME FOR POSTING FOR THE UNDERMENTIONED COUNTRIES.

	AT THE POST OFFICE.	IN THE PILLAR BOXES.
United Kingdom and Countries *viâ* United Kingdom	8·30 a.m. daily.	6·30 a.m. daily.
Spain and all other Continental Countries	8·30 a.m. "	6·30 a.m. "
Algeria, *viâ* Spain (by Weekly Packet from Cartagena)	8·30 a.m. every Thursday	6·30 a.m. "
Malta and Egypt, *viâ* Spain	8·30 a.m. daily	6·30 a.m. "
India and Aden, *viâ* Closed Mail to Brindisi	7·30 a.m. every Sunday	6·30 a.m. "
Ceylon, China, Straits Settlements, Australia, New Zealand, *viâ* Closed Mail to Brindisi	7·30 a.m. every alternate Sunday, after Sunday, June 13, 1880.	6·30 a.m. "

The Letter Carrier for the town delivery leaves the Post Office at 10 a.m. and 4 p.m. The Letter Carrier for the South delivery leaves the Post Office at 10 a.m. The arrival or despatch of a mail may however cause a slight variation in the above hours.

———:o:———

Steam Packet Companies.

P. & O. STEAM NAVIGATION COMPANY (MEDITERRANEAN LINE).

Gibraltar, Malta, Port Said, and Suez.

London Office—No. 122, Leadenhall Street.

Agent in Gibraltar—W. H. Smith, Irish Town.

Leaves Southampton every Wednesday, at 12 noon. An experienced Surgeon is on board each vessel.

Passengers leaving Southampton on Wednesday, arrive at Gibraltar in about five days, and after staying there about four hours, arrive at Malta in about nine days. The ordinary stay at Malta is about six hours. Port Said is reached in thirteen and Suez in fourteen days from Southampton.

RATES OF PASSAGE MONEY.

	First class. Single Passage.	Children 3 years and under 10.	2d class, and Passengers' Servants.
To Gibraltar	£ 9	£ 4 10s.	£ 5 10s.
To Malta	10	7 10s.	9 0s.
To Port Said	20	10 0s.	12 0s.
To Suez	22	11 0s.	14 0s.

Venice, Ancona, Brindisi, and Alexandria.

The Company's steamers leave Venice every Friday morning for Brindisi, calling at Ancona, and leave Brindisi for Alexandria with Her Majesty's mails every Monday, at 4 a.m.

RATES OF PASSAGE FROM VENICE, ANCONA, OR BRINDISI TO ALEXANDRIA.

First class	£12
Second class and passengers' servants	9

Children under ten years of age, half the above rates. One child under three years of age, if with the parent, free (no berth provided). Should more than one child under three years be conveyed, one-quarter fare each will be charged, exclusive of the one taken free.

The above rates are exclusive of wines, spirits, and beer, which can be purchased on board the steamer

Passengers proceeding *viâ* Brindisi are recommended to leave London not later than 7·40 a.m. on Thursday, and *viâ* Venice same hour on Monday.

In future, letters for passengers on board the packets sailing from Brindisi, provided they be directed to the care of the Commanders and be registered, may be posted in any part of the United Kingdom up to the time at which registered letters for the East Indies, &c., intended for transmission by the same packets are received, and they will be delivered on board the packets at Brindisi. The letters should be directed thus :—

"[Here name of Addressee.]
"On board the Mail Packet, '——,'
"Care of the Commander,
"BRINDISI."

*** The Egyptian Government have notified that passengers intending to remain or travel in Egypt must have passports *viséd* by the Turkish Consul at the port where they embark. Vice-Consul at Southampton, Thomas Hill, Oriental Place.

NOTE.—Passengers can obtain shilling tickets on board the packets to convey them on shore by ferry-boats, or *vice versa*, and an extra shilling ticket for personal baggage. Extra baggage pays in proportion.

FARES FROM GIBRALTAR TO SOUTHAMPTON AND MALTA.

To Southampton—First class.....	$45	Second class	$27½
To Malta—First class.....	£ 35	Second class	20

Steam Companies,

CALLING AT GIBRALTAR; WITH FARES, AGENTS, &c.

Between Gibraltar and Algeciras.—In Summer (1st April to 30th September) steamers leave Gibraltar for Algeciras at 10·30 a.m. and 5·45 p.m. on Sundays; leaving Algeciras for Gibraltar at 7 a.m. and 5 p.m. On week days the hours are 9 a.m., 2 and 5 p.m. to Algeciras, 7 and 11 a.m. and 4 p.m. to Gibraltar.—In Winter (1st October to end of March), Sundays, to Algeciras, 10·30 a.m. and 4·25 p.m.; from Algeciras, 7·30 a.m. and 3·30 p.m. The remainder of the week, 9 a.m., 12 noon and 4 p.m. from Gibraltar and 7·15 and 10 a.m. and 2·30 p.m. from Algeciras.—Fares: First class, 5 rvn.; second class, 3 rvn. Agents, T. Haynes, Bell Lane.

To Barbary (*Tangier*).—Twice or three times a week by the regular boats "Hercules," "Lion Belge," "Jackal" and "Cambria." Agents, M. H. Bland & Co., Irish Town, Longlands Cowell & Co., Main-street, and Balensi Brothers, Parliament Lane. Occasional boats also,—fares, $2 and $1.

Mazagan and other Ports on the Coast.—Once a week. Fares from $2 to $15, according to distance.

To Coast of Spain.—Malaga and Cadiz, three times a week. Fares $5 and $2½. Agent, Thomas Haynes, Bell Lane, and Manuel Gomez, Waterport Street.

Malaga (*2d line*), *Almeria, Alicante, Valencia, and Barcelona.*—From Algeciras, four times a week. Fares, Malaga, $3; Almeria, $7; Alicante, $10; Valencia, $20, $14, and $7; Barcelona, $28, $19, and $9½.

Lopez and Co.'s Line.—From Cadiz for Porto Rico and Havana.—Agents, J. Onetti and Sons, Engineer's Lane, *do not* call at Algeciras. The steamers calling are of Messrs. Segovia, Cuadra & Co., and Vinuesa & Co. Agent at Algeciras, Eugenio Oncala (no Agent at Gibraltar). Arrive on Tuesdays and Fridays, and ply between Cadiz, Algeciras, Malaga, Almeria, Barcelona, and Marseilles.

Anchor Line of Peninsular and Mediterranean first class steam packets between Glasgow, Lisbon, Gibraltar, and the Mediterranean weekly; and the Adriatic, also Italy, Sicily, Marseilles, and New York, calling at Gibraltar three times a month. From the Mediterranean to New York—First class, $80; second class, $55; third class, $35. Also (once a month) to and from Bombay, £44. Agents, James Glasgow and Co., Waterport Street.

Marseilles, Gibraltar, Coast of Barbary and Canary Islands.—N. Paquet Ainé and Co., of Marseilles, two or three times a month. Agent, Y. Bergel, Irish Town.

Glynn and Co. Line of Steamers (Z line)—Liverpool to Coast of Italy.—Agents, M. H. Bland and Co., Irish Town.

Line of French Steamers between Havre, Lisbon, Cadiz, Gibraltar, and Malaga.—Agent, E. R. Bonnet, Irish Town.

Communication to Ceuta and Tetuan daily, from Algeciras by Spanish steamers carrying Mails and Passengers. Agent, T. Haynes, Bell Lane.

Pickernell and Co.'s Line of Steamers.—London and Coast of Italy. Agents, J. Peacock and Co., Irish Town.

Mersey Steamship Company.—Morocco Line.—London to Coast of Morocco. Agents, Carver, Darbishire, and Co., Waterport-street.

Moss' Line.—Liverpool and Alexandria Steam Navigation Company.—Once a week, every Saturday or Sunday. Fares to Liverpool, £8 and £4 10. Agents, Smith, Imossi & Co., Irish Town.

French Line from Genoa to the Brazils and La Plata, calling at Marseilles, Gibraltar, Saint Vincent, Buenos Ayres, &c.—Agents, Longlands Cowell & Co., Main Street.

British and Foreign Steam Navigation (Burns and M'Iver).—Liverpool, Italy, Sicily and Turkey. Agents, M. H. Bland & Co.

Compagnie Anonyme de Navigation Mixte.—For Nemours, Oran, and Algiers, calling twice a month. Fare to Oran: 1st class, 76f.; 2d class, 55f. (with meals); 3d class, 26f. (without meals). Agent, Y. Bergel, Irish Town.

Compagnie Générale Transatlantique (Correo).—Twice a month. Malaga, Melilla, Nemours, Oran, Carthagena and Marseilles. Agent, Y. Bergel, Irish Town.

Castle Line—Between China, New York and London. Agents, J. Rugeroni & Son, Commercial Square.

Gibraltar, Cadiz, and Malaga.—Agents, F. Cassano, Parliament Lane; M. Gomez, Waterport Street; and John Onetti and Son, Engineer Lane.

Italy, Montevideo and Buenos Ayres.—Agents, V. Corsi and A. Corsi, Irish Town.

Leyland's Line.—Liverpool for Genoa, Leghorn, Naples, and Alexandria. Agents, Carver, Brothers, Tuckey's Lane.

Hall's Line, London.—Gibraltar, Malaga, and Cadiz, calling at Lisbon.—Agents, J. Peacock & Co., Irish Town. Fares, $40 and $30.

Cunard Line.—To Liverpool, once a week. Fares, £8, and £5 third class.—Agents, M. H. Bland & Co.

Leyland's Line.—To Liverpool once a week, sometimes oftener. Fares, $40 and $30. Agents. Carver, Brothers.

Saenz & Co.'s Spanish Line.—London, Havre, Lisbon, Malaga, Cadiz, and Seville. Agents, J. Rugeroni and Son, Commercial Square.

Robert M'Andrew & Co.—Line between London and Spanish ports.—Agents, A. Mateos, Pitman's Alley

Stoomvaart Nederland Maatschappij.—Line between Amsterdam and Batavia, calling at Naples for mails and passengers.—Agents, Archbold, Johnston and Power.

Royal Netherlands Co.—Agents, Turner & Co.

Gibraltar Government Telegraph.

OPEN FROM 7 A.M. TO 9 P.M., FROM 1ST APRIL TO 1ST OCTOBER, AND FROM 8 A.M. TO 9 P.M., FROM 1ST OCTOBER TO 1ST APRIL.

On and after the 1st April, 1880, the following rates will be charged for the transmission of Messages rom Gibraltar, through Spain, to the Countries named below.

	1 Word.		2 Words.			10 Words		20 Words		100 Wds.	
	Ptas.	Cts.	Ptas.	Cts.		Ptas.	Cts.	Ptas.	Cts.	Ptas.	Cts.
Austria	0	39	0	78		3	90	7	80	39	00
Hungary	0	43	0	86		4	30	8	60	43	00
Algiers and Tunis	0	39	0	78		3	90	7	80	39	00
Belgium	0	32	0	64		3	20	6	40	32	00
Denmark	0	42	0	84		4	20	8	40	42	00
France and Corsica	0	27	0	54		2	70	5	40	27	00
Germany	0	39	0	78		3	90	7	80	39	00
Great Britain	0	47	0	94		4	70	9	40	47	00
Heligoland (Isle of)	0	515	1	03		5	15	10	30	51	50
Greece (Continent)	0	61	1	22		6	10	12	20	61	00
Isles of St. Maure, Ythaque, Cephalonia, Zante, Hydra and Spezzia	0	685	1	37		6	85	13	70	68	50
Isles of Andros, Tynos and Kythnos	0	71	1	42		7	10	14	20	71	00
Isles of Syra and Corfu	0	76	1	52		7	60	15	20	76	00
Holland	0	36	0	72		3	60	7	20	36	00
Italy	0	42	0	84		4	20	8	40	42	00
Luxemburg	0	30	0	60		3	00	6	00	30	00
Malta	0	56	1	12		5	60	11	20	56	00
Norway	0	505	1	01		5	05	10	10	50	50
Portugal	0	20	0	40		2	00	4	00	20	00
Roumania	0	48	0	96		4	80	9	60	48	00
Russia in Europe	0	64	1	28		6	40	12	80	64	00
Russia in Caucasus	0	84	1	68		8	40	16	80	84	00
Servia	0	48	0	96		4	80	9	60	48	00
Spain	0	15	0	30		1	50	3	00	15	00
Sweden	0	49	0	98		4	90	9	80	49	00
Switzerland	0	32	0	64		3	20	6	40	32	00
Turkey in Europe	0	61	1	22		6	10	12	20	61	00
Turkey in Asia (Seaports)	0	81	1	62		8	10	16	20	81	00
Do. do. (Interior)	1	01	2	02		10	10	20	20	101	00
Isles of Metelin, Chio Samos and Rodas	0	91	1	82		9	10	18	20	91	00
Isle of Cyprus	0	96	1	92		9	60	19	20	96	00
Isle of Candia	1	01	2	02		10	10	20	20	101	00

And an increase in a similar proportion for each additional word, as shown in the following columns.

NOTE.—Telegrams for all countries (except Spain) are supplemented by a ground tax of five words.

This charge is remitted in the case of telegrams exchanged with Spain, for which are charged only the actual number of words transmitted.

In the case of telegrams for the United Kingdom it is necessary that it be specified in writing whether to be forwarded *viâ* France or *viâ* the Bilbao and Vigo Cable. The charge is the same by either route.

The charge for messages to more distant countries, not mentioned in this Table, can be learnt on application at this Office.

Table of Rates for Messages from Gibraltar by the Eastern Telegraph Company, Limited.

Tariff per single word from Gibraltar on and after April 1st, 1880.

European Tariff per word with Grundtax.

	Via London.		Via Malta.	
	Pesetas.	Cents.	Pesetas.	Cents.
Algeria and Tunis	0	90	0	90
Austria	0	85	1	00
Belgium	0	70	1	10
Denmark	0	80	1	15
France and Corsica	0	80	1	05
Germany	0	80	1	10
Great Britain	0	50	1	20
Greece—Mainland	1	15	1	15
" Corfu	1	10	1	10
" Zante, Ithaca, Spezzia, Cephalonia, and Santa Maura	1	20	1	20
" Syra	1	30	1	30
" Tinos, Andros, and Kythnos	1	25	1	25
Holland	0	75	1	10
Heligoland	0	95	1	20
Hungary	0	90	1	05
Italy and Sardinia	0	95	0	95
Luxemburg	0	70	1	10
Malta	1	10	0	65
Montenegro	0	90	1	10
Norway	0	80	1	30
Portugal	0	20	1	20
Roumania	0	90	1	10
Russia in Europe	1	10	1	30
" Caucasus	1	30	1	50
Servia	0	90	1	10
Spain viâ Vigo	0	50	—	—
" " Carcavellos	0	30	—	—
" " Marseilles and Land Lines	—	—	1	15
" " " Barcelona Cable	—	—	1	35
Sweden	0	90	1	20
Switzerland	0	85	1	00
Turkey—Seaports	1	35	1	35
" Inland	1	55	1	55
" Chios	1	20	1	20
" Crete	1	55	1	55
" Mitylene, Samos, and Rhodes	1	45	1	45

In addition to the above rates per single word, an initial charge, equal to the charge for five words, will be levied on Telegams for all places in Europe, for example :—a Telegram of Eleven words to Great Britain will cost Ptas. 5·50, plus the initial or grundtax 2·50, total Ptas. 8·00.

Extra European Tariff per word without Grundtax.

	Pesetas.	Cents.
Persia—Viâ London and Russia	2	75
Russia in Asia—1st Region viâ London	2	95
" 2d " "	4	05
" 1st " viâ Malta	3	00
" 2d " "	4	15
Cyprus	1	85
Egypt—Alexandria	1	85
" 1st Region (including Cairo, Suez and Canal Stations)	2	10
" 2d " (Upper Egypt)	2	35
Aden	4	45
Africa—Zanzibar	9	45
" Mozambique	10	75
" Delagoa Bay	10	75
" Natal—Durban	10	70
" " Other Places	11	30
" Cape Colony, Transvaal, and Orange Free State	11	30
India—West of Chittagong	5	60
" East of Chittagong and Ceylon	5	85
Native Burmah	6	05
Penang	6	75
Malacca	7	50
Singapore	7	75
Java	8	25
Australia—Victoria, Tasmania, South and Western Australia	12	90
" New South Wales and Queensland	13	15
New Zealand	14	35
Cochin China	8	75
China	10	00
Japan	15	10
Madeira	1	50
St. Vincent	4	40
Brazil—Pernambuco	10	45
" Bahia and Maranham	14	45
" Rio de Janeiro and Para	15	95
" Santos, Sta. Catarina and Rio Grande do Sul	18	45
" Other Places	18	95
Uruguay—Montevideo	18	45
" Other Places	18	95
Argentine Republic—Buenos Ayres	19	25
" Other Places	19	75
Chili	25	50
Peru—Iquique	24	95
" Arica and Tacna	26	80
" Islay, Mollenda, Puno, and Arequipa	28	70
" Lima and Callao	32	45
Bolivia—Antofagasta	29	25
" Manila	12	25

Rates to America are not shown owing to the constant fluctuations resulting from the rivalry between the different Companies.

Offices, Irish Town.

C. V. DE SAUTY, Superintendent.

G. B. TILLY, A.S.T.E., Asst. Supt. & Electrician.

Local Telegraph.

IN CHARGE OF THE ROYAL ENGINEERS—FOR GIBRALTAR ONLY.

Charge for a message of 20 words, 4d.; for every 10 words over, 2d. In addition, 2d. will be charged on each message for porterage.

NAMES OF PLACES FROM WHICH MESSAGES MAY BE SENT, *viz.*:

Head Quarter Office, Governor's Lane.	South Barracks.	Windmill Hill.
North Front Camp.	Buena Vista Barracks.	Europa Barracks.

Regulations for Gates, Permits, &c.

GATES.

At first evening gunfire all the gates of the Garrison are closed; the wicket of the New Mole is, however opened for the ingress and egress of officers of the Army and Navy (British or foreign), gentlemen of the Yacht Clubs, and persons granted special permits up to 1 a.m.

The gates at the Rugged Staff are opened for the above, for passengers landing by the mails, during the stay of the vessel, and persons having special permits, at 9, 10·30, and 11·30 p.m., and 12·30 a.m. Labourers, under special permits, are admitted at 10·30 and 11 30 p.m.

PERMITS.

No inhabitant is allowed to be in the streets after midnight except those having a permit from the Police Magistrate.

Permits for Civilians to ascend the Rock, to sketch on the Rock, and to visit the upper Galleries are given by the Assistant Military Secretary.

Permission to visit the lower Galleries can only be granted by H. E. the Governor.

Permits (1) to visit St. Michael's Cave, (2) to allow Civilians to fish (only places allowed, Rosia, New Mole, and Eastern Beach as far as Sandy Bay), (3) for shooting at the back of the Rock (only for officers of the Army and Navy), (4) for crossing the line of sentries at the North Front for the purpose of burying dead animals on the Eastern Beach, (5) for bringing powder, fire-arms, or other warlike stores into the Garrison (number of pounds of powder, or articles to be introduced to be stated), are granted on application to the Town Major.

When dead bodies are to be brought into the Garrison for interment a certificate must first be obtained from the Principal Medical Officer, and application made through the Colonial Secretary for the sanction of the Governor.

PERMITS FOR CARRYING ARMS AND FOR SHOOTING IN SPAIN.

Must be applied for to the Civil Governor of Cadiz, through a memorial written on stamped paper and certified by the Spanish Consul. The stamped paper must be obtained at the *Estanco Nacional* at the Lines, or any other Spanish town. It cannot be bought in Gibraltar. The price of permit is $4, and office expenses $2.

Horses.

Prices for the day—Hunters, $4; Hacks, $2. For the afternoon, $1.

For travelling in Spain—Each horse, $2 per day and kept by the owner, or $1½ and kept by the hirer

Private Carriages.

Gibraltar Omnibus Company, Theatre.—Dotto and Cerisola, Bomb House-lane.

FARES TO PLACES IN THE NEIGHBOURHOOD.

	Car.	Carriage.
To San Roque	$4	$ 4
Algeciras	—	14
Second Venta	6	8
Convent of Almoraima	8	12
Long Stables	8	14

Schedule of Fares for Hackney Carriages.

FARES BY DISTANCE.

FROM	TO OR FROM	One horse carriage.			
		Spanish Currency.		English Currency.	
		For one or two persons.	For more than two persons.	For one or two persons.	For more than two persons.
		rvn. dec.	rvn. dec.	s. d.	s. d.
Waterport and Markets, Governor's Parade, or any part of the Town within Governor's Street, South Port and Prince Edward's Gates, North end of Alameda and Ragged Staff	Waterport and South Port Gates, the Markets, and any point within and inclusive of Engineer's Lane, Governor's Street, Town Range, Queen Street, Market Street and Irish Town	2 5	4 9	0 6	1 0
Ragged Staff and Alameda, or any other part of Town within Prince Edwards' and South Port Gates	Any part of North Front, or Eastern Beach	4 9	7 4	1 0	1 6
Any place in the South except Governor's Cottage	Any part of North Front, or Eastern Beach.....	7 4	11 0	1 6	2 8
Waterport, the Markets, Governor's Parade or any part of Town, the Mount, South Barrack Road, Naval Hospital, Rosia and New Mole	Any part of Scud Hill Road, South Barracks, South Barrack Road, St. Bernard's College, The Mount, Rosia, Moorish Castle, Flat Bastion Road, Buena Vista, and any place upon, or west of, Europa Main Road...	4 9	7 4	1 0	1 6
Governor's Parade, or any part of the Town	Any point South of Buena Vista Mess House, Europa Pass Gate..... Europa Flats, Light House and Windmill Hill.....	7 4	11 0	1 6	2 3
Any part of North Front or Eastern Beach, Governor's Parade or any part of the Town	Governor's Cottage	9 8	14 7	2 0	3 0

FARES BY NIGHT.

Half in excess of above between 11 p.m. and morning gun-fire, from 1st May to 30th September, and between 10 p.m. and morning gun-fire during the remaining months.

FARES BY TIME.

ONE HORSE CARRIAGE.

For one or two passengers.—One hour or part of an hour, 7 rvn. and 4 dec. (or 1s. 6d. English currency). Every half hour, or less than half an hour, 3 rvn. and 8 dec. (or 9d. English currency). No hiring to exceed three hours.

Each passenger in excess of two to pay an extra sixpence per hour, or three-pence for every half hour or less than half an hour.

TWO HORSE CARRIAGE.

For the first hour, 12 rvn. and 3 dec. (or 2s. 6d. English currency), and every half hour or less beyond one hour 6 rvn. (or 1s. 3d. English currency)

GENERAL REGULATIONS.

1.—Drivers when sent for, shall be bound to proceed from the Stand to the residence of the hirer without extra charge, if the distance does not exceed a quarter of a mile; but if sent away without being employed they shall be entitled to the fare of 2 rvn. and 4 dec. (or 6d. sterling) in addition to any lawful charge for detention hereafter mentioned.

2.—Drivers, if detained at the residence of the hirer for more than ten minutes before starting shall be paid for such detention 2 rvn. and 4 dec. (or 6d. sterling), and 6d. sterling (or 2 rvn. and 4 dec.) for every additional fifteen minutes detained, and in all cases the regular fare shall commence at the time of starting.

3.—When a car is called off any Stand in the town to go to Europa or Windmill Hill or any place south of Buena Vista Mess House to take up a fare the sum of 4 rvn. and 8 dec. (or one shilling sterling) shall be paid by the hirer in addition to the fare which will afterwards become chargeable.

4.—When a car is called off any Stand out of town, south of Southport Gate, to go to Europa or Windmill Hill or to any place south of Buena Vista Mess House to take up a fare the sum of 2 rvn. and 4 dec. (or six-pence sterling) shall be paid by the hirer in addition to the fare which will afterwards become chargeable.

5.—Return fare from any place, when it exceeds 6d., half rates, with 2 rvn. and 4 dec. (or 6d. English currency) for every quarter of an hour's detention, commences after first fifteen minutes.

6.—Optional with the hirer to pay by time, such option to be declared at the time of hiring, if by time the driver to proceed at a pace not slower than four miles an hour.

7.—Drivers shall not convey more than four adult passengers inside and one outside, but the driver may refuse to carry more than the four inside passengers; two children under the age of 12 years to be counted as one adult, one child not to count. The driver and a passenger only to occupy the box seat.

8.—Agreement with driver to pay more than legal fare not binding. Sum paid beyond fare may be recovered. Driver bound to wait if required any period not exceeding three hours.

9.—Drivers to go round corners at a walking pace and always to observe great caution when driving through the streets.

10.—LUGGAGE.—No driver bound to carry any article injurious to his vehicle. With any fares drivers may charge 8 dec. (or 2d. sterling) for each article of luggage. No small parcel, books, umbrellas, or other article usually carried in the hand to be subject to any charge whatever.

Tariff to be Paid to Market Boys hired to carry Baskets or Parcels.

BY DISTANCE.

FROM THE MARKET TO ANY PART OF

	Rvn.	D.
Bayside Barrier	1	0
Booth's Passage	1	6
Bell Lane	1	0
Bella Vista	3	7
Buena Vista Barracks	3	7
Bomb House Lane	1	2
Castle Ramp	1	2
Castle Road, Upper	1	6
Castle Road, Lower	1	2
Cannon Lane	1	2
Cathedral Square	1	2
Catalan Bay	3	7
Church Street	1	2
Church Lane	1	2
City Mill Lane	1	2
Civil Hospital Ramp	1	2
Civil Hospital Road	1	6
Cloister Ramp	1	0
College Lane	1	2
Commercial Square	1	0
Convent Place	1	2
Cottage, The	5	0
Cornwall's Parade	1	0
Cornwall's Lane	1	0
Cooperage Lane	1	0
Crutchett's Ramp	1	0
Cumberland Road	3	5
Engineer's Lane	1	0
Europa Pass	4	2
Europa Flats	5	0
Fraser's Ramp	1	6
Flat Bastion Road	1	6
George's Lane	1	2
Governor's Parade	1	2
Governor's Street	1	2
Governor's Lane	1	2
Hargrave's Parade	1	6
Horse Barrack Lane	1	0
Irish Town	1	0
Jumper's Bastion	3	3
King Street	1	2
King's Bastion	1	2
King's Yard Lane	1	0
Library Ramp	1	6
Library Street	1	2
Light House, Europa	5	0
Market Street	1	0
Market Lane	1	0
Moorish Castle	2	7
Morello's Ramp	2	6
Mount, The	3	0
Naval Hospital	4	0
New Mole	3	7
North Front	1	2
Parliament Lane	1	0
Pitman's Alley	1	0
Prince Edward's Ramp	1	2
Prince Edward's Road	2	6
Queen's Street	1	6
Ragged Staff	2	0
Roger's Ramp	1	6
Roger's Row	3	0
Rosia	3	0
Saint Bernard's College	3	7
Sand Pits	3	7
Secretary's Lane	1	7
Scud Hill	3	3
South Barracks	3	2
South Barrack Road	3	7
Southport Street	1	7
Spanish Pavilion	1	7
Town Range	1	6
Tuckey's Lane	1	0
Turnbull's Lane	1	2
Victualling Office Lane	1	7
Viney Cottage	3	9
Waterport Street	1	0
Wellington Front	1	2
Willis's Road	2	0
Windmill Hill	5	0
Wilson's Ramp	1	6

BY TIME.

Four decimas for every quarter of an hour, or part of a quarter.

NOTE.—If detained in the Market more than half an hour, a detention fee of four decimas may be charged in addition to the above for every quarter of an hour after the first quarter.

Market boys are not allowed to carry more than 50lbs.

Boats, Waterport Wharf.

SCHEDULE OF FARES FOR FERRY BOATS WITH ONE OR TWO PASSENGERS AND A FAIR PROPORTION OF LUGGAGE PLYING WITHIN THE PORT OF GIBRALTAR.

No.	Distances from Waterport Wharf.	S.	D.
1	To the New Mole, Ragged Staff, or any vessel in the Bay, or part of the Spanish Coast within British waters, waiting a period not exceeding a quarter of an hour, and back	2	6
2	To or from either of the above places	1	6
3	For each passenger above two	1	0
4	To any vessel inside of Hulk No. 41, waiting a period not exceeding a quarter of an hour and back	1	6
5	To or from ditto	1	0
6	To the Steam-tug's anchorage, waiting a period not exceeding a quarter of an hour and back	1	0
7	To or from ditto	0	6
8	For each passenger above two to or from any of the above places	0	6
9	To the Algeciras steamer's anchorage and back, for each passenger	0	6
10	To or from ditto, for each passenger	0	3
11	From Ragged Staff to any vessel in the Bay, waiting a period not exceeding a quarter of an hour and back	2	6
12	To or from ditto	1	6
13	For each passenger above two	1	0
14	From Ragged Staff to P. & O. steamer or any vessel lying within the New Mole, waiting a period not exceeding a quarter of an hour and back, for each passenger.. ...	1	6
15	To or from ditto, for each passenger	1	0
16	For every quarter of an hour's detention	0	6

Children in arms free.

After 2d evening gun-fire (9·30) the fares to be increased one half.

In case of a boat being engaged so near gun-fire that she is unable to return to the Waterport Wharf, a charge is to be made according to scale for detention until the boatmen can enter at the Ragged Staff Wharf.

In bad weather, the following colours will be hoisted on board H. M.'s Colonial ship "Samarang" and on the Inspector's shed at the Waterport Wharf:—

Red Pendant .....One-third added to all fares.
Blue Pendant .....All fares doubled.
Blue and White Pendant ....All fares trebled.
Blue Flag .....Optional to go or not.

All complaints to be made at the Port Office, Casemate Square.

———:o:———

Truck and Box Carts.

The weight of a load to be carried on any truck-cart (liquors excepted) to be 16 cwt., provided the goods be of a description to be conveniently carried of that weight, and not to exceed 20 cwt. The weight of a load for a two-wheeled cart, if drawn by two animals, to be 8 cwt. and not to exceed 10 cwt.; but, if drawn by one animal only, the weight of a load to be 6 cwt., and not to exceed 8 cwt., under a penalty not exceeding twenty dollars.

The rate of fares for truck-carts to any place within the Southport and Bayside barrier to be, for each pipe or butt of liquor, or for each load not exceeding the above regulated weight, six re ls. The rate of fares for two-wheeled carts to any place within the Southport and Bayside barrier, for each load not exceeding the above regulated weight, to be three reals. To any place beyond the Southport and Bayside barrier, whether for trucks or carts, a specific agreement may be made by the parties; but no greater fare than two dollars for a truck, or one dollar for a box-cart, to be in any case demanded.

Guides.

Good Guides may be heard of at the hotels, and at the Livery Stables in Bomb House and College Lane. They usually receive $2 per day and find themselves, or $1½ per day if found.

Donkeys may be hired for a journey to the Signal Station, &c., at a rate of $1 each, which includes charge for the attendant, and can be ordered at the Livery Stables.

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MOROCCO.

Regulations of the Moorish Government,

ESTABLISHED FOR THE OBSERVANCE OF FOREIGN SUBJECTS VISITING THE COUNTRY.

Foreign subjects travelling in the interior at any distance beyond two or three miles of a town, or remaining outside of the seaport towns after dark, are required to be accompanied by a Moorish guard.

The charge for a Horse Soldier is $1 per diem, and for a Foot Soldier half that amount.

Foreign subjects are required to abstain from going into assemblies of Mohammedans engaged in the observance of their religious festivities, outside the walls of the town, unless authorised by the local authorities.

When the local authorities consider any part of the country to be in an unsafe or disturbed state, they will refuse to furnish guards to travellers or to sanction their proceeding to such districts.

Game Laws and Regulations.

Game—viz., hares and partridges—may not be shot in the district of Tangier from 1st February to 15th August. Any infraction of this rule is punished, for the first offence, by a fine of $5 or three days' imprisonment; and any subsequent offence by a fine of $10 or six days' imprisonment.

During the close season guns are not passed through the Custom-house without a permit from a Legation or Consulate.

A piece of ground, about three square miles in extent, near the lower road to Cape Spartel, is strictly preserved; being reserved, by order of the Moorish Government for the exclusive shooting of the Foreign Representatives and their families, who have been to the expense of stocking it with birds and of paying guards to prevent any poaching upon it.

An export duty of 4 okeats on partridges and of 1½ okeats on hares (at the Government rate of 32½ okeats to the dollar) is charged at the Custom House.

Tariff of Charges at Landing Pier, Tangier.

For each person, a half peseta—about 5d.
For each package, a quarter of peseta.
Boat from steamer—for each person, 6d.

Hotels, Guides, Horses, &c.

Tangier is well provided with Hotels, where comfortable accommodation may be had. Like at most other places where tourists congregate the Guides and Commissionaires of the rival establishments (most of them here are Moors, who speak English and other languages) are often inconveniently persistent.

The Hotels are—

Royal Victoria Hotel	Mr. A. Becarud.
Hotel de France	M. B. Becarud.
Hotel de la Villa de France (outside of Soko Gate)	Mr. Bruzeaud.
Central Hotel	Mrs. Marshall.

The tariff of prices for board and lodgings at the above establishments varies from six to eight and ten shillings per day for each person.

The charge for Guides is one dollar per day, and for horses and mules from three to four shillings per day, and two shillings for a half day.

The Foreign Ministers, Consuls-General, &c., resident in Tangier are—

Great Britain	Sir John H. Drummond Hay, K.C.B.	Envoy Extraordinary and Minister Plenipotentiary.
	Horace Philips White	Consul.
Austria-Hungary	Sir John H. Drummond Hay, K.C.B.	Acting Agent-General.
	Dr. Maximilian Schmidl	Consul.
Belgium	Monsr. Ernest Daluin	Minister Resident.
Brazil	Don José Daniel Colaço	Consul.
Denmark	Sir John H. Drummond Hay, K.C.B.	Acting Consul-General.
France	Monsr. de Vernouillet	Envoy Extraordinary and Minister Plenipotentiary.
	M. Rene Petit	Secretary of Legation.
Germany	Herr Theodor Weber	Minister Resident.
Italy	Il Commendatore Stefano Scovasso	Minister Plenipotentiary.
	Avvocato Riccardo Motta	Vice-Consul.
Netherlands	Sir John H. Drummond Hay, K.C.B.	Acting Consul-General.
Portugal	Don José Daniel Colaço	Minister Plenipotentiary.
Spain	Don José Diosdado y Castillo	Envoy Extraordinary and Minister Plenipotentiary.
	Sr. Villaurrutia	Secretary of Legation.
	Don Pedro Ortiz de Zugasti	Consul.
	Don Pompeyo Diaz Cossio	Vice-Consul.
Sweden & Norway	Monsr. Ernest Daluin	Acting Consul-General.
U. S. of America	Felix A. Matthews	Consul General.

Gibraltar Garrison Signals.

EXPLANATIONS.

1.—Steamers are signalled by a ball hoisted on the lower yard ; when the nationality is made out the proper pendant is hoisted from the corresponding block on the upper yard.

2.—Vessels approaching from the East are signalled from the south yard arm, that is on the right hand to a person looking up at the Signal Station from the town ; those from the West on the north yard arm.

3.—Signals are taken down as soon as the vessels anchor or have passed the Rock, except in the case of mail steamers, when the ball is taken down when she is half an hour from the anchorage ; when anchored the flag will be lowered three feet, and kept flying whilst the vessel remains in port.

4.—The outward bound mail arriving by night usually fires one gun when off Rosia, followed immediately by a blue light ; the homeward mail usually fires one gun, followed by a rocket at one minute's interval.

5.—A vessel in distress or on shore by day is reported by a gun being fired and the flag of distress hoisted on the upper yard, with pendant denoting nationality, when known, over it. At night a vessel in distress, East, one gun is fired and red and white light hoisted at masthead. West, one gun, red, white and red lights at masthead.

6.—Fires by day or night are signalled as follows :—

In the Bay	Day	One gun—Red flag at masthead.
	Night	One gun—One red light at masthead.
North District	Day	Two guns at five seconds' interval. Red flag at north yard arm.
	Night	Two guns at five seconds' interval. Two red lights at masthead.
South District	Day	Two guns at one minute interval. Red flag at south yard arm.
	Night	Two guns at one minute interval. Three red lights at masthead.

7.—A daily report is sent to the Office of the *Gibraltar Chronicle* and to Lloyds' Agents of all vessels passing the Rock which show their names, giving, as far as they can be ascertained, the nationality and description of each vessel, the Company or Line and Port to which she belongs, where from and where bound, the time of passing the Rock, and any message she may wish to communicate for the information of Owners, Agents or others.

GARRISON SIGNALS.

DAY.

SQUADRON.

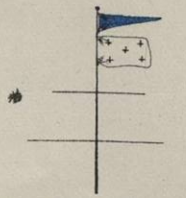
UNARMOURED FRIGATE.

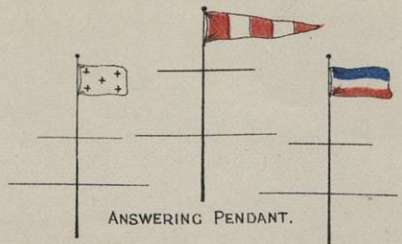
UNARMOURED CORVETTE.

UNARMOURED GUN VESSEL,

STORE SHIP OR GOVT STEAMER.

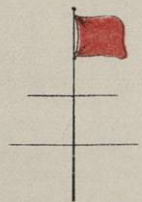
YACHT.

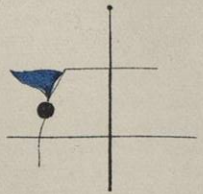

ESCAPE OF MILITARY PRISONER
1 GUN.

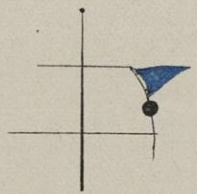

ANSWERING PENDANT.

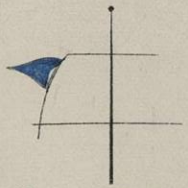
ESCAPE OF CIVIL PRISONER
1 GUN.

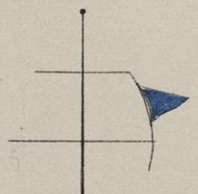
NAVAL RECAL
1 GUN.

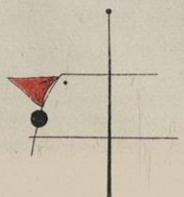

FIRE IN THE BAY.
1 GUN.

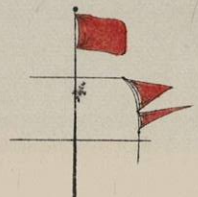

MAIL FROM WEST.

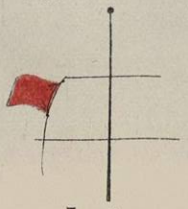

MAIL FROM EAST.

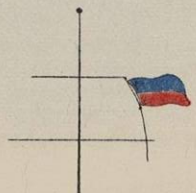

MAIL HALF AN HOUR
FROM ANCHORAGE


MAIL ANCHORED.


GUARDA COSTA IN PERSUIT.
NATIONALITY OF TRADER UNKNOWN.
1 GUN


GUARDA COSTA IN POSSESSION
OF BRITISH TRADER.


FIRE NORTH
2 GUNS 5 SECONDS INTERVAL
(IF SOUTH, 1 MINUTE INTERVAL
AND FLAG ON SOUTH YARD ARM.)

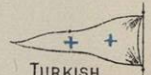

VESSEL IN DISTRESS EAST.
1 GUN.

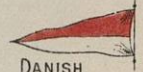
BRITISH.

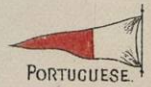
SPANISH.

AUSTRIAN.

DUTCH.

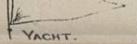

TURKISH.


DANISH.


PORTUGUESE.

NORWEGIAN

RUSSIAN.



YACHT.

GUARDA COSTA IN PERSUIT.
NATIONALITY OF TRADER UNKNOWN.
1 GUN

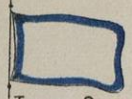
GUARDA COSTA IN POSSESSION
OF BRITISH TRADER.

FIRE NORTH
2 GUNS 5 SECONDS INTERVAL
(IF SOUTH, 1 MINUTE INTERVAL
AND FLAG ON SOUTH YARD ARM.)

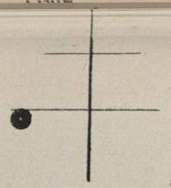
VESSEL IN DISTRESS EAST.
1 GUN.

RUSSIAN.

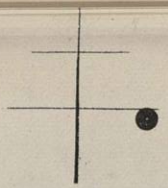
IRON CLAD
FRIGATE.



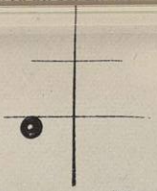
TURRET SHIP.



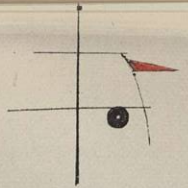
TANGIER STEAMER.



ALCECIRAS MAIL.



STEAMER FROM WEST.



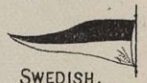
BRITISH STEAMER
FROM EAST.

FRENCH.

GERMAN.

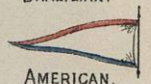
BELGIAN.

GREEK.



SWEDISH.

BRAZILIAN.



AMERICAN.

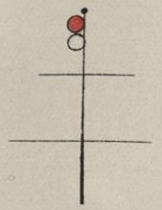
ITALIAN.

NIGHT.

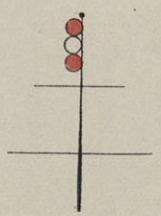
DESPATCH
BOAT.

TROOPSHIP OR
TRANSPORT.

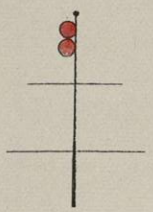
INDIAN
TROOPSHIP.



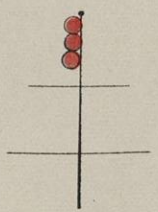
VESSEL IN DISTRESS EAST.
1 GUN.



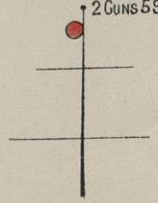
VESSEL IN DISTRESS WEST
1 GUN.



FIRE NORTH.
2 GUNS 5 SECONDS INTERVAL.



FIRE SOUTH.
2 GUNS 1 MINUTE INTERVAL.



FIRE IN THE BAY.
1 GUN

DISTINGUISHING FLAGS
HOISTED ON EXTREMITY
OF UPPER YARD.

PENDANTS DENOTING
NATIONALITY HOISTED
ABOVE DISTINGUISHING
FLAGS.

N.B. VESSELS APPROACHING FROM THE EAST ARE SIGNALLED FROM THE SOUTH YARD ARM
FROM THE WEST FROM THE NORTH YARD ARM.

VACHER & SONS, LITH. 29, PARLIAMENT STREET, LONDON.

8.—Merchants, Agents or others may, at their written request addressed to the Commanding Royal Engineer, have Signal Reports of vessels in which they are concerned sent to them by telegraph from the Upper Signal Station on payment of 1½ reals for 20 words or under, and half a real for every additional 10 words. The information given in these telegrams will appear in the Daily Signal Report sent to the *Gibraltar Chronicle*. No private Signal Reports are allowed to interfere in any way with telegrams or signal messages on public service.

9.—Messages may be sent from private individuals to ships in the offing under the following regulations :—

1.—The message must be delivered in duplicate at the Military Telegraph Office or Signal Station, and must be prepaid, the charge being ¼ dollar for a message of 20 words or under, and ⅛ of a dollar for every additional 10 words.

2.—The sender of a message will be liable for any port charges that may be lost to the Harbour Revenue by forwarding his message.

3.—All signals to passing ships will be sent by the International Commercial Code only.

Yacht Club Agents.

Royal Yacht Squadron, Cowes...
Royal London Yacht Club.....
Royal Western of Ireland.....
Royal Albert..... } James Speed & Co., Main Street.

Royal Victoria Yacht Club, Ryde—Jerome Saccone, opposite the Police Office.

—:o:—

Gibraltar Yacht Club.

Gentlemen wishing to have their yachts registered as belonging to this Club can obtain information at the Port Office, through which the propositions have to be forwarded for His Excellency the Governor's approval.

LIBRARIES.

The Garrison Library—Governor's Parade.

OPEN FROM 9 A.M. TO 8 P.M.

President .....Major-General Anderson.
Vice-President .....Colonel Ewart, C.B.
Librarian .....Major Gilbard.
Treasurer .....L. W. Blacker, Esq.

All Military, Naval or Civil Officers serving at Gibraltar may become members.

Entrance fee $5, and an annual subscription of $9, payable quarterly in advance.

All officers, temporary residents, may be admitted for three months on payment of $1 monthly in advance.

Any other person must be proposed and seconded as an honorary member and balloted for by the Committee. Subscription $1 a month for the first three months, and afterwards the usual subscription.

Strangers may be introduced by a member to read in the Library for one month.

Ladies of the family of a member pay $1½ per quarter in advance, but no entrance fee.

There is a Pavilion attached to the Library with a Bar, Smoking, Billiard, Card and Dressing Rooms.

Commercial Library—Exchange Building.

Secretary .....M. W. Stokes, Esq.
Treasurer .....L. F. Imossi, Esq.

Tickets of admission for strangers, introduced by members, are granted for 14 days; after that they must pay $1 per month.

CLUBS AND INSTITUTES.

Gibraltar Club—City Mill Lane.

President.....W. Glassford, Esq.
Vice-President.....W. A. Thomson, Esq.
Secretary.....A. Patterson, Esq.

Subscription $2 per month.

Open to Gentlemen of Gibraltar and Officers of the Army and Navy.

Candidates must be proposed and seconded by two members and balloted for by proprietors.

Ward Room Officers of any Navy are received as Honorary Members for one month, after which they are called upon to pay the usual subscription.

:o:

Calpe Club—Church Street.

President.....John Imossi, Esq.
Secretary.....M. Bruzon, Esq.

Subscription $1 3 0 per month.

Candidates must be proposed and seconded by two members, and balloted for by the Committee.

:++:

Soldiers' Institute—Governor's Parade.

Supported by voluntary contributions. Open daily (free to all Soldiers and Sailors) from 9 a.m. to 9·30 p.m.

Has a large Reading Room with Games, &c., Bagatelle and Refreshment Rooms, Lending Library and Writing Table (Note paper and Envelopes free of charge), Lavatory, Bible Class and Prayer Room.

Honorary Treasurer.....Lieut. K. MacKean, R.E.

Sailors' Home—Engineer Lane.

Captain of the Port .....Treasurer.
M. J. Coll. .....Secretary.
J. H. Imossi .....Assistant Secretary.

The Home receives an annual grant of £50 from Government and another £50 granted by the Lords of the Admiralty, in aid of its funds, which are derived from voluntary contributions and receipts from lodgers.

AMUSEMENTS.

Calpe Hunt.

Master .....Captain Baker, R.N.
Secretary and Treasurer .....Major Burgmann, R.A.

Meet twice a week (Tuesdays and Fridays) during the winter months. Subscription $2 a month. Regiments pay $30 a month.

Gentlemen desiring to become members, entitling them to vote on all hunt questions and to wear the hunt button, must be proposed and seconded by members. When elected they pay $16.

:o:

Jockey Club.

President.....Major-General Anderson.
Secretary .....Major M'Causland, 79th Highlanders.
Treasurer.....F. Schott, Esq.

Members must be proposed and seconded at a general meeting of the Club, the names being made public fourteen days before the meeting. Subscription $2 a year.

Polo Club.

Secretary .....Major Hon. R. Napier.
Subscription $2½ for the season. Non-players $1 per year.

The ground is on Campamento Common, and days for play Monday and Thursday.

Officers' Racquet Court—South Barracks.

President.....Lieut.-Colonel Harvey, R.E.
Secretary.....Lieutenant Kelly, R.E.

Entrance subscription $2\frac{1}{2}$. Subscription $1 a quarter for playing members.

———:o:———

Officers' Cricket Club.

President.....Colonel Harris, C.R.A.
Secretary.....Lieutenant Hollway, 46th.

Subscription, two shillings a month for players. One shilling for non-players.

———++———

Officers' Bathing Shed—Rosia Mole.

Secretary..... Major Everett, 79th Highlanders.

Subscription $2\frac{1}{2}$ for the season.

———~———

Sanitary Commissioners Public Bathing Establishments.

Open from May till October—From Sunrise to Sunset daily.

Bathing Houses—Ragged Staff and Bayside—For women.

Chatham Counter Guard and Devil's Tongue for men.

Charge from 4d. to $\frac{1}{2}$d. for one bath. Special tariff for family and season tickets.

———:o:———

Public Baths—Market Street.

Opened in October, 1874.

Open from 7 o'clock a.m. to 8·15 p.m. in the summer, and from 8 a.m. to 7·15 p.m. in winter. Charge for a warm bath—One shilling.

Officers' Lawn Tennis Club.

Secretary ....Major Gilbard.

The ground is at the Sandpits, where there are two courts. The racquets, shoes, &c., of members are taken care of at the Pavilion, where there are dressing rooms for ladies and gentlemen.

ENTRANCE SUBSCRIPTION.

For Gentlemen.....$2
For Ladies 1

The names of ladies and gentlemen wishing to join to be sent to the Secretary.

———:o:———

Officers' Dramatic Club.

President.....Lieut.-Colonel Harvey, R.E.

Manager.....

Secretary.....Captain Hon. F. Shore, R.A.

All officers and their families are considered members and are eligible to take part in the performances.

Names of ladies and gentlemen willing to act to be sent to the Secretary.

———++———

Military Bands.

During the summer months the bands play on the Alameda on Monday and Thursday commencing at 9·30 p.m.

During the winter months on the same days in the afternoon.

HOSPITALS, CHARITIES, &c.

Civil Hospital.

Governor—His Excellency the Governor.

Deputy-Governors { Protestant Division—W. Glassford.
Roman Catholic Division—A. Patron.
Hebrew Division—M. A. Serfaty.

Surgeon .....Dr. C. Trenerry.

Assistant Surgeon .....J. Baggetto.

The Board consists of three Deputy-Governors elected annually by the three great religious persuasions—Protestants, Roman Catholics and Hebrews—into which the community is divided. The Principal Medical Officer of the Garrison is the Principal Inspecting and Consulting Medical Officer of the Establishment.

The general fund of the Hospital is derived from a varying allowance of between eight and nine hundred pounds paid by the Colonial Government in lieu of certain charges formerly paid to the Hospital by all shipping anchoring in the Bay, and from a further allowance of £333 per annum, also paid by the Colonial Government in lieu of the contribution formerly paid by the bakers. The general fund receives also an allowance of £102 per annum from the War Office towards the support of the Lock Hospital, and it is further aided by subscriptions, donations, bequests and other casual sources of revenue.

The funds of each division are administered by the respective Deputy-Governors.

Ninety patients can be accommodated in the present building, the reconstruction of which on an improved principle is now being proceeded with.

Church of England Schools.

Patron .....His Excellency the Governor.

President .....The Right Rev. the Lord Bishop.

Secretary .....Louis T. Power.

Roman Catholic Poor Schools.

The Vicar Apostolic.....President.
Very Rev. Monsignore Mac Auliffe.....Hon. Secretary.
B. Mascardi.....Treasurer.

Gibraltar Public School.

Acting Secretary and Treasurer.....B. Carver.

Infant and Industrial School.

Acting Secretary.....B. Carver.
Treasurer.....R. Abrines.

Wesleyan Methodist School.

Hon. Secretary and Treasurer.....Rev. W. R. C. Cockhill.

Hebrew Poor School.

President.....Solomon Lasry.
Treasurer and Acting Hon. Secretary.....M. Benabu.

NOTE.—All these Schools receive from Government a grant equal to the amount of the voluntary contributions, which include School Pence.

Gavino's Asylum—Prince Edward's Road.

TRUSTEES—Government Member—Major-General R. S. Baynes. Messrs. F. Francia, F. Imossi, L. F. Imossi, J. P. Onetti, J. Porral and H. F. Recaño.

Supported by funds arising from property devised by the late J. Gavino for the maintenance of 28 aged paupers and 18 orphans of both sexes.

Protestant Orphan Asylum and British Poor Fund.

Treasurer.. .....Henry Thornton.

Managing Committee—B. Carver and J. W. Harrison.

A charity supported entirely by private donations.

Gibraltar Society for the Prevention of Cruelty to Animals.

Hon. Secretary and Treasurer.....Captain de Marylski, R.A.

Executive Officer.....Mr. J. Niven.

All messages on business connected with this Society are kindly taken in at Mr. Roberts', Chemist, Church Street.

NAMES OF OFFICERS OF THE GARRISON

(MILITARY AND CIVIL),

MEMBERS OF PUBLIC BODIES, FOREIGN CONSULS, &c., IN GIBRALTAR.

———:o:———

NOTE.—An asterisk (*) placed before the name denotes that the person is married, and that the wife is in Gibraltar.

*His Excellency the Governor—The Right Honourable Robert Cornelis, Baron Napier of Magdàla, General of Her Majesty's Forces, Colonel Commandant of the Corps of Royal Engineers, Knight Grand Cross of the most Honourable Order of the Bath, Grand Commander of the most exalted Order of the Star of India, Knight Grand Cross of the Royal and Distinguished Order of Charles III. of Spain, Governor and Commander-in-Chief of the City and Garrison of Gibraltar, &c., &c., &c.—The Convent. Summer residence, The Cottage, Europa.

Personal Staff.

* Lieut.-Colonel A. R. Lempriere, R.E., Assistant Military Secretary—Rock Cottage.
Major Hon. R. Napier, A.D.C.—The Convent.
* Major G. J. Gilbard, A.D.C.—Secretary's Lane.

Infantry Brigade.

* Major-General D. Anderson—Line Wall House.
Captain T. E. G. Molyneux, 22d Regiment, A.D.C.—Secretary's Lane.
* Captain H. J. T. Hildyard, 71st H.L.I., Brigade Major—Governor's Lane.

Staff.

* Colonel F. R. Solly Flood, C.B., Assistant Adjutant and Quarter-Master General—Cathedral Square.
* Colonel C. B. Ewart, C.B., Commanding Royal Engineer—Engineer House.
* Colonel T. M. Harris, Commanding Royal Artillery—Cannon Lane.
* Captain W. W. M. Smith, Brigade Major, Royal Artillery—Tankerville.
Lieut.-Colonel G. B. Morgan, Town Major—Town Range.
Captain F. T. Du Vernet, 56th Regiment, Garrison Instructor.
Captain T. S. Gildea, 72d High., Deputy Asst. Adjutant and Qr.-Master General—Secretary's Lane.
Surgeon General W. Munro, M.D., C.B.—Bomb House Lane.
Deputy Commissary General L. W. Blacker—Wheatley Terrace.
* Assistant Commissary General of Ordnance P. J. C. Flynn, Esq. Cottage.
* District Chief Paymaster—Lieut.-Colonel W. R. Olivey, A.P.D.—Bomb House Lane.
W. F. Cottrell, Garrison Quartermaster—Flat Bastion Road.

Local Inspector of Army Schools, Captain F. Du Vernet.

Inspector of Warlike Stores, Captain R. de Marylski, R.A.—Bell Lane.

Officers, &c., of H. M. Naval Establishment at Gibraltar.

* Captain Hon. E. R. Fremantle, C.B., C.M.G., A.D.C., Senior Naval Officer and Superintendent—The Mount.
* Superintendent Engineer—James Melrose, Esq., (Chief Engineer, Royal Navy), Naval Yard.
* Secretary—W. A. Harvey, Esq., (Assistant Paymaster, Royal Navy), Rosia.
* Assistant Civil Engineer—W. T. Monkhouse, Esq., Rosia.
* Admiralty Clerk and Cashier—A. J. B. Duckham, Esq., Rosia.

H. M. S. "Express."

* Lieutenant and Commander—Hugh G. Gough.
Navigating Lieutenant—F. C. A. Crooke.
Sub-Lieutenant—G. M. Dolphin.
Surgeon—George D. Twigg.
Assistant Paymaster in Charge—T. W. Hall.
Engineer—William Moore.

Colonial Department.

* Chief Justice—G. Phillippo, Esq., Rock Cottage.
Colonial Secretary—Major-General Robert S. Baynes, Secretary's Lane.
Attorney General—Robert Ffrench Sheriff, Esq., Scud Hill.
Treasurer and Collector of H. M.'s Revenues—Melfort Campbell, Esq., Scud Hill.
Colonial Auditor—
Captain of the Port—Commander J. F. Baker, R.N., H.M.C.S. "Samarang."
* Police Magistrate—William L. Byrne, Esq., Secretary's Lane.
* Registrar of the Supreme Court—Edward J. Baumgartner, Esq., Buena Vista House.
* Colonial Engineer—Captain S. Buckle, Beaulieu, Europa Main Road.
* Coroner and Registrar of Births, &c. (acting)—G. F. Cornwell, Esq., Wheatley-terrace.
* Superintendent of Police—Captain Samuel Blair, Police Office.
Superintendent Gibraltar Government Telegraph—Miss Creswell, Post Office.
Inspector of Health—Surgeon General W. Munro, M.D., C.B., Bomb House Lane.
Civil Chaplain—
Surgeon Civil Hospital—Dr. Charles Trenerry, Castle Road.
Assistant Surgeon Civil Hospital—Dr. Joseph Baggetto, The Hospital.

—o—

Lord Bishop of Gibraltar—Right Rev. Charles W. Sandford, D.D.
Roman Catholic Vicar Apostolic—Right Rev. Gonzalo Canilla.

Royal Engineer Department.

OFFICES—KING'S YARD, QUEEN STREET.

* Commanding Royal Engineer—Colonel C. B. Ewart, C.B.
* Executive Officer—Lieut.-Colonel C. E. Harvey.
* Division Officer, North—Major Sitwell.
* Division Officer, South—Captain Harris.
* Division Officer, North Front—Captain Robinson.
* Officer in charge of Lands, Telegraphs and Signal Station—Captain Puzey.
* Officer in charge of Plans, Photography, &c.—Captain Edmondes.
* Surveyor—Mr. S. Worth.
* Assistant Surveyor—Mr. George Woodward.

Royal Artillery.

MESS HOUSE—GOVERNOR'S PARADE.

Staff.

* Colonel T. M. Harris, Colonel on the Staff, Commanding.
* Captain W. W. M. Smith, Brigade Major.
— R. de Marylski, Inspector of Warlike Stores.

* Lieut.-Col. J. Hanwell
— H. Cardew
— H. J. F. E. Hickes (Col.)
Major J. P. Morgan
— G. J. Burgmann
* — H. N. Jones
* — B. de B. Tupper
* — C. F. Dixon
* — J. F. Meiklejohn
* — H. A. Barker
Captain G. S. Parry
* — S. Rudge

Captain Hon. F. W. J. Shore
* — C. F. Blake
* — F. E. Walter
Lieut. D. C. Carter
— H. S. Nelson
— H. W. Shewell
— E. F. Nelson
— M. M. Morris
— W. H. B. Morris
— J. G. E. Wynne
— F. E. Johnston

Surgeon P. R. Gabbett.

Royal Engineers.

MESS HOUSE—OLD GREEN MARKET.

* Colonel Ewart, C.B. (commanding)
* Lieut.-Colonel C. E. Harvey
* Major H. S. Sitwell
* Captain G. Harris
— H. Robinson
* — F. Q. Edmondes
— H. Elsdale
* — A. R. Puzey
Lieut. E. J. Bor
Lieut. H. H. Muirhead
— K. Mackean
— M. Elrington
— S. D. Cleeve
— C. E. Haynes
— A. J. Kelly
— W. B. Askwith
— H. B. N. Adair

* Surgeon Major Crowe.

10th North Lincoln (2d Battalion).

MESS HOUSE—LINE WALL.

Colonel J. Byron
Major & Bt. Lt.-Col. F. B. Sandwith
* — E. A. Berger
* Brevet Major C. de N. O. Stockwell
* Captain G. P. Townshend
* — J. C. Little
— C. Knatchbull
— N. P. O'Gorman
— F. W. K. Glass
— G. B. Paton
* Lieutenant J. de Hoghton
— C. R. Simpson
— T. H. B. Day
— H. B. Mainwaring
— W. C. W. Rawlinson
— G. A. Ivatt
Lieutenant A. E. F. Rich
— W. G. Grant
— H. Du Buisson
— W. H. Coode
2d Lieutenant H. N. Gaitskell
— P. F. R. Newbury
— G. C. G. Beaver
— F. C. Lloyd
— A. W. Dewar
— J. P. Templer
— J. Pim
— F. G. G. Griffin
* Paymaster R. M'I. Nott (hon. Captain)
Lieut. and Adjutant Wiley
* Quarter-Master J. Templeton

46th South Devonshire.

MESS HOUSE—SPANISH PAVILION.

* Lieut.-Colonel R. Bennett
* Bt. Lieut.-Colonel W. S. Richardson
* Major T. John
Captain F. Grieve
* — R. L. M. Maydwell
* — J. J. Forsyth Grant
— J. F-E. Forster
— W. Farwell
* — W. B. Browne
* — J. Reeves
* Lieutenant B. R. Crozier
— H. P. Carden
— A. H. Dumaresq
— J. M. R. Eden
— H. W. Carden
Lieutenant W. F. Francis
— E. J. Hollway
— F. W. Steele
— H. C. Perkins
— J. A. W. Falls
Second-Lieutenant R. S. Ireland
— W. L. Harvey
— H. G. Morris
— A. Morrison
— C. G. Martyr
— C. G. Barton
Lieutenant and Adjutant G. A. Ashby
* Quarter-Master George Styles
* Paymaster Captain T. G. Booth

49th Princess Charlotte of Wales.

MESS HOUSE—BUENA VISTA.

* Lieut.-Colonel W. W. Corban
* Major R. H. Vivian (Brevet Colonel)
* — A. G. Huyshe
* Brevet-Major W. J. Gillespie
* Captain T. S. St. Clair
— R. S. Green
— H. T. Smith
— S. L. Remmington
— T. F. King
— St. Geo. J. Rathborne
Lientenant H. W. Holden
— E. J. Brock
Lieutenant E. Burney
— F. W. N. M'Cracken
— W. K. M'Clintock
2d Lieutenant A. W. Bean
— F. V. Whittall
— P. C. Alcock
— F. Gordon
* Paymaster T. C. A. Fox (hon. Captain)
Lieut. and Adjutant F. B. R. Hemphill
* Quarter-Master S. Deacon

79th Queen's Own Cameron Highlanders.

MESS HOUSE—SOUTH BARRACKS.

* Lieut.-Colonel E. W. Cuming
Brevet Lieut.-Col. J. M. Leith
* Major H. H. St. Leger
Brevet Major E. Everett
— W. H. M'Causland
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* — R. H. C. Dalzell
— N. G. Chalmers
— G. L. C. Money
* — W. H. Smith
Lieutenant R. F. L. Napier
— W. C. Halkett
— F. Hacket-Thompson
— A. G. Blackburn
— Hon. I. Campbell

Lieutenant W. A. Scott
— T. A. Mackenzie
— H. H. L. Malcolm
Second Lieutenant B. C. Urquhart
— J. R. J. M. Grant
— D. F. Davidson
— R. W. Macleod
— C. F. Davidson
— G. E. Forbes
— A. Scott-Elliot
— G. R. Cavaye

* Paymaster Major J. M. McNair
Lieut. and Adjutant K. S. Baynes
* Quarter-Master W. Howard

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Asst.-Com.-Gen. C. W. B. McKenzie
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* Quarter Master W. D. Kennedy
* — J. Rowsell
* Conductor of Supplies A. E. Loader

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J. Jones, D.A.C.G.O.
C. G. Jeans, D.A.C.G.O.

* Conductor of Stores—A. Ferguson
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* District Staff Paymaster—Lieut.-Colonel W. R. Olivey
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* Paymaster, 79th Regiment—Major J. M. McNair
* Paymaster, 46th Regiment—Captain T. G. Booth

* Paymaster 49th Regiment—Captain T. C. A. Fox
* Paymaster District Pay Office—Captain J. R. Ballard
* Paymaster District Pay Office—Captain W. R. Kaye

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Surgeon-General W. Munro, M.D., C.B.
* Brigade Surgeon D. A. C. Fraser, M.D.
* — W. M. Webb
* — R. Webb
Surgeon-Major J. Coates, M.D.
* — E. Wilson
— S. Fuller
* — G. E. Will

* Surgeon-Major H. C. Collier
* — L. Corban, M.D.
— T. S. Cogan
* — J. D. Crowe
Surgeon G. R. Gabbett
C. W. Moore-Keys, M.D.
T. S. Langdon
W. S. Pratt, M.B.

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* Lieutenant of Orderlies..... C. Johnson.

Chaplain's Department.

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* Rev. W. H. Bullock, M.A.
* Rev. Duhamel Horman, M.A.

* Rev. R. S. Patterson

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Very Rev. Mgr. Thos. MacAuliffe, D.D.

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A

Aboab, J. J., Governor's-parade
Abrines, Gregory, Cornwall's-lane
Abrines, Joseph, Governor's-street
Abrines, R. & J., Waterport-street
Abrines, Richard, Waterport-street
Abrines, John, City-mill-lane
Abudarham, Joseph, Bell-lane
Abudarham, Solomon, Giro's-passage
Aitken, C., College-lane
Aitken, R., College-lane
Alexander, Miss, North-pavilion-road
Aloy, John, Rodger's-ramp
Amigo, Miss, City-mill-lane
Amigo, Peter, George's-lane
Anderson, Major-General D., Line Wall House
Andlau, Adolphe von, Church-street
Ansaldo, Henry, Road to the Castle
Ansaldo, J. C., Library-ramp
Anthony, W., North-front
Aonso, F., Waterport-street
Aonso, Sebastian and Nicholas, Parliament-lane
Archbold, Johnston & Power, Horse-bk-lane-yard
Armstrong, Charles T., Cornwall's-lane
Arrowsmith, Mrs. W. J., Hargrave's-parade
Artesani, Peter, Church-street
Ashton, Francis, Church-street
Attias, Isaac, Waterport-street
Attias, Jacob, Waterport-street
Austin, Mrs. J., Church-street
Avezzana, Luigi, Library-ramp
Azerad, Rafael, Waterport-street

B

Baca, J., Governor's-parade
Bado, Anthony, Church-street
Bado, Frederick, Waterport-street
Bado, James, Naval Hospital-road
Baggetto, Joseph, Assistant Surgeon, Civil Hospital
Baker, Commander J. F., R.N., H.M.C.S. Samarang
Baker, H., Prince Edward's-ramp
Balensi, Brothers, Irish-town and Parliament-lane
Balestrino, C., George's-lane
Balestrino, Francis, Southport-street
Ballard, Capt. T. R., 5 Town-range
Ballou, M., Waterport-street
Ballou, E. G., Prince Edward's-ramp
Bañasco, Onofre, King-street
Bandury, R., Library Garden
Barboro, Adolphus, Waterport-street
Barcio, John, King-street
Bardasano, J., Cannon-lane
Bardasano, H., Cannon-lane
Barker, Edwin, Scud-hill
Barker, Major, R.A., Europa
Bartibas, John B., Irish-town
Bartibas, Peter, Bell-lane
Barton, Miss S., Prince-Edward's-ramp
Bassadone, F., Church-street
Bassadone, F. E., Prince Edward's-road
Bassadone, Geo., Morello's-ramp
Bassadone, J., Governor's-street
Bassadone, N., Prince Edward's-ramp
Bassadone, N. A., Prince-Edward's-road
Baumgartner, E. J., Buena Vista House
Baynes, Major-General R. S., Secretary's-lane
Beanland, A., Church-street
Beaty, Miss, Lower Castle-road
Bellotti, Adolphus, Waterport-street
Bellotti, Arthur, Cornwall's-lane
Bellotti, Brothers, Turnbull's-lane
Bellotti, P., Waterport-street
Benabu, M., Waterport-street
Benadi, Mordajai, Engineer-lane
Benadi, Samuel, Engineer-lane
Benaim, David, Church-street
Benatar, James, Church-street
Benatar, Samuel, Boschetti's-ramp
Bendham, F., Church-street
Beneluz, Joseph, Green Market
Bennett, Lieut.-Colonel R., 46th Regiment, Governor's-lane
Bennett, Miss E., Convent-place
Benny, John, Johnston's Passage
Benoliel, E., Gunner's-lane
Benoliel, R., Waterport-street
Benona, Hadj Mohamed, Waterport-street
Benselum, Leon, Irish-town
Benso, José, Cloister-ramp
Bensusan, A., Tuckey's-lane
Bensusan, Brothers, Waterport-street
Bensusan, Moses, Waterport-street
Bensusan, Samuel, Waterport-street
Ben'ubo, S. L., Waterport-street
Benzaquen, Isaac, Waterport-street
Benzecri, Rafael, Waterport-street
Benzimra, Moses de Isaac, Irish-town
Bergel, Moses Y., Waterport-street
Bergel, Y., Irish-town
Berger, Major E. A., 10th Regt.
Beriro, Menahem, Waterport-street
Berlingieri, James, Horse-barrack-lane
Bertoloso, Mrs. S. A., George's-lane
Bertuchi, A., Waterport-street
Berutich, J., Church-street
Berutich, Brothers, Waterport-street
Biton, Joseph, Church-street
Blair, Captain S., Cloister-ramp
Blake, Captain, R.A., Bell lane
Bland & Co., M. H., Irish-town
Bland, Lewis, Irish-town
Bland, M. H., Irish-town
Blond & Co., A., Irish-town
Blond, A., Marble House, Bomb-house-lane
Bolorino, A. P., Witham's-road
Bonatch, Joseph, Naval Hospital-road
Bonell, Jacinto J., Engineer's-lane
Bonell, John A., Governor's-street
Bonfante, Andrew, Scud-hill
Bonfiglio, Charles, Waterport-street
Bonnet, Emile R., Irish-town
Borell, Isidro, Horse-barrack-lane-yard
Bosano, Frederick, Waterport-street
Bosano, Anthony, Giro's-passage
Bosano, Joseph, Governor's-street
Bossano, Albert, Govt. Telegraph Office
Bossano, Andrew, City Mill-lane
Bossano, M., Engineer-lane
Botaleb, Mohamed, Bomb-house-lane
Bottino, Aurelio, Waterport-street
Bourn, Thomas, Road to Flat-bastion
Boutin, E., Church-street
Bowen, T., Flat Bastion-road
Browne, Captain W. B., 46th Regt., Europa Pass
Bruzon, James, Waterport-street
Bruzon, John, Arengo's-passage
Bruzon, Michael, Parliament-ramp

Bryant, Dr. J. H., College-lane
Buchan, Mrs. A., Pavilion road
Buckle, S., Captain, Beaulieu, Europa-road
Bullock, Rev. W., Southport-street
Butler, W., Waterport-street
Byrne, W. L., Secretary's-lane

C

Cabedo, Mrs., Library-ramp
Cabedo, J., Library-ramp
Cabinis, G., South barrack-sheds
Calamaro, James, Europa Hotel, New Mole-parade
Campbell, Melfort, Scud-hill
Canepa, Peter, sen., King's Yard-lane
Canepa, P., jun., Market-place
Canilla, Sebastian, Waterport-street
Canilla, Rev. Gonzalo, Saint Mary's
Capurro, Arthur M., & Co., Waterport-street
Carara, Arthur, Library-ramp
Carara & Sons, John, Waterport-street
Carara, J., Church-street
Cardew, Lieut.-Col., R.A., Moorish Castle
Cardona, Joseph, Willis's-road
Carlarino, Edward, Naval Hospital-road
Carreras, Francis, Engineer's-lane
Carver, Brothers, Tuckey's-lane
Carver, Benjamin, ditto
Carver, Darbishire & Co., Waterport-street
Casciaro, J. M., Castle-street
Cassaglia, Thomas, Irish-town
Cassano, Francis, Prince Edward's-ramp
Cassisa, A., Commercial-square
Cassisa, J., ditto
Cassisa, V., ditto
Castro, Emilio, Cornwall's-lane
Cavana, Hector, Turnbull's-lane
Cavilla, Brothers, Governor's-street
Cayrasso, C., Church-street
Cazes, Joseph, Waterport-street
Cerisola, Lawrence, Castle-street
Cerisola, Lutgardo A., Waterport-street
Cerisola, Sebastian, City Mill-lane
Chiappe, William, Armstrong's-buildings
Chiappe, John, Cumberland-road
Chiappe, John, jun., Scud-hill
Chichon, Arthur, Rodger's-ramp
Chichon, Thos., Church-street
Chichon, John, Pitman's-alley
Chincota, Edward, Castle-ramp
Chincota John, Crutchett's-ramp
Charlton, E., Crutchett's-ramp
Coates, Surgeon Major J., Cannon-lane
Cochrane, Sir James, Glenrocky, Europa-pass
Cockhill, Rev. W. R., Prince Edward's road
Cogan, Surgeon Major T. S., Station Hospital
Cohen, Abraham S., Market-lane
Cohen, Dris, Waterport-street
Collier, H. C., Surgeon Major, North-front
Coll, Michael J., Irish-town
Coll, Henry, Irish-town
Consigliero, John, Scud-hill
Consigliero, Antonia, Prince Edward's-road
Consigliero, Claudio, Prince Edward's-road
Conte, Andrew, Fountain-ramp
Conte, S., Market-street
Conte, F., Southport-street
Corban, Lt.-Col. W. W., 49th Regt., Buena-vista
Corban, Surg. Major L., M.D., Sunnyside House
Cornwell, G. F., Wheatley-terrace & Campamento
Corsi, Anthony, Irish-town
Corsi, Vicente, Irish Town
Cortés, H., Cooperage-lane
Cortés, Dr. John, Boschetti's-ramp
Coventry, Rev. J., Scud-hill
Cottrell, Garrison Qr.-Mr. Wm. Fowlke, Flat Bastion-road
Cowell, Richard E., Waterport-street
Cowison, The Misses, Governor's-street
Creswell, Mrs. Edmund, Post-office
Creswell, Miss Margaret, Post-office
Creswell, C., South Barrack-road
Crooks, Joseph A., Library-ramp
Crosbie, Miss S., Convent-place
Crowe, Major-General, Wheatly-terrace
Crowe, Surgeon Major J. D., Station Hospital
Crozier, Lieut. B. R., 46th Regt., Town-range
Cuby, D., Cornwall's-lane
Cuby, J., Church-street
Culatto, J. B., Waterport-street
Culatto, Luis, Church-street
Culatto, Bernardo, Irish town
Cuming, Colonel, 79th,

D

Danan, Samuel, Waterport-street
Dagnino, Anthony, King-street
Dagnino, James, King-street
Dallas, D., Governor's-street
Dalorto, Emilio, Serruya's-lane
Dalorto, Lewis, Governor's-street
Dalorto T., City-mill-lane
Dalzell, Captain R., Bella Vista
Danero, James, Church-street
Danero, John, Waterport-street
Danero, Joseph, Turnbull's-lane
Danino, Mrs. A., Danino's-buildings
Danino, J., Scud-hill
Danino, F., Crutchett's-ramp
Danino, L., Library-garden
Dasoi, Lewis, Irish-town
Dautez, Gustave, City Mill-lane
Davidson, James, Cumberland-road
Davidson, W. L., Crutchet's ramp
Davidson, Miss, Morello's-ramp
Deacon, Quartermaster S., 46th Regt., Buena Vista
De Hoghton, Lieut. 10th Regt., Library Cottage
De Sauty, C. V., Irish-town
Desoisa, Anthony, Church-street
Dias, José, Waterport-street
Dickenson, Capt. E. S. N., Pr.-Edward's-road
Dixon, Major, R.A., Europa-pass
Dobranich, Damian, Church-street
Dodero, John, Scud-hill
Dodero, Telmo, Naval Hospital-hill
Dotto, Agustin, Engineer-lane
Dotto, John, Waterport-street
Dotto, Rev. J., Waterport-street
Duckham, A. T. B., Rosia
Duffield, Mrs., North Pavilion-road
Dumouli,n, A., Governor's-parade
Dunstan, R., Crutchett's-ramp
Durante, James, Crutchett's-ramp
Du Vernet, Capt. F., South Barracks

E

Edmondes, Captain, R.E., South-barrack-road
Elliche, Edward, Pitman's-alley
Esterico, Julius, Scud-hill
Esterico, Joseph, Fountain-ramp
Estopa, Domingo, Church-street
Evans, Thomas, New Mole-parade
Ewart, Colonel, C.B., Engineer-house

F

Facio, Anthony, Waterport-street
Fagiani, P. L., Church-street
Farias, C., Governor's-parade
Fava, Angel, Governor's-street
Fava, L., Governor's-street
Fava, Lawrence H., Turnbull's-lane
Femenias, Rev. G., North Pavilion-road
Femenias, Nicholas, Centre Pavilion-road, South
Ferreti, John, Parliament-lane
Ferreti, M., Crutchett's-ramp
Ferro, A., Road to the Lines
Fialo, Gabriel, Waterport-street
Flood, Colonel Frederick R. Solly, C.B., A.A.G., Cathedral-square
Flynn, P., A. C. G. Ord., Bomb House-lane
Foote, Mrs. H. J., The Elms, New Mole
Foote, Mrs. C., Morello's-ramp
Fox, Capt. T. C. A., Buena-vista-barracks
Franceri, J. F., Castle-ramp
Francia, Francis, Cornwall's-lane
Francia, Mrs. W., Governor's-street
Francis, H., Rosia
Francis, Charles, Castle Tank-road
Francis, G., Morello's-ramp
Francis, R. B., Garrison Library
Franco, Ignacio, Victoria Hotel, Waterport-street
Fraser, D. A. C., Brigade Surgeon,
Freire, J. da C., Irish-town
Frembly, Mrs., Governor's-street
French, Thomas G., Waterport-street
Freyone, Andrew, Waterport-street
Fromow, Joseph, Governor's-street
Fromow, S., Church-street

G

Gabay, I., Convent-place
Cabizon, J., Church-street
Gache, Francis, Church-street
Gache, Joseph, Church-street
Gaggero, Andrew, Engineer-lane
Gaggero, Avelino, Irish Town
Gaggero, Joseph, Engineer's-lane
Gaggero, Manuel, Engineer's-lane
Gains, Mrs., Church-street
Gallardo, Joseph, Road to the Castle
Galleano, Emilio, Engineer-lane
Galleano, James, Engineer-lane
Galliano, A. M., Church-street
Galliano, J., Cannon-lane
Gamble & Co., T., Waterport-street
Gandolino, R., Cruchett's-ramp
Garbarino, Jas., King-street
Garcia, J., Crutchett's-ramp
Garcia, Giuseppe, Horse-barrack-lane
Garese, John, Cornwall's-lane
Gareze, Joseph, Waterport-street
Garibaldi, J., Church-place
Gartley, T., Line Wall, facing King's-bastion
Gavaron, Mrs., Irish-town
Gibara, F., Giro's-passage
Gilbard, Major G. J., Secretary's-lane
Gilchrist, D., Prince Edward's-road
Gildea, Capt. T., Secretary's-lane
Gill & Sons, Francis, Waterport-street
Gillespie, Major, 49th Regt., Buena Vista Barracks
Giraldi, Anthony, Cannon-lane
Glasgow and Co., James, Waterport-street
Glassford, William, City Mill-lane
Goerbey, Robert, Governor's-street
Gomez, Adolfo, Waterport-street
Gonzalez, Fernando, Waterport-street
Gonzalez, S., Waterport-street
Gordon, Major-General C. E. P., C.B., Rock View, Roger's-road, South
Gordon, T., Library-garden
Gordon, J. Gautier, Convent-place
Gordon, Hypolite Charles, Lopez's-ramp
Gough, Lieut.-Com., R.N., Rosia
Graffione, James, Governor's-parade
Grant, Capt. Forsyth, 46th Regt., Diana Lodge, Europa-road
Green, Captain, 49th Regt., Windmill-hill
Griffin, Captain A., Cumberland-steps
Guasco, Mrs., Convent-place
Gudice, A., Prince Edward's-road
Guesus, Hadj Said, Waterport-street
Guillem, V. D., Governor's-street
Guillermo, Angel, Waterport-street
Guilliano, Eugenio, Irish-town
Guillotto, Joseph, Road to Flat Bastion
Guillotto, Paul, Convent-place
Gumb, E., Parliament-lane
Gumb, H., Governor's-street

H

Hadida, Jas., Commercial-square
Haire, John, City Mill-lane
Hanwell, Lieut.-Col., R.A., Rosia
Harrison, J. W., Waterport-street
Harris, Captain G., Library-house
Harris, Colonel, C.R.A., Cannon-lane
Harvey, Lieut.-Colonel, R.E., Southport-street
Harvey, W. A., Rosia
Hasluck, Brothers, Waterport-street
Hassan, J. J., Waterport-street
Hassan, M., Waterport-street
Hassan, J. de I., Church-street
Hatchwell, A., Cornwall's-parade
Haurat, A., Crutchett's-ramp
Haynes, Thomas, Foundry, North-front
Haynes, John Hall, North-front
Henry, William I., Convent-place
Hepper, James, Waterport-street
Hepper, Miss, Roger's-road
Hernandez, Alejo, and Sons, Church-street
Hildyard, Captain H., Governor's-lane
Hoggan, Captain, R.A.,
Holliday, Joseph, Church-street
Holmes, Richard, Bedlam-court
Horman, Rev. D., Rose Cottage, N. Pavilion-road
Howard, Mrs., Church-street
Howard, W., Quartermaster, 79th, South barracks
Humphrys, George, Governor's-parade
Hunt, Capt. Carew, Sunnyside, South Barrack-rd.
Hutcheson, J. W., Governor's-street
Hutcheson, Charles, Governor's-street
Huyshe, Major, 49th Regt.

I

Imossi, Albert, Gowland's Cottage
Imossi, Francis, Governor's-street
Imossi, Joseph G., Governor's-street
Imossi, John, Southport-street
Imossi, F., Library-garden
Imossi, Lewis F., Irish-town
Imossi, Francis, Governor's-lane
Imossi, John, Church-street
Imossi, Joseph, Governor's-street
Isola, B., Cornwall's-lane
Israel, J., Tuckey's-lane
Israel, S. and D., Waterport-street

J

Jeans, G. J., 3, Southport-street
John, Major T., 46th Regt., North-front
Johnson, Charles, A.H.C., Station Hospital
Jones, Major Norris, R.A., Moorish-castle
Jones, J., 3, Southport-street

K

Kaye, Captain W. R., Irish-town
Kennedy, W. D., Prince Edward's-road
Key, Thomas R., Governor's-street
King, Mrs. A., City-mill-lane
King, Charles, City-mill-lane
King, David, Morello's-ramp
King, J., Bomb-house-lane
King, R., Don-place, Governor's-lane
King, W. S., Waterport-street
Koth, Dr. Charles, Southport-street

L

Laferla, Vincent, Church-street
Larios, Hermanos, Waterport-street
Larios, Mrs., Commercial-square
Larios, Mrs. P., Connaught-house
Lasry, Solomon, Engineer-lane
Lavarello, Angel, Irish-town
Lavie, Adam, Governor's-street
Lawrence, George, Sen., Waterport-street
Lawrence, George, Jun., Commercial-square
Lempriere, Lt. Col. A., A.M.S., Rock Cottage
Lequich, W., Horse-barrack-lane
Levy, Abraham, New Mole-parade
Levy, Henry, Bell-lane
Levy, Frederick, College-lane
Levy, Chevalier, Cloister-ramp
Levy, Judah S., Cloister-ramp
Levy & Co., Turnbull's-lane
Little, Captain, 10th Regiment
Livingstone, Thomas, Horse-barrack-lane
Llambias, John, Library-ramp
Lomeña, Dr. Joseph, Church-street
Longlands Cowell & Co., Waterport-street
Lugaro, Anthony, Governor's-street
Lugaro, James J., Governor's-parade
Lunari, Andrew, Irish-town

M

MacAuliffe, Very Rev. Monsignor Thomas, D.D., St. Bernard's College
Macias, Brothers, Waterport-street
Mackintosh, Mrs., Prince Edward's-ramp
M'Carter, Mrs., Southport-street
McKenzie, C. W., A.C.G., Sandpits
McNair, Major T., Mount Pleasant
M'Phee, A. C., Flat Bastion-road
M'Phee, Mrs. A. C., George's-lane
Mañetto, Gabriel, Hargrave's-lane
Mannia, Horatio L., Church-street
Marcella, Mrs., King's-street

Marin & Co., Waterport-street
Marin, F., Waterport-street
Marin, C., Governor's-street
Marrache & Sons, Church-street
Martolini, Frederick, South Barracks-sheds
Martinez, J. M., Church-street
Martinez, M., sen., College-lane
Martinez, M., jun., Bell-lane
Marylski, Captain R. de, Bell-lane
Massias, Abraham I., Waterport-street
Mascardi, B., Turnbull's-lane
Mateos, A., Pitman's-alley
Mathiasen, N. C., The Aloes, Europa Main-road
Maydwell, Captain, 46th Regt.,
Meiklejohn, Major, R.A., Moorish-castle
Melrose, J., Naval Yard
Mendoza, J., Commercial-square
Miguones, Nemesio, Scud-hill
Miles, Mrs. William, Cumberland-steps
Miles, W., ditto
Miles, H., ditto
Mimaut, Henri, French Consul, Woodford-cottage
Miranda, John, Governor's-street
Molinary, James, Crutchett's-ramp
Molinary, Christopher, Irish-town
Molinary, Henry, Tuckey's-lane
Molyneux, Captain T., A.D.C., Secretary's-lane
Monkhouse, W. T., Rosia
Montegriffo, Peter, Market-lane
Montegriffo, W., Church-street
Montegriffo, Joseph, Church-street
Montegriffo, H., Waterport-street
Monteverde, A., Waterport-street
Morasso, A., Church-street
Morgan, Lt.-Col. G. B., Town Major, Town-range
Morgan, John J. R., Castle-street
Morgan, H., Waterport-street
Morillo, John, Waterport-street
Mortimer & Co., Joseph E., Church-street
Mosley & Co., T., Irish-town
Mosley, A., Irish-town
Mosley, H. P., Irish-town
Moss, Rafael, Irish-town
Multedo, Frederick, Cornwall's-lane
Multedo, Nicholas, Cornwall's-lane
Muratory, Manuel, Engineer's-lane
Munro, Surg.-Gen. W., C.B., Bomb-house-lane

N

Napier, Major Hon. R., A.D.C., The Convent
Narice, Henry & Co., Waterport-street
Natali, A., Governor's-street
Negrette, J., Waterport-street
Nehemias, E., Market-lane
Netto, Albert, Church-street
Nogueras, Joseph, Crutchett's-ramp
Nogueras, T., Crutchett's-ramp
Nosardi, Mrs., Governor's-street

O

Oates, George, Moorish-castle
Oliveri, Edward, Road to the Castle
Olivey, Lieut.-Colonel,
Onetti & Sons, John, Engineer-lane
Onetti, R., Engineer-lane
Onetti, A., Waterport-street
Onetti, J. P., Engineer-lane
Orfila, Peter, Glynn's-garden
Ortelly, A. G., Irish-town
Ortelly & Lavarello, Irish-town

P

Palache, M., Waterport-street
Pallarés, Monsignor N., Saint Mary's
Pariente, Joseph, Cloister-ramp
Parker, Wm., Spanish Hotel, Waterport-street
Parmel, M., Waterport-street
Parody, John B., Cornwall's-parade
Parody, Paul, La Esmeralda, Church-street
Parody & Co., Richard, Waterport-street
Parody, Thomas, Bobadilla's-ramp
Parral, R., Irish-town
Parral, A., Civil Hospital
Parral, F., Giro's-passage

Patron, Dr. Joseph, Governor's-parade
Patron, Arthur J., Governor's-parade
Patron, Joseph A., Governor's-parade
Patterson, A., Prince Edward's-ramp
Patterson, Rev. R. S., Windmill-hill
Pau, Agustin, Prince Edward's-road
Peacock, John, & Co., Irish-town
Peacock, W., Library-ramp
Peacock, C., Library-ramp
Peire, The Misses, Waterport-street
Pelanne, More de, Library-ramp
Pereira, A., Town-range
Pereyra, Antonio, City Mill-lane
Perez, Francis, Church-street
Peso & Co., Waterport-street
Peterkin, James, Convent-place
Pettit, Mrs., City Mill-lane
Pertuso, Manuel, Line-wall
Phillippo, G., Esq., Chief Justice, Rock Cottage
Picardo, Agustin, Market-lane
Picardo, Thomas, Governor's-street
Pinela, Joseph, Civil Hospital-ramp
Piri, A., Waterport-street
Pisani, H. P., Bell-lane
Pitman, M. J., Pitman's-alley
Plaja y Patxot, Joseph, George's-lane
Playa, Joseph, Waterport-street
Pons, Joseph, Church-street
Pons y Segui, C., Governor's-street
Porral, Joseph M., Engineer-lane
Power, Chevalier Louis T., Scud-hill
Power, L. M. O., Horse Barrack-lane
Prescott, James, Castle-ramp
Pringle, William, Convent-place
Prosser, George, Morello's-ramp
Puzey, Captain, R.E., Rosia Cottage

Q

Quirell, Charles, Church-street

R

Raggio, John, Road to the Castle
Ramirez, Lorenzo, Road to the Castle
Recaño, H. F., Victoria Villa, Europa Main-road
Recaño, J. B., Civil Hospital-ramp
Recaño, A. C., Civil Hospital-ramp
Recaño, J. H., Bomb-house-lane
Recaño, A. M., Library-garden
Reeves, Captain, 46th Regt.,
Relle, Mrs., South-barrack-road
Renello, William, Pitman's-alley
Requena, Joao, Cloister-ramp
Rich, R. W., Convent-place
Richards, W. H., Waterport-street
Richardson, Lieut.-Colonel, 46th Regt., Europa
Roberts Edw., Cumberland-place, South
Roberts, W. F., Church-street
Roberts, Miss, Wheatly Terrace, Prince Edward's Ramp
Rodriguez, Don A., Spanish Consul, Don Place, Governor's-lane
Rodriguez, Dr., Waterport-street
Ross, Rev. J., Line Wall
Ross, Alexander, South Barrack-sheds
Rothe, H., South Barrack-sheds
Romero, J., Convent-place
Rowsell, J., Bomb-house-lane
Rudge, Captain, R.A., South Barrack-road
Rugeroni & Son, Joseph, Commercial-square
Rugeroni, M., Old Green-market
Rugier, M., Bell-lane
Ruggier, J., New Mole
Rumbo, Joseph, Castle-street
Requena, A. M., Scud-hill
Rusca, John, Town-range
Rusca, A., Town-range
Russo, Simon, Church-street
Russo, Pascual, Cathedral-square
Ryan, David, Naval Hospital-road

S

Saccone, Jerome, Market-street
Saccone, Julius, Camp, North Front
Saduler, Lawrence, Governor's-parade
Salacroup, E., King's Arms Hotel, Commercial square
Saldiva, Luis, Commercial-square
Sananes, Samuel, Church-street
Sanchez, Mrs., Gunner's-lane
Sanchez, A., Gunner's-lane
Sanchez, William, Governor's-street
Sargent, J. F., Southport-street
Saviñon, Cándido, Waterport-street
Schott, Ferdinand, Commercial-square
Schott, Horatio, Cathedral-square
Segui, John, Limekiln-gully
Serfaty, Menahen, Church-street
Serfaty, Widow E., Parliament-lane
Serfaty, E. A., Commercial-square
Serruya, Solomon M., Commercial-square
Shacaluga, J., Roger's-road
Sheriff, R. Ff., Attorney-General, Scud-hill
Sheriff, Robert, Naval Hospital-road
Silva, Ernest, Victualling Office-lane
Sitwell, Major, R E , South Barrack-road
Sita, E., Green Market
Smith, Captain Haskett, 79th Regt., Market-street
Smith, Captain W. W. M., Tankerville
Smith, Imossi & Co., Irish-town
Smith, W. H., Irish-town
Smith, W. J. S., Parliament-lane
Soto, A. de, Governor's parade
Speed & Co., James, Waterport-street
Speed, Mrs., Scud-hill
Sprague, John, Governor's-street
Sprague, Horatio Jones, Prince Edward's road
Sprague, John Louis, Prince Edward's-road
Sprague, H. E., Governor's-street
St. Clair, Captain, 49th,
St. Leger, Major, 79th, South Barracks
Stalker, Miss, Prince Edward's-road
Stansfield, J., Town-range
Stark, H., Cumberland-road
Stevens, George, New-mole
Stewart & Co., Gunner's-lane
Steward, John, Roger's-row
Stockwell, Major, 10th,
Stokes, Martin W., Cumberland-place
Stoneham, Henry, City-mill-lane
Stoneham, Walter G., City-mill-lane
Styles, Qr.-Master G., 46th Regt., Town-range
Superville, Mrs., Irish-town
Swaine, Robert, Library-ramp

T

Tasker, James, Convent-place
Templeton, Qr.-Master T., 10th Regt., Casemates
Terry, Anthony, Gowland's-ramp
Terry, Francis, Southport-street
Terry, Henry, Southport-street
Terry, James, Gowland's-ramp
Thacker, W., Flat Bastion-road
Thibaudier, Joseph, H.M.S. "Samarang"
Thompson, James, Waterport-street
Thomson, W. A., Irish-town
Thornton, E. Y., Engineer-lane
Thornton, Henry, Willis's-road
Torres, John, Glynn's garden
Tortello, A., Church-street
Townshend, Captain, 10th Regt., Bella Vista
Trenerry, Charles, Surgeon, Castle-road
Trenerry, C. J., M.D., Don-place, Governor's lane
Trenerry, H., Cannon-lane
Trenerry, T., Church-street
Triay, John, Waterport-street
Trinche, A., Engineer-lane
Tudury, T., Irish-town
Tupper, Major, R.A., Tankerville
Turner & Co., Irish-town
Tyler, W., South-sheds

U

Underhill, Mrs., Roger's-row, South

V

Vacca y de Luna, J., Church-street
Vecchio, T., Castle Tank-road
Ventura and Sufredo, Parliament-lane
Verano, Manuel, Waterport-street
Victory, Peter, Waterport-street
Villa, Nicholas, Horse Barrack-lane-yard
Villa, John, Irish-town
Viñales, John B., Governor's street

W

Walter, Captain, R.A., Moorish Castle
Webb, Brigade-Surgeon W. M., Town-range
Webb, Brigade-Surgeon R., Windmill-hill
Weir, W. and T., Convent-place
Whitelock, J., Flat Bastion-road
Will, Surgeon-Major, Europa-road
Wilson, Surgeon-Major J., M.D., South-bk-road
Woods, John, North-front
Woodward, G., Library-street
Worth, S., Prince Edward's-ramp

Z

Zarb, Paul, Church-street
Zino, John B., Castle-ramp

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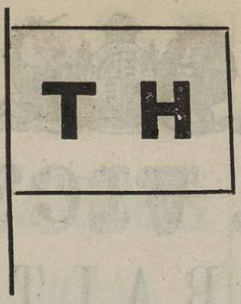
THE  LINE.

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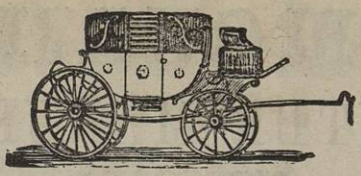

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