PORTO RICO

PAST AND PRESENT

AND

SAN DOMINGO OF TO-DAY
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BY
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Author of "Cuba Past and Present," "An American
Crisis," etc

WITH NUMEROUS ILLUSTRATIONS

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INTRODUCTION

Although Porto Rico, or more properly Puerto Rico, has been an American colony for the past sixteen years, yet the American public as a whole has but a vague idea of the island’s resources, condition, people, or climate. To many the island seems a far distant and foreign land, a mere speck in the vast expanse of ocean, and simply one of the numberless other specks which on maps are collectively labelled the “West Indies.” It is indeed a surprise to find these little dots spreading out into vast mountain chains and league-broad valleys, with a shore line that stretches from horizon to horizon, and the visitor who for the first time views the West Indies is invariably impressed at the unexpected extent of the islands. It is hard to realise that Porto Rico is scarcely farther from New York than Des Moines, and that one may visit the island, tour its roads, see its numerous points of historical interest, and return to New York all within the space of a fortnight. While Porto Rico is the smallest of the so-called

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Greater Antilles, yet it is by no means small, and as far as appearances go one might as well be on the mainland as on an island, when in the interior of Porto Rico.

From the tourist's viewpoint Porto Rico is most interesting, and in no other West Indian island can one obtain such an insight into tropical life, industries, and vegetation with so little trouble and inconvenience.

It is true that Porto Rico has many natural characteristics peculiar to itself and that it is wrong to judge it by other tropical lands or the other islands by the Porto Rico standard. It is the only one of the Greater Antilles which is practically denuded of forests and the only one which is densely inhabited. For these reasons the wild, luxuriant, and riontous vegetation and heavily wooded mountains of other islands are lacking, and it does not possess the majestic, primitive grandeur of San Domingo, portions of Cuba or Jamaica, nor of many of the smaller Antilles. On the other hand, its wonderful roads, its modern methods of transportation, its health and cleanliness, its freedom from loathsome, diseased beggars, its delightful climate, and last, and to many
the most important of all, the fact that over it waves our own flag, more than compensate for the sparsity of natural beauties and quaint customs.

Very little of general interest has been written about Porto Rico. Histories, government reports, steamship folders, and similar works are legion, but these are far from satisfactory or complete from the tourist's point of view or are too technical, too full of data, or too evidently advertising matter to be of great value or interest to the prospective visitor to our West Indian colony.

The present book has been written with the aim of presenting all the important facts and figures in regard to Porto Rico without bias, prejudice, or exaggeration. In its preparation nothing has been taken for granted and nothing included in the work which is pure hearsay. The author has personally visited the island, has lived in its various cities and villages, has toured the roads from end to end and from coast to coast, and has mingled and talked with all classes and conditions of people, both native and American, from the Governor to the lowliest peon.
INTRODUCTION

In every case unquestionable facts have been adhered to, and no statement or information has been included which has not been personally investigated.

The political situation is a much involved and delicate question, and the author has refrained from discussing it or suggesting remedies for existing evils, although one cannot forbear some criticism of conditions which are palpably wrong and unjust.

In the following pages Porto Rico is described as found by the author and as seen through his eyes, and no doubt others might see many things in a different light. What is admirable to one may not appear so to another, and what is attractive to one observer may appear uninteresting and unworthy to the next; but biased, unnatural, and prejudiced indeed must be the visitor to Porto Rico who cannot find an abundance of interest, pleasure, and admiration in viewing the myriad charms, the magnificent scenery, and the interesting life of Porto Rico.

In the preparation of this book the author has been greatly aided and encouraged by many Porto Rican and American residents of Porto
Rico, as well as by numerous government officials and others.

To His Excellency the Hon. Arthur Yager, to Judge E. B. Wilcox, Col. B. W. Bates, Mr. Sanchez Morales, and to the officers and officials of the New York and Porto Rico S. S. Co., and many others the author wishes to express his deep gratitude for innumerable favours, invaluable help, and universal courtesy, without which the preparation of this volume would have been a most difficult task.

The island of Santo Domingo is so closely associated with the early history of the West Indies and the Spanish Main, and is so intimately connected with the conquest and settlement of Porto Rico, that it seems quite fitting to include something about the island in a book on our little West Indian colony.

It was from Santo Domingo that Ponce de Leon sailed across the narrow Mona passage and established the settlement which later became San Juan. From Santo Domingo came many a bold and adventurous knight to settle in the new land of promise,—Puerto Rico,—and all through those
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early years of Spanish dominion in the Antilles
the two islands had much in common, and the
great men of the times were familiar figures in
both "Puerto Rico" and Hispaniola.

While Porto Rico was primarily and principally
an agricultural colony, San Domingo was famed
for its wealth of precious stones and metals, and
when the output of the mines decreased many of
the Spaniards from the latter island moved bag
and baggage to Porto Rico, across the strait, and
settled down to wrest greater if slower fortunes
from Porto Rican soils than they had won in
San Domingo's golden sands.

Even aside from its connection with Porto Rico,
the island of San Domingo is worthy of being
known and visited by Americans, for on this island
there is more that savours of early American his-
tory than on any other spot in the Western Hemi-
sphere. Here was the first settlement of Euro-
peans in the New World; here was shed the first
blood of Europeans in conflict with the Indians;
here the Spaniards found their first gold in Amer-
ica, and here repose the mortal remains of Chris-
topher Columbus.

Santo Domingo is a wonderful land, a land of
romance, history, and untold resources, a land of vast opportunity, of immense mineral wealth, of inexhaustible fertility and sublime scenery. It was baptised in blood, civilised by the ruthless slaughter of countless thousands of human beings, and for centuries has been torn with massacres, revolutions, and warfare. Its past has been one of violence, greed, and despotism. Let us hope that its future may be one of progress, peace, and prosperity.
PART 1

PORTO RICO

PAST AND PRESENT
Continuing on his voyage to Santo Domingo, Columbus left Porto Rico astern and never again revisited it. On board his ship, however, was a romantic and adventurous "Conquistador" called Juan Ponce de Leon, and filled with admiration at the wonderful luxuriance and fertility of the new island, he set sail from Santo Domingo in 1508 and landed at the bay of Aguada. From this spot he travelled eastward and discovered an almost land-locked bay, which he named "Puerto Rico." He was received hospitably by the natives and especially by Agueynaba, the cacique, and greatly pleased at the richness of the island, he returned to Santo Domingo and related the story of his explorations to Governor Orando. The latter thereupon furnished additional supplies and men, and in 1509 De Leon again landed at Puerto Rico Bay, and at a spot known as Caparra built a settlement, which was later abandoned in favour of the more desirable island of San Juan, the present capital. From here Ponce de Leon set forth on his famous voyage in search of the Fountain of Youth, which resulted in the discovery of Florida. Here in San Juan he built a large and luxurious house or
castle, known as the "Casa Blanca," or White House, which, embowered in palms and surrounded by gardens, still looks forth across the blue sea towards distant Florida, and stands aloof,—dignified and proud,—above the bustle and noise of the town, like some old Spanish grandee among a crowd of gamins. In 1512 the search for the fabulous fountain once more sailed forth from San Juan Harbour only to return silent in death, the victim of an Indian arrow, from which he succumbed in Havana.

From the very first Ponce de Leon realised the natural advantages which San Juan possessed for fortifications, and every energy and resource was devoted to erecting a complicated and extensive series of walls, forts, castles, and moats about the city. At the entrance to the harbour, upon a precipitous bluff, was built the massive Morro, which was not completed until 1584 and which still stands, grim and forbidding, and is the first sight to greet the visitor arriving in Porto Rico from the North. Scarred with the wounds of a hundred conflicts, moss-grown, hoary with age, and frowning upon the narrow harbour entrance, its lofty lighthouse casts its brilliant
beams far across the waves, a welcome message of peace and salvation instead of death and destruction, which in former days belched forth from its antiquated cannon. Within this mighty fortress were chapels, living-rooms, water-tanks, warehouses, quarters, bakeries, barracks, and dungeons—a veritable little city in itself. From the Morro, walls extended about the city and surrounded the entire town with a line of bastions, moats, fortified gates, crisscrossed battlements, and quaint sentry boxes, which have endured the stress of storm and warfare for four centuries and have withstand the shot and shell of buccaneers, pirates, and the navies of the world, and have even held their own against the rain of steel poured upon them by our battleships in 1898.

For a long time after the Spaniards settled on the island, the Indians were peaceful and hospitable, and while often oppressed, were restrained from acts of violence by their belief in the immortality of the Europeans. Finally the truth of this theory was tested by an experiment on an unfortunate man named Salcedo, whom the natives held beneath the waters of a river until he apparently drowned. To make sure that life was ex-
tinct the Indians kept a careful watch over the body for several days, until the warmth of the climate afforded ample proof of the mortal character of the Spaniards. Convinced that their oppressors were mere men, a general rebellion and massacre was planned, and the town of Aguada was burned, sacked, and the inhabitants murdered. One of the inhabitants escaped the slaughter and, reaching Caparra, related his story to Ponce de León, who, with a strong body of troops, at once commenced an active warfare on the savages, so many of whom were slain or seized for slaves that there was no further danger of an uprising.

The Indians were, however, the least of Porto Rico’s troubles, and from 1516 until 1798 the island was constantly attacked and harassed by invaders, and the people were kept busy defending their island from capture and devastation.

In 1585 and 1588 French privateers sacked and burned several of the smaller towns, and in 1563 Sir John Hawkins swept down upon the island, to be followed in 1572 by Sir Francis Drake, but the powerful forts and stubborn defence of the inhabitants were too much for the buccaneers, who
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suddenly sailed away, to return in 1595, when they learned that a galleon with vast treasure was in San Juan Harbour. Better had it been for the dreaded freebooters to have left Porto Rico alone, for Hawkins died when off the eastern end of the island, and Drake, beaten and nearly annihilated by the heavy fire of the forts, sailed off towards South America, and died ere he reached Porto Bello. It was a heart-breaking defeat for the doughty Englishman, for the Spaniards removed over four million dollars from the ships in the harbour and secreted it ashore, so that Drake, who had helped destroy the Armada a few years before, was obliged to leave unmolested more gold than he had taken from the famous fleet. Once more in 1597 the English returned to Porto Rico, this time with a fleet of 20 ships, under Lord Cumberland. Landing at Santurce, the British defeated the Spaniards at San Antonio bridge and marched into San Juan. The English were on the verge of victory, and Morro had capitulated, when disease broke out among the invaders and they were compelled to abandon the island.

In 1625 Morro was again under fire, for a fleet of Dutch war vessels invaded the city and trained
their guns on the fortress. The bombardment was ineffectual however, and after burning a large portion of the town, the Dutch sailed away, leaving one of their ships behind. From this time until 1702 French, Dutch, and English buccaneers, privateers and men-of-war were a constant menace to the Porto Ricans, but one and all were defeated and driven off. Then for nearly one hundred years the island was left in peace until in 1797, when Sir Ralph Abercromby landed a large force at Santurce, threw up trenches, and placed batteries on Miramar Hill and prepared for a long and tedious siege. After two weeks of cannonading and ferocious hand-to-hand fighting, the British were obliged to abandon the attack, and retreated with a loss of nearly two hundred and fifty men and many prisoners, guns, ammunition, and supplies.

One hundred years later the grim fighting ships of Admiral Sampson trained their guns upon the citadel that rose impregnable above the town, and while the steel-clad shells and smokeless powder of the modern weapons tore gaping holes here and there in the ancient masonry, yet the vast weight of metal hurled at the town did comparatively
little damage, and the residents were left in peace until the American army, marching overland from the south, were halted in their victorious progress by the signing of the peace protocol, and in August, 1898, the Stars and Stripes were hoisted above the ancient forts and buildings, and a new territory was added to the United States.

A military government was at once established by General Brooke, who was succeeded in December, 1898, by General Henry. A postal system was organised, the Government lottery abolished, freedom of speech and the press restored, the use of stamped paper and certificates of residence discontinued, a police force, consisting of Porto Ricans under command of American officials, was organised, and strict sanitary measures adopted. Free public schools were opened, provision made for writ of *habeas corpus* and jury trials, the courts were reorganised, and imprisonment for political offences, chains, solitary confinement, and other similar methods of punishment were abolished. Pending the restoration of normal conditions, the foreclosure of mortgages was temporarily suspended. The Spanish currency was retired and replaced by American money.
Mayors and other local officials were elected, and in 1899 a census taken, which showed a population of 953,248.

Unsettled conditions immediately resulting from the war seriously affected local industries and commerce, and a material decrease in exports, with many hardships, followed as a natural sequence. The abnormal conditions were augmented by the results of a severe hurricane on August 8, 1899, which destroyed many coffee plantations and cattle. Many of the inhabitants of the interior suffered from lack of food. Aid speedily came from the United States, and the free distribution of food and building material in great quantities afforded temporary relief.

On April 12, 1900, the United States Congress passed what is known as the Organic Act, establishing a civil government in Porto Rico and providing temporary revenue for its maintenance until such time as elections could be held and a local system of revenue established. In accordance with this act the military government, under General George W. Davis, who had succeeded General Henry, came to an end, and the civil government was established, with Hon. Charles
H. Allen as Governor, May 1, 1900. On June 28, the Executive Council, the Upper House of the Legislature, consisting of six Americans, who were also heads of Government departments, and five residents of Porto Rico, all appointed by the President of the United States, met and organised. A general election was held on November 6 of the same year, at which 35 Porto Ricans were chosen as members of the House of Delegates, the other branch of the Legislature. These elective delegates met with the Executive Council in the first session of the Legislative Assembly on December 3, 1900, and continued in session until January 31, 1901, having passed 36 laws necessary for the complete establishment of civil government, and providing for a system of taxation and internal revenue.

On June 22, 1901, the Governor called an extraordinary session of the Legislature, to meet on July 4, and on that date a joint resolution was passed advising the President of the United States that a system of local taxation had been provided and placed in operation, and requesting that a presidential proclamation be issued announcing the existence of civil government in
Porto Rico. This fact was duly proclaimed by President McKinley on July 25, 1901, the third anniversary of the first landing of American troops. In accordance with the provisions of the Organic Act, free trade with the United States followed the publication of this proclamation, and American merchandise entered Porto Rico and products of the island were admitted into the United States without payment of customs duties.

Governor Allen's administration was followed on September 15, 1901, by that of Governor William H. Hunt, who held the office until July 4, 1904, when he was succeeded by Hon. Beekman Winthrop. Governor Winthrop was followed by Governor Regis H. Post, who assumed the office on April 18, 1907. On November 6, 1909, Governor George R. Colton was inaugurated, and in November, 1913, the present Governor, Mr. Arthur Yager, took over the office of chief executive of the island.
CHAPTER II

PORTO RICO OF THE PRESENT

When the Americans took possession of the island, Porto Rico was, like all true Spanish-American countries, quaint, quiet, picturesque, and with an indefinable charm or “atmosphere” impossible to picture or describe. For 400 years the people had lived in more or less the same manner, their homes were of Spanish or Moorish style, their lives were simple, their wants few, business worries, financial reverses or competition troubled them not. No one gave a thought of to-morrow, and bull-fights, cock-fights, dances, and the lottery were the amusements of the populace. Withal sanitation was conspicuous by its absence, dirt and disease were considered necessary evils, candles or oil lamps furnished sufficient illumination, bulls, oxen, and horses provided means of transportation, and the island seemed a bit of old Spain set mid tropical surroundings. When one stepped ashore in Porto Rico of the past, one stepped into a foreign land and into scenes of four
centuries ago. To-day all is greatly changed. With the American occupation sewers were laid, sanitary plumbing was made compulsory for all householders, electric lights replaced the candle and lamp, a telephone system was installed throughout the island, automobiles, motor cycles, and auto trucks hummed over the splendid roads, disease and dirt were stamped out, trolley lines and railways brought far distant towns within easy reach, schools were established, and to-day Porto Rico is a busy, bustling, up-to-date, and modern country,—far ahead of most American communities of equal size. In the transformation much of the charm, the picturesque, and the old-world atmosphere have been lost, and while we may admire and appreciate the conveniences and modern improvements, yet we cannot but regret the fact that in obtaining these we have been compelled to sacrifice such a large part of the true Spanish-American life and atmosphere.

Although in many ways Porto Rico has been “Americanised,” yet it is as un-American as ever in other ways. Although English is,—according to theory,—the “official language,” yet those who speak it are few and far between. English may
be "official," but the officials do not speak it, save in a few instances or where they happen to be of American birth or education. Even the policemen in San Juan cannot speak the "official language," and a visit to the offices of the Interior Department or to many other Federal and Insular offices will demonstrate that the officiousness of the English tongue has scarcely gone beyond the theoretical stage. Many of the shops and stores have salesmen who speak our language after a fashion, and here and there the children and young people can speak and understand it, but as a rule the folk who speak anything but their beloved Spanish are the negroes from St. Thomas, St. Kitta, and other British West Indian islands, or are Americans, Germans, or English. Now and then one meets with a surprise,—possibly some light-haired, blue-eyed clerk or official may look so Anglo-Saxon that you essay a question in English, only to be met with a blank look, an expressive shrug, and a polite "No entiendo Ingles." Perchance the very next person you address will be a swarthy native selling fruits or other commodities. Feeling convinced that the "official" language would be useless, you ask the
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price of his goods in your best Castilian and are
dumbfounded when he replies, "Ten cents, three
for a quarter."

English is supposed to be compulsory in the
schools, but comparatively few scholars ever learn
their English, save in a parrot-like manner. They
may learn English so that they can carry on an
ordinary conversation, and yet they will not and
do not use the language if it can be avoided. If
we are bound to Americanise the Porto Ricans,
why stop halfway? Why not carry on all official
business in English and make all documents in
that language, or else admit that the so-called
"official language" exists as such merely in
theory? Why should we expect the Porto Ricans
to use our tongue when we send out governors,
chiefs of departments, officials, and others who
cannot speak or read Spanish, and who neverthe-
less carry on all official business in Spanish and
employ native interpreters? Moreover, although
English is the "official tongue," we do not require
native officials or employees to speak it. Why
not make a knowledge of English a necessary fac-
tor in the appointment of all officials or public
employees, whether they come under Civil Service
or not? On every side we tacitly admit that it is simpler for Americans to learn Spanish than for the Porto Ricans to acquire English. No doubt much of this will be overcome in due time, and even the poorly-paid police will speak English; but in the meantime it seems highly absurd to have a traffic officer hold up an American autoist and try to explain the local laws and regulations when neither of the parties to the controversy can understand what the other is saying. At times the confusion of the two languages is really amusing. For example, many documents are printed in English and the blanks filled out in Spanish, the result being a sort of hybrid affair, portions of which are meaningless to the holder of the papers unless he reads both languages.

The visitor to Porto Rico can get along without a knowledge of Spanish, especially in the larger towns, but unless one speaks Castilian or employs an interpreter, he will find himself woefully handicapped, and will lose much of interest and value on the island. Spanish in Porto Rico is fully as important as in Havana, Central or South America, or Mexico; in fact, of the two
places it is certain that in Cuba English is more generally spoken than in Porto Rico.

In their home life the Puerto Ricueños adhere to their old-time customs; they parade about the plazas in the cool evening, lean from jutting balconies and watch the passing throngs, gossip, and laugh in soft Creole Spanish, receive visitors in their "sales" open to the street, and are as vivacious, light-hearted, frivolous, and care-free as ever. In costume, business, and other matters, the Porto Ricans have adopted American ideas and customs with wonderful facility; the large stores are up-to-date, stocked with American and European goods, and there is no longer the "last price," as in Cuba and other Spanish-American lands. Cash registers, pneumatic money-carriers, elevators, bargain sales, and auto deliveries are now a necessary part of Porto Rican business, a large proportion of which is in the hands of Spaniards. Graceful mantillas have given way to outlandish "latest Parisian styles" in hats, high-powered automobiles have replaced the old-time coaches, and moving pictures, baseball games, and horse races now attract the crowds that formerly flocked to bull-ring and cock-pit. Within the
Puerto Ricans' homes one glimpses shady, flower-filled patios, tinkling fountains, charcoal braziers, cool corridors, and huge open, unglazed windows. Within the American homes are all the surroundings of Northern life, absolutely unsuited to tropical comfort. The walls extend unbroken from ceiling to floor, allowing no free circulation of air; the windows are small, there are no charming patios, gas ranges are used for cooking, and canned goods, American dishes, and imported food is served, although the markets are replete with delicious fresh native vegetables and fruits.

Of course there are exceptions. Many Porto Ricans have become so Americanised as to dwell in concrete houses, with all the ugly, ornate, incongruous, ginger-bread architecture of Northern homes, while many Americans are sensible enough to adapt themselves to the customs and necessities of the tropics, and live in simple, low, cool houses, embowered in palms and flowers, and appreciate the value of native vegetables and other products.

American though Porto Rico may be, yet it is merely on the surface; at heart the Porto Rican is a Porto Rican first, last, and all the time.
to his credit be it said, for our colonial policies are far from perfection, and we have much to learn.

One cannot blame the Porto Ricans if they chafe more or less under American rule; we have taken much from their lives, and while we have given a great deal in some ways, yet we leave much to be desired in others. Our sanitation, road building, schools, and other institutions are splendid and beyond all praise, but why should we insist on closing every shop and store on Sunday, thus depriving innumerable poor country people of their only means of revenue and recreation, when we allow moving picture shows, amusement resorts, and similar things to remain wide open for the amusement of the better classes? And yet this was actually attempted and carried out. Recently, however, the law has been more lenient, and now a great many shops, stores, and other business places are open on Sundays. It is indeed a difficult matter for the Anglo-Saxon to see things from the point of view of the Latin mind, and it is equally difficult for the Spanish-American to understand the Anglo-Saxon. We are new hands at the colonisation game, and our
first efforts have been with a race radically distinct in every way from ourselves. Possibly, when we have had as much experience as England and other European powers, we will succeed better, at least let us hope so; but we should not be misled into thinking that any Latin will ever become Anglo-Saxon in ideas, thoughts, manners, or ideals. We might just as well expect to graft apples on a mango tree.

One's first impressions of a new country are apt to be erroneous, and the visitor arriving in Porto Rico is liable to think it the hottest and most expensive spot on earth. As a matter of fact, Porto Rico is not hot for the tropics, save in the large coastal towns in the middle of the day, and while many objects are high in price, compared to the other West Indian islands, yet in the shops and stores one may obtain everything that can be found in New York and at prices as low, or even lower, than in the United States.

Living expenses are high, it must be admitted, but salaries are also high, and in proportion to wages the necessities of life are no higher in price than in other West Indian towns. Too much dependence should not be placed upon the stories
related by Americans living on the island. Many of these people are embittered, prejudiced, or dissatisfied, and see nothing good in Porto Rico, while others are so flagrantly American that they give one the impression of being constantly dressed in the American flag. To these everything and everybody not of their race, religion, or speech is unworthy of consideration and beneath their notice. Many other American residents are woefully ignorant of local conditions, food supplies, customs, and other island matters, and are content to pay outrageous prices for imported goods or the odds and ends of native produce peddled from door to door. Although the natural resources of the island have been greatly neglected, and there are vast opportunities for raising vegetables, chickens, eggs, cattle, and dairy products, yet any or all of these articles may be purchased at fairly reasonable prices at all times and there is no excuse for any one being deprived of fresh vegetables of all kinds, fruits, both tropical and temperate, fresh eggs, fowls, turkeys, beef, fish, cream, milk, and butter.

Those who visit distant lands in search of novelty, new customs, quaint manners, and pic-
turesque ways will find little of interest in Porto Rico. Those who would visit the tropics,—were it not for fear of discomfort, disease, or inconveniences,—will find in Porto Rico all the comforts and luxuries of the North, with the colour, warmth, and surroundings of the tropics, while those who love the tropics, regardless of surroundings, conditions, or accompaniments, will find the island most delightful, and last, but by no means least, the automobilist searching for new lands to tour will find in this lovely island undreamed of possibilities.

It is doubtful if anywhere in the world one can auto over better roads and among more delightful surroundings than in Porto Rico, and while machines are legion on the island and many Americans annually tour over its roads, yet comparatively few people realise what a perfect paradise for autoists lies almost at our doors.

There are various ways of “seeing” Porto Rico. One is to take passage on one of the Porto Rico Line ships, stop at the various ports and return on the same ship. Another method is to leave the ship at San Juan, ride across the island by auto and rejoin the ship at Ponce or
some other port, and the last and best way of all is to take an automobile with you on the ship, tour the island from end to end, and when satiated with enjoyment, return, auto and all, to the North.

There is something incongruous in speeding over perfect roads amid tropical surroundings and between buildings hoary with the weight of four centuries, and huge motor trucks seem out of place as they lumber across old Spanish bridges or pass quaint native bull-carts, toiling slowly along the mountain roads. It is veritably a meeting of the old and new, for the roads were planned and built by the Spaniards centuries ago, and pass through towns and villages whose houses, plazas, and cathedrals have remained unaltered since the days of Columbus.

Certainly the old Spanish engineers were wonderful road builders, for the Americans have scarce done more than dress and repair the roads, and as we travel through the island and gradually climb the mountains and look back upon the white ribbon of road, winding in sinuous curves and loops, skirting the edges of precipices, and crossing deep ravines on picturesque bridges, we are
filled with wonder and admiration for the skill and labour that produced such marvels of engineering.

Although Porto Rico is practically 100 miles in length and 40 miles in width, yet nearly every acre is denuded of native forest growth. For this reason the scenery is far less attractive and is far more tiresome than that of many of the smaller and more densely wooded islands. On the other hand, the very absence of forests allows the visitor to obtain better view of the mountains, valleys, and plains, and at every turn one is greeted with new and beautiful vistas. Now a deep barranca, or ravine, yawns beneath the road, and we look down into its dim depths to groves of bananas, coffee, or fruit trees. Again we gaze out across range after range of steep, green hills or towering mountains, their summits draped in clouds and their sides cultivated and verdant with growing crops to their very crests. Here and there we pass through long avenues of flaming poinciana trees or amid great clumps of towering, feathery bamboo. Above us the hills sweep upward for hundreds of feet, their sides clothed in tropical shrubs, palms, and bushes, with great
LANTERN BOATS, SAN JUAN HARBOR
CASA BLANCA AND SAN JUAN GATE
tree-ferns rearing their crowned heads above the other verdure. From time to time we pass quaint wayside fondas or country stores, simple wattled huts, sheds roofed with ancient Spanish tiles, and bare-footed natives and naked children lolling about the wayside. On every road the tourist will find new scenes, new sights, and new interests. The roads cover practically every portion of the island, and if you would really "see" Porto Rico, by all means ride over it in an auto, whether your own or a hired one matters little as far as sightseeing is concerned.

From a scenic point of view, Porto Rico is wonderful; its roads are perfect, its people quiet and peaceful, its climate superb, its health unequalled, but socially, politically, and economically it is an anomaly, as one observer aptly remarked, "It is neither fish, flesh, fowl, nor good red herring."
CHAPTER III

SAN JUAN AND ITS ENVIRONS

Fortunate is the visitor to Porto Rico who first sees our beautiful West Indian territory at daybreak, when land and sea are glorified with the gorgeous colouring of a tropic sunrise and the air is fresh and cool with the morning breeze.

Above the ultra-marine sea, that breaks in a line of silver foam upon the beach and rocks, rise the grim and frowning ancient walls of Morro. Beyond the gleaming white walls of Casa Blanca, half-hidden amid feathery palms and gorgeous flowers, and in the distance, dim, hazy, and purple against the sky the cloud-topped mountains and lofty hills of the interior. As the vessel slowly approaches and passes between the moss-grown walls of Morro and the crouching island-fort of Canuelo, the full beauty of the city of San Juan is revealed to view. From the busy water-front, with its large wharves and many vessels, rises the quaint old Spanish town, its many-tinted blue, pink, yellow, and green buildings, red roofs and
narrow streets rising steeply from the sea to the summit of the hill, where the enormous fortress of San Christobel stands, massive and irresistible above the town it has guarded faithfully for nearly four centuries.

Here and there among the lower edifices rise three, four, or five-story buildings of recent construction, and speeding automobiles, clanging trolley cars, and gasoline launches give a touch of modernity to what otherwise might be a part of old Spain itself. Across the narrow harbour vivid green fields and graceful palms extend backward to the distant hills, their greenery broken by red-roofed houses, soft-tinted buildings, and quaint fishing villages. Upon the blue waters of the bay foreign-looking, lateen-sailed boats drift slowly in the light morning air, gasoline launches puff busily about, a miniature ferry boat churns its way across to Cataño, and a few moments later the big liner draws in to her dock, and you look upon a waiting crowd of swarthy, Southern faces and listen to a babel of soft Spanish as the gang-plank is lowered, and you set foot upon Porto Rican soil at last.

Passing from the wharf, we come upon a broad,
well-paved square, known as the "Marina": before us a large four-story building of modern construction,—the telephone building,—to the left the magnificent new Federal building, and on our right the railway station, with its waiting coaches, snorting locomotives, and modern equipment. At the head of the Marina we enter a typical Porto Rican street (Calle San Justo), and passing between the ancient church of Santa Anna, built in the sixteenth century, and the American bank, built in the twentieth, we enter a busy, bustling thoroughfare. The street is smooth and well paved, scrupulously clean, and on every hand are shops and stores, packed with every article known to modern civilisation. Here and there we catch a glimpse of ancient arched corridors, of cool interior patios, and of dark, mysterious passages, while on every hand are the projecting balconies, the iron-barred windows, and the massive doors and shutters of old Spain. Continuing up this busy street, we reach a cross street, through which a trolley track runs, and turning to the left through this thoroughfare, known as "Calle San Francisco," we soon reach the Plaza Principal. The Plaza, with its broad stone or cement surface,
its beautiful trees, and the imposing buildings on all sides, is the central part of the town, and as in every Spanish city, it is the favourite meeting place of the people, the promenade, and the scene of the bi-weekly band concerts. The central building on the north at once attracts attention, for from its lofty twin towers a chime of bells booms out the hour, as it has done since 1819. This is the City Hall, or "Alcaldia," built in 1799, and within its walls are quartered the City Council, the Mayor, and various municipal officials. Above the sidewalk is a broad arcade, supported by huge columns or pillars, and on either side are imposing stores, as well as the offices of the Porto Rico Association, the Bureau of Information, the City Club, etc. To the west is the handsome "Intendencia Building," wherein the various branches of the Insular Government are housed, while the post-office is on the northwest corner. Along the southern edge of the Plaza are numerous stores, mainly devoted to photographs, books, curios, needlework, and similar native industries and souvenirs, and along the curb stands a waiting row of dozens of automobiles ready to carry the visitor to any portion
of the island at a moment's notice. Here too are
the offices of the Porto Rican Transportation
Company, whose automobiles are seen on every
hand, and in the up-to-date American store of
Gillies and Woodward one may find English
spoken and understood, may purchase the latest
American magazines and papers, may buy the
best of Porto Rican cigars and cigarettes, and
may slake one's thirst with ice-cream sodas, sun-
daes, or delicious ice-cream made from fresh milk
from a splendid dairy. Every visitor to Porto
Rico should visit this south side of the Plaza Prin-
cipal, for here are American stores, where pic-
tures, books, curios, and photographs may be
purchased, films may be developed, prints made,
and every courtesy shown the stranger by the
obliging proprietors.

But if we are to see San Juan before the heat
of the day, we cannot loiter long at the Plaza.
It is hot, glaring, and comparatively deserted in
the daytime; but visit it on a Tuesday or Thurs-
day evening and we will find it crowded with all
classes of people, who pass and repass in a
continual procession or sit about in hun-
dreds of rented rocking chairs and listen to the really fine music of the military or municipal bands.

There are so many interesting sights and so much of historical association to be seen in San Juan that it is really difficult to say just what should be visited first. Close to the plaza is the ancient Cathedral, which stands just behind the post-office, and from whose towers the bells have called forth day in and day out since 1549, and within whose shady interior rest the ashes of Ponce de Leon. Here also is a strange waxen image of a Roman soldier, known as the "Petrified Man," and about whose origin and history much romance and tradition has been woven. As a matter of fact the effigy contains the bones and a vial of blood from the catacombs of Rome, and which are venerated as those of Saint Pio. Almost opposite the Cathedral and on the further side of a small park or plaza is the Episcopal Church of St. John. Beyond this modern edifice the road leads us upward and to the right to a flight of stone steps, above which stands the Casa Blanca, or White House, popularly known as the residence of Ponce de Leon. It is a ques-
tion if the great discoverer of Florida ever occupied this palace, for some authorities contend that it was not erected until 1526, several years after the death of De Leon, and that the Poço de Leon who occupied the Casa Blanca was one Juan Proche, who fell heir to all the rights and privileges of De Leon and assumed the latter's name.

Regardless of the truth or fallacy of traditions, Casa Blanca is well worth visiting, and is a splendid type of old Spanish architecture. It extends for some distance along the water-front, rising above the ancient city wall, which is thirty feet or more in thickness, and from its flower-filled grounds and broad galleries one may obtain a splendid view of the harbour and the pretty town. Looking southward from Casa Blanca, we see near at hand the steep descent leading to old San Juan gate, the only gateway still remaining intact in the city wall. The gate opens upon the former landing place, where all the shipping of older times could load and unload beneath the protecting guns of Santa Elena. Although the gate bears the date of 1749, yet the huge wooden doors are well preserved and swing readily upon
their pivot hinges, while the portals are studded with enormous brass-headed nails.

Beyond this gate rises the imposing residence of the Governor, known as the Palace of Santa Catalina, or the "Fortaleza," from the fact that the older part of the building was originally constructed for a fort. It was the first fort erected in San Juan and was commenced in 1583. The palace is impressive, massive, and ancient, with a patio, beautiful gardens, and great vaults that formerly served as temporary hiding-places for treasure en route from the new world to Spain.

Turning to the north, we cannot fail to be attracted by the grandeur and immensity of the soft-toned, moss-grown walls of old Morro and the great wall that crowns the heights and stretches along above the city to Fort San Cristobal, an enormous pile of solid masonry and a magnificent example of old Spanish fortification work. In former times the defensive wall about the city extended from San Cristobal across San Juan island to the harbour, with a large gate, known as "Puerta Tierra," or Land Gate, from which the suburb of Puerta de Tierra has received its name. To-day only remnants of this old wall
remain, but it may be traced here and there among the modern buildings, and some very interesting examples of embrasured walls, sentry boxes, and even the old moat may be seen near San Antonio bridge and San Geronimo. San Christoval itself is really a combination of three forts, known as Christoval, Escambron, and Princessa. The massiveness of its exterior is heightened when the internal construction is inspected. Its dungeons, passages, and moats are truly wonderful, and the various portions are connected by arched passages or tunnels, some of which in former times led to the various forts about the city, and even to the country outside the walls of the town. Unfortunately much of the old work has been sacrificed to make way for modern progress, and many of the old passages have been allowed to cave in or have been filled up. Here in San Juan we have a relic of early European civilisation in America, which is almost unrivalled, and yet our Government has taken practically no steps to preserve it. The massive and wonderful San Juan gate is defaced with posters and advertisements of soaps and patent medicines, miserable huts are built against and about the ancient walls, and moats
and sentry boxes and other relics are crumbling away and overgrown with weeds.

There is scarcely a visitor to San Juan who does not see numerous photographs of the so-called "Haunted Sentry Box," and the original may be seen on the seaward wall of San Christobal. According to tradition the Evil One was accustomed to visit this spot and carry away the guard on duty, leaving no hint of his presence, save an odour of brimstone. In time the soldiers became so superstitionally afraid of this post that the military authorities were compelled to wall up the box. Regardless of the true origin of this tale relating to the spot, the sentry box itself certainly looks spectral and forsaken enough to invite supernatural visits and occurrences.

Not far distant from San Christobal is the new market, a large open square filled with roofed booths or stalls, on which all the native fruits, vegetables, and other products of the island are displayed. One should visit the market on Saturday to see it at its best, and if possible the inspection should be made in the early morning. At such a time the market will be filled with a
light-hearted, chattering, gesticulating crowd, while every imaginable tropical and many temperate vegetables and fruits will be heaped upon the booths. Lettuce, radishes, cabbage, potatoes, egg-plants, chards, corn, sweet potatoes, and other familiar garden truck will be seen side by side with taro, plantains, yama, bread-fruit, palm-cabbage, and other odd vegetables, while bananas of a score of varieties, oranges, grape-fruit, pineas, limes, custard-apples, nisperos, paw-paws, melons, mangoes, and innumerable other new fruits tempt the visitor to buy and taste.

Around the open market is an arcade of stores or stalls, wherein are displayed meat, fish, wearing apparel, etc., which are sold to the country people. The market is clean, orderly, and well conducted, and is a vast improvement over the ordinary open-air markets found in most West Indian towns. To the northwest of the market and close to the sea is the “Pantheon,” or cemetery. Here we may see the wall filled with niches, each large enough to contain a coffin, which the family of the deceased may rent for a period of five years or more. As long as the rent is paid the corpse is allowed to occupy its resting-place in peace, but if
PLAZA OF THE LIONS, SAN JUAN
BEACH AT BORINGHEN PARK
in arrears it is unceremoniously thrown into a pit or trench with scores of others. In the old Spanish days the skeletons of such unfortunates could be seen in a great confused mass of bones, and prowling dogs often carried the bones hither and thither, while the stench at night was terrible. Nowadays the bones are covered with earth and disinfectants, and are hidden from public view. Between the cemetery and Casa Blanca stands the enormous Infantry Barracks, known as the "Ballaja Barracks," which were built in 1860, and are so large that 2,000 troops may easily be housed within the buildings. The barracks are built in the form of a rectangle around an open central patio, which is large enough for a parade and drilling ground, the whole being one of the largest barrack buildings owned by the American Government. Turning eastward from the barracks and passing through Beneficio Street, we reach the Plaza of San Jose and the ancient church of the same name. In the centre of this Plaza stands a magnificent statue of Ponce de Leon, made from cannon which were captured from the British invaders in the attack of 1797. Within the church the remains of Ponce de Leon reposed from 1559
until 1863. Adjoining this church is the Supreme Court, which occupies a building formerly used as a Franciscan monastery, and in the spacious patio may still be seen the convent wells, from which the old padres drew their water. Proceeding still further eastward along one of the many well-paved, clean streets, such as Sol St. Luna Street, San Sebastian Street, or Allen Street, we reach the eastern end of the town and before us see San Cristobal frowning down upon the city. To the right and beneath the shadow of the mighty fort, is a broad, open field or parade ground, with the splendid building of the Y. M. C. A. standing imposingly at its edge. The Casino of Porto Rico is near at hand, and the Municipal Theatre is on the further side of the pretty square known as the Plaza Colon, in the centre of which stands a beautiful statue of Columbus. Most of the buildings in this section are modern and strictly up-to-date, and contrast strikingly with the old forts and walls so near at hand. Retracing our steps westward through Tetuan Street, we will be able to view at close quarters many fine new buildings, and the six-story "skyscrapers" of San Juan. Prominent
among these are the American Bank, the Royal Bank of Canada, the Railway Station, the Telephone Building, and many commodious, modern stores. A sharp contrast between the old and the new is afforded at every turn in San Juan. Narrow, winding, steep lanes, scarce ten feet in width, descend sharply between smooth asphalt streets, while trolley cars clang through the narrow streets between buildings that seem transplanted from some old Moorish city. If we turn to the right at the corner by the Telephone Building and proceed up Tanca Street, we will reach the charming little Plaza of San Francisco, where the road ends, and on the further side of the Plaza is continued in a flight of stone steps to Luna Street. At the head of this flight of stairs is an excellent, modern restaurant, and close at hand is the old Church of San Francisco, the Police Headquarters, and the Central Grammar School, as well as many fine, modern stores. From here it is but a few steps up Luna Street to the Plaza Principal and the Cathedral, and on our way we should not fail to turn aside and pass through the broad arcade of Gonzalez Padin. This arched-roof street passes through the building
from Luna to Francisco Street, and is in reality a hall in the Padin stores, which occupy the block and are equal to many of our large department stores. The large plate-glass windows of the stores in this section are filled with an attractive display of the latest Parisian, Spanish, and American wearing apparel, musical instruments, furniture, kitchen utensils, curios, and every article known to American stores. Before leaving San Juan for a trip elsewhere we should not fail to make a short visit to the jail, or prison, in the southwestern part of the town, below the Governor's Palace. This large, airy building rests against the lofty, ancient, city walls, and is surrounded by beautiful flower gardens and well-tended grounds, shaded by flowering shrubs, trees, and palms. The guards and prison-keeper are courteous and obliging, and will gladly show the visitor over the prison. Here the prisoners enjoy far greater liberty and better treatment than in our Northern prisons or jails. The whole building is spotlessly clean and neat, the hospital is large, airy, and thoroughly well equipped, and nowhere is there an appearance or the depressing effect of being behind barred windows and bolted
doors or of small solitary cells or unnecessary rigour. The prisoners are kept busy, the trustees being sent out to work on the roads, and the others being employed in the tailor and shoe shops, kitchens, bakery, etc. The women prisoners do the laundry work, a large exercise ground is provided, and the boys and young men and women are given instruction in a well-equipped school. The prisoners live and sleep in large, airy barracks and are allowed to converse freely until nine p.m. Each convict is provided with a folding bench, blankets, and bedding, which is kept neatly folded and rolled during the day. Many of the prisoners employ their time in making drawn-work, embroidery, baskets, and other souvenirs, which they sell to visitors for their own profit, while those at work outside are paid a small sum for their labour. They are well fed, are happy, contented, and healthy, and stand at attention at the entrance of a guard seemingly quite as proud of their discipline and condition as the officials themselves. In fact, many of the inmates are far better off in jail than in their own homes, and they show no disposition to escape, even when allowed a great deal of liberty on outside work.
It is not unusual to find a party of convicts returning from work and one of them carrying the gun for their guard, while now and then a prisoner is dispatched on a message for a considerable distance without guards of any sort.
CHAPTER IV

ACROSS THE ISLAND BY THE MILITARY ROAD

Although San Juan is the capital and largest city and is the first port of call for steamers from the North, yet it is by no means the most attractive or interesting place to see. There is only one road leading from San Juan to the interior, but a ferry boat runs across the bay to Cataño, and from there a road extends along the northern shore of the island. The road par excellence, however, the main artery to the interior, and the highway of greatest interest is the "Carretera," or Military Road, that runs from San Juan to Ponce across the centre of the island. Leaving San Juan, the Y. M. C. A. building is passed and a broad, smooth, asphalt pavement leads westward from the city. Close to the town the road branches, the upper paved road being devoted to carts and teams, while the lower asphalted road is reserved for the use of automobiles. A short distance up this road we pass a beautiful, semi-circular court and fountain, known
as the “Plaza of the Lions,” and a short distance beyond enter the suburb of Puerta de Tierra, the slums of San Juan, inhabited mainly by the poorer classes, and wherein are situated the San Antonio docks, the American and Porto Rican Tobacco Company’s factory, and other industries. Here too are the lofty towers of the wireless station, from which messages are flashed to New York and other far distant parts of the world. Along this broad, smooth highway passes a never-ending, motley, interesting procession, reminding one of the highroad described by Kipling in “Kim.” Great lumbering bull-carts, galloping ponies, pannier-laden horses and donkeys, army wagons drawn by six sturdy mules and driven by grim flannel-shirted soldiers, puffing auto trucks, swift, honking touring cars, whirring motor cycles, and luxurious Victories pass and repass, while afoot trudge natives of every colour, class, and trade. Black, buxom nubile women, with bundles on their heads, swarthy, lean-limbed Porto Ricans, barefooted but proud of their Spanish lineage, vendors of fruit, bread, vegetables, eggs, milk, and what not; some carrying trays upon their heads or shoulders, others pushing barrows, others with
ACROSS THE ISLAND  45

baskets on their arms, and still others with quaint wheeled stores, from which are sold drinks, ice-cream, or sweets. Now and then a squad of sun-browned, seasoned troops swing down the road, their khaki suits, army hats, and gleaming arms very business-like and savouring of war, or perchance one meets a file of white-clothed convicts armed with pick and shovels on their way to or from their work. White, black, brown, yellow, or olive; men, women, boys, and girls,—a thousand types, a score of races, and a myriad of native trades and occupations may be seen on this one great artery that leads from the modernised capital into the great, old-fashioned interior; from the busy, rich, and prosperous centre to the lonely, poverty-stricken mountain villages; from the palpitating heat of paved streets and close-packed buildings to the clear, free air and cooling breezes of verdure-clad hills and damp, luxuriant valleys of the mountains.

Crossing the San Antonio bridge, which connects the island of San Juan with Santurce, we enter the charming residential district of Miramar with the Union Club, the Miramar Theatre, the ornate American hotels, and many fine resi-
idences, embowered amid cocoa palms, flowers, and tropical vegetation. To the left a blue-watered bay is separated from the sea beyond by a long point of land with an ancient fort,—San Ger-
ronimo,—at its outer extremity, where, in the ruined fortifications, a neat, modern dwelling has been erected. Across this calm lagoon the Hermanos bridge leads by another route close to the shore to the Candado district, where the most exclusive of American and Porto Rican officials and business men have their homes.

Through Santurce and Miramar the highway leads on to Rio Piedras, passing many fine dwellings, the Girls’ and the Boys’ Charity Schools, several fine public schools, numerous stores, a number of churches, and many beautiful private grounds. A short distance beyond Santurce the Borinquen Park road is reached, and a visit to this favourite resort is well worth while. Borinquen Park is the recreation ground for San Juan and its neighbourhood, and consists of an extensive coconut grove situated on a lovely white sand bathing beach, with broad-cement prome-
nades, shady benches, a moving picture theatre, restaurant, ice-cream parlours, merry-go-rounds.
and all the other appurtenances of a miniature Coney Island, and always cooled by the sweeping trade winds blowing from the wide, blue sea, and rustling the feathery palm fronds in a soothing lullaby.

Resuming our trip along the Military Road, we soon reach Rio Piedras, a neat little town of some nineteen thousand inhabitants, about seven miles from San Juan. The American railway passes through the town, and the trolley line from San Juan terminates here. The place was founded in 1714, and is devoted mainly to raising sugar cane, cattle, and pineapples. At Rio Piedras is the reservoir which furnishes the water for San Juan, and several lime and brick factories are in the neighbourhood. Here also is the Insular Normal School, the University of Porto Rico, an attractive old church on the little plaza, a Capuchin monastery, and a very beautiful park, which was formerly the summer palace of the Spanish Governor.

At Rio Piedras a second road branches off to Carolina, Fajardo, and the southeast and eventually winds its way along the southern coast to Ponce; but the road is not of the best, it is of
little interest, and the main Military Road is far more advisable. Leaving Rio Piedras behind, the road lies across a level plain, while south and east and in plain view the foothills rise in broken spurs and conical eminences, gradually growing higher and rougher to the towering mountains of the Luquilla range, with their cloud-topped summits purple and hazy in the distance. Presently the road commences the ascent of the hills by winding curves and easy grades, the roadway always smooth, well kept, and in many places with an asphalt surface, and mounting higher and higher so gradually that one scarcely realizes that there is any ascent at all. Here and there we pass through clumps of feathery bamboo, palms shade the highway, glimpses are had of deep valleys or green hillsides, and the visitor who has not before seen the island is charmed by the view and exclaims at the lovely vistas. Each moment new and more beautiful scenery is brought into view, until finally an ancient Spanish bridge is crossed, the tropical vegetation becomes richer and more varied, and mountains and hills rise on every hand. Presently, crossing the last ascent and looking ahead, the magnificent Caguas valley
NEW DOCK, PONCE

FIRE DEPARTMENT BUILDING, PONCE
is seen, with the little red-roofed town nestling in a broad green expanse between the surrounding hills, and with the Turabo and Caguas rivers winding like great silver ribbons across the circular valley.

Caguas is a thriving tobacco-growing town of about twenty-seven thousand inhabitants, and is distant about twenty-five miles from San Juan. On all sides may be seen broad fields of tobacco, with the great, thatched drying-sheds standing in their midst, and during growing time the ground appears as if covered with snow, owing to the immense areas of cheesecloth stretched above the fields. Under this protection the tobacco leaves grow large, fair, and delicate, and are highly valued for wrappers. There are several large tobacco warehouses and packing houses at Caguas, and a visit to these will prove most interesting. In these great buildings one may see hundreds of tons of tobacco of all grades and in all stages of preparation. Few people realise the amount of time, labour, and skill necessary to prepare tobacco for the market. Machinery has yet to be devised which will perform the work of sorting, curing, bundling, tying,
and baling tobacco, and each and every individual leaf must be handled over and over again from the time it is cut from the plant until it is ready for manufacture into cigars. Most of this work is done by native men, women, and children, who become wonderfully skilful and rapid in the work.

Caguas has wide, fairly well-kept streets, two hotels, several restaurants, numerous stores, a pretty plaza, and a picturesque church. One of the finest of the island schools is here, and in addition there are 14 graded and 11 rural schools, a good library, a hospital, a splendid water system, and electric lights. A telephone system connects the town with the rest of the island, a railway connects it with Rio Piedras, and in every way the people are provided with modern appliances, improvements, and conveniences.

Beyond Caguas the road passes for some distance across the fairly level valley, the roadway bordered by glorious scarlet-flowered flamboy or poinciana trees that form an arch of living fire across the highway. Gradually it commences to rise towards the mountains that loom ahead, and presently we are winding in serpentine curves
round and round the towering mountainside. In a few moments we have risen far above the valley and look down upon sparkling rivers, broad green fields, verdure-filled valleys, and sweeping hillsides far beneath us. Steadily the road climbs upward, spanning deep barrancas on ancient Spanish bridges, curving along the very brinks of precipices, rounding jutting mountainsides and frowning cliffs, a very marvel of engineering skill and an everlasting monument to the enduring and thorough work of the old Spanish engineers. Although the grade is nowhere steep, yet the ascent of the mountain is so sharp that within a distance of some fifteen miles the traveller attains a height of over two thousand feet, and on the descent one's ears ring and hum with the rapid change of atmospheric pressure. Here and there along the road we see beautiful tree-ferns, symbols of high tropic altitudes, while tropical vegetation of innumerable forms, air-plants, orchids, trailing ferns, and gorgeous flowers greet the tourist at every turn. Reaching the summit of the divide, the road leads us rapidly down to the smiling emerald valley, wherein nestles the little red-roofed town of Cayey, with the large military barracks promi-
nent on a low hilltop in the foreground. Just before the town is reached we see a road which branches off to the south towards Guayama, and passing this, we enter the narrow streets of Cayey. The town was founded in 1774, and has a population of about seventeen thousand, and is at an elevation of about thirteen hundred feet above the sea. The town is cool, healthy, and clean, and is devoted mainly to tobacco and coffee growing. There is a fairly good native hotel, numerous cafes, a hospital, numerous churches, 12 graded and 12 rural schools in the town, but it is of little interest to travellers. Leaving the narrow and rough streets of the place behind, we soon commence a second ascent of a mountain range even loftier than the one we have passed. At each turn and twist we marvel at the amount of labour required to construct the road, and exclaim in admiration at the glorious panorama unfolded to our view. Hugging precipitous mountainsides, skirting bold cliffs and precipices, stretching across narrow "hoggbacks," but ever climbing upward, the road extends until an altitude of some two thousand feet is reached and we look down upon Aibonito,
ACROSS THE ISLAND

sleeping on a green and rolling table-land and girt around with lofty mountains. Aibonito is itself nearly two thousand feet above the sea, and is cool and healthy. The population is about ten thousand, and its principal industry is tobacco and coffee cultivation. There is an excellent water supply, two churches, a hospital, a hotel, three mission schools, nine graded schools, and eight rural schools in the town, but otherwise it is of little real interest. From Aibonito the road again ascends a mountain through groves of coffee, tropical vegetation, and wooded ravines and, reaching the summit of the range, 3,300 feet above the sea, we look forth upon a scene of wonderful magnificence, impossible to describe. On every hand stretch vast, rich valleys, lofty mountains, and green hills. Deep within the cool ravines we catch glimpses of running water; here and there tiny thatched huts peep from the bowers of banana and palm trees or perch on the very brinks of precipices, and looking towards the south, we catch a glimpse of sparkling blue,—the shimmering surface of the Caribbean sea. From this lofty aerie the road dips sharply down in wonderful, sinuous curves and sharp turns, and
within six miles we drop to Coamo, a mere 500 feet above sea level. Coamo has 17,000 inhabitants, was founded in 1606, is provided with a hospital, graded and rural schools, a splendid water supply, and produces coffee, sugar, fruits, and vegetables. A few miles from the town are the famed Coamo Springs whose waters are noted for their medicinal properties. Here there is a well-equipped sanitarium, a splendid hotel, and baths, which are the mecca of many visitors afflicted with rheumatic or other ailments.

The descent from the high mountain tops of the central range to the lower lands of the south is marked by great changes in vegetation, and as we speed southward towards Ponce we find that moss, ferns, and other odd forms of growth have disappeared and we are passing through a scene which might be in our own New England states, and which reminds us of a road through the Berkshires or the Litchfield hills. Thick, bushy trees have taken the place of tree-ferns, palms and bamboo are seldom seen, broad spreading trees shade the road and valleys, meadows and hillsides are covered with a growth of waving green grass amid which sleek cattle and quiet ponies graze
in peace. Soon the little town of Juana Diaz is passed and a little later the road winds and curves through an arch of poinciana trees across the level coastal plain and leads us to the outlying streets of Ponce.
CHAPTER V

ponce and the western coast

The city of Ponce is very different in climate, situation, appearance, and character from San Juan, or in fact any of the other Porto Rican towns. Whereas San Juan is hilly and the buildings are mainly of two or more stories, Ponce is flat as a table and the majority of the buildings are but one story in height. It is far more Spanish in character than the capital and in many ways is more attractive. The streets are fairly wide, but they are not so well kept as in San Juan; the buildings are more generally of Spanish architecture, the town is more regularly laid out, and the people are, on the whole, more sociable, hospitable, and less Americanised than in San Juan. On the other hand, English is more generally spoken in Ponce stores than in those of San Juan, prices are lower for most goods, and more people are to be seen upon the streets during business hours. The town is far hotter than San Juan and the nights are scarcely cooler than the days.
although the sea breezes prevail throughout the greater portion of the year. Ponce is one of the foremost cities on the island, both industriously and commercially, and is the shipping port for the main coffee-growing districts as well as for a large proportion of the sugar produced on the island. The casual visitor sees little of Ponce’s commerce, for the docks, or “muelle,” and the “playa,” or shore front, are some distance from the centre of the town, whereas at San Juan they are close to the main business section of the city and consequently much in evidence. The playa is a busy place, and a constant stream of drays, trucks, and bull-carts pass and repass through the rough streets leading to the water-front. At some distance from the shore proper, and reached by a long causeway, is the new dock, or “muelle,” a large and commodious wharf and building reached by a drive, or by trolley cars from the city. The inevitable plaza forms the central feature of the city, and here, among spreading shade trees is an ornamental kiosk,—in which the bands play on certain evenings,—the local fire department building, and the imposing Cathedral, over two hundred feet in depth and 120 feet in height.
Ponce is well supplied with educational institutions, with 61 graded schools, a kindergarten, and a large high school in the city and eight graded schools in the playa suburb, while in the immediate district are 37 rural schools. There are numerous hotels, the Melia, Inglaterra, and Frances being the best, with the Frances ranking first in point of comfort, food, and price. Public institutions are also numerous, and include an asylum for the blind, a women’s hospital, a general hospital, St. Luke’s hospital, and an insane asylum. The La Perla Theatre is probably the largest and best on the island, while the “Cine” or moving-picture theatre, known as “Las Delicias,” is airy, neat, and pleasantly situated close to the Plaza. There are numbers of fine residences, many large stores and restaurants, a splendid roofed market, a Casino, several clubs, baseball grounds, and the Hippodrome, where horse races are held. The population of the municipal district of Ponce is about sixty-three thousand and the town itself spreads over a wide area and gives the impression of a much larger city than San Juan. The town is provided with a good water system, electric lights, telephones,
an ice factory, a sanitary milk company, and is the terminus of the American railway. Several prosperous shops and factories are located in the city and numerous industries are carried on, mainly the manufacture of carriages, cigars, cigarettes, rum, soda-water, hats, laces, and drawn-work. The inhabitants are very fond of plants and flowers, and scarce a patio, balcony, or garden can be found which is not gorgeous with tropical flowers, blooming shrubs, vines, palma, etc. The climate is very conducive to vegetable growth and the visitor is usually filled with wonder at seeing the telegraph and telephone wires everywhere covered with a luxuriant growth of orchid-like air plants which grow in bunches everywhere and make the wires appear as if decorated with innumerable bird's nests.

As a place of residence Ponce is inferior to San Juan or the interior towns, but it has an atmosphere and attractiveness of its own and appears far more like a South or Central American town than any other city on the island. From Ponce the traveller may visit many other cities by train or auto, and among the places worth visiting may be mentioned Arecibo, Mayaguez, Aguadilla, etc.
The road to Arecibo is wonderfully interesting and attractive, and passes through some of the most rugged and picturesque country on the island. Some twelve miles from Ponce the road enters Adjuntas, a little hill town of about sixteen thousand inhabitants and situated at an elevation of 1,700 feet above the sea in the very midst of the coffee-growing districts. The town is built in a small valley surrounded by hills and mountains, the highest of which, "El Novillo," rises to 3,000 feet above the sea. The scenery about Adjuntas is charming, and from some of the nearby mountain tops one may gaze upon the Atlantic to the north and the Caribbean to the south by merely turning about. The climate is cool, there is an excellent water system, a picturesque plaza, and the town contains seven graded and 15 rural schools. From Adjuntas the road climbs steadily upward to Utuado, rising at one place to a height of nearly thirty-three hundred feet. Utuado has 30,000 inhabitants and was founded in 1789, and is devoted principally to raising coffee, cane, etc. The town is lighted by electricity, there is a splendid water supply, a hospital, and public library, while 51
schools provide educational accommodations for the district. In the vicinity of the town are many caves in which various Indian relics have been found and much light may be thrown upon the aboriginal inhabitants by a scientific exploration of these caverns. In the vicinity of Utuado the mountain scenery is very rugged and many bare and naked peaks of rocks may be seen projecting above the green verdures of the hillsides, while dashing mountain streams foam in roaring cascades among the deep tropical vegetation of the ravines. Beyond Utuado the road descends towards the northern coast and at last leads to Arecibo, a flourishing town and a very important port, and one of the most typically Spanish cities on the island. The town has a population of about forty-two thousand and was founded in 1616. Fruit, cane, coffee, and other crops are grown in the neighbourhood, and many large swamps have been drained and reclaimed to form rich cane fields. Arecibo is connected with San Juan and other towns by railway, and although a shipping port, it has no real harbour,—the anchorage being merely an open roadstead. There are 28 graded and 36 rural schools within
the municipality, and the town is well provided with modern improvements, well-stocked stores, fairly good hotels, etc. From Arecibo the road may be taken west to Aguadilla, made famous as the port at which Columbus obtained water for his ships, and while the scenery is uninteresting, the land flat, and the road not over good, yet a visit to Aguadilla is well worth while. The city has a population of some twenty thousand inhabitants and the climate is delightful; the ocean breezes giving relief from the heat of the day and making the nights deliciously cool. The people of Aguadilla are very proud of their city, and an ornamental fountain and stone basin mark the spot where the great discoverer landed, and the same spring, "Ojo de Agua," from which he obtained water for his caravels, is still used as a source of water supply by the people. Aguadilla is situated in a densely populated district and the inhabitants show a most commendable tendency to learn modern ideas and to improve their condition, and the numerous schools of the district are wonderfully well patronised. The principal industries are coffee, sugar, fruit-growing, and cigar-making, but excellent hats are also
made in the neighbourhood. The town is connected by railway with San Juan and other towns, is equipped with electric light, has modern improvements, and is neat, clean, and sanitary.

From Aguadilla to Aguada one may travel by road, but the country is not particularly interesting, and as the road from Aguada to Mayaguez is bad, it is preferable to make the trip around the western coast by train or else to travel to Mayaguez from Ponce by auto. Aguada is interesting historically, as it was founded by Sotomayor, one of Ponce de Leon's officers. The original town was destroyed by Indians and the ruins may still be seen. The present town has a population of about twelve thousand people, most of whom are engaged in cultivating sugar cane and coffee and manufacturing hats. A large sugar mill, "El Coloso," also employs a great number of the inhabitants in the vicinity. There is some question as whether Aguada or Aguadilla was the spot at which Columbus first landed to obtain water; the people of both towns claiming the honour of having the original spring, and both towns are named in commemoration of the landing.

Rincon, a thriving little town of nearly eight
thousand inhabitants, lies further to the south at the extreme western end of the island, in the sugar district, and is supported mainly by the neighbouring “Central Corsica.” Still further to the south and about three miles from the coast is the thriving city of Añasco, founded in 1773, and with a population of about fifteen hundred. This town is mainly of interest on account of the Añasco River, in which, according to tradition, the Indians drowned the Spaniard Salcedo in order to ascertain the truth of the Spaniards’ claim to immortality.

From Añasco an excellent road runs to Mayagüez, which was founded in 1763 and was named in honour of Our Lady of Canolesmas of Mayagüez. The town has a population of some forty-three thousand inhabitants and is one of the most attractive and important cities on the island. The harbour is large and deep and affords a safe anchorage for large vessels. It is an important shipping port for the adjoining country and has two lines of railway connecting it with the rich agricultural districts; a street railway, and good highways to Añasco and Ponce. The three principal plazas, known as Columbus Square, Flower
Square, and the Old Plaza, are all well worth a visit, and the numerous public buildings and fine residences add to the attractiveness of the town. The most noteworthy buildings are the City Hall, the San Antonio Hospital, the court houses, public market, and United States Experiment Station. The latter institution is very important and while a great deal of work of value is carried on, yet much more might be accomplished. As it is, many planters and officials of the island are almost totally ignorant of the work done and have received no help in their agricultural troubles. Publicity is sadly lacking in regard to all matters pertaining to Porto Rico, and in no line of activity is it more needed than in matters relating to agriculture and the researches and results of investigations carried on by our Agricultural Department and the Insular Experiment Station.

Continuing southward along the western railway, or over the highway, we reach the quaint and ancient city of San German, founded in 1512, and named by no less a personage than Diego Columbus, son of the famous discoverer. Historically the town is full of interest, for it has been attacked and destroyed by pirates, Indians, and
other enemies, and each time it has been rebuilt in a new spot, so that the town has been moved hither and thither along the southern shore of the island. The first destruction of the town by Europeans took place in 1528, when it was attacked by the French; but it was soon rebuilt, and in 1748 was attacked by the English, who landed at Guanica, but were finally repulsed and forced to retreat by sea. A very ancient church, the Convento de Porta Coeli, built in 1588, stands in the present town, and numerous other buildings date back to the sixteenth and seventeenth centuries. The town is beautifully situated among the hills overlooking the rich valley of the Guanajibo River, and from its location it is known locally as the “City of the Hills.” To north and south there are ranges of mountains which divert the trade winds and cause them to blow across the town and its valley, thus tempering the heat and making the climate really delightful; facts which were recognised by the Spaniards, who built large barracks in the town and in which newly arrived troops from Spain and other places were acclimated.

The lowlands in the vicinity are mainly culti-
vated for sugar cane, while coffee and fruit are
grown on the surrounding hillsides. Since the
completion of the main line of the railway the
commercial and agricultural interests have in-
creased very rapidly, and the town has been rap-
idly improved and built up. At the present time
it has a population of about twenty-two thousand,
with two banks, eight wholesale business houses,
and many retail stores, as well as a theatre, four
hotels, a charity hospital, many churches, a good
city hall, a municipal market, the military bær-
racks, numerous schools, and a library.

The next town of importance is Sabana Grande,
about eight miles from the southern coast in a
rich tobacco, coffee, and sugar district, and on a
branch line of the railway. The town has about
twelve thousand inhabitants and is one of the
most healthy spots in Porto Rico.

Beyond Sabana Grande is the town of Yauco,
with a population of nearly thirty-two thousand,
and on the line of the American railway and the
Ponce-Mayaguez highway. The town was founded
in 1756 and depends upon sugar cane and coffee
for its prosperity. About one-sixth of the total
area of the district is devoted to coffee, while the
lowlands are planted with sugar cane. Most of the cane grown in the neighbourhood is ground in the mill known as the “Guanica Central,” one of the most important and modern mills on the island and from which the sugar is shipped through the nearby port of Guanica. Guanica, which is some eight miles from Yauco, is famous as the landing place of the American troops under General Miles, who invaded Porto Rico on July 25, 1898. In addition to sugar and tobacco, the district also produces fruit, cabinet woods, fibres, and other products. There are 39 public schools in the municipality, while in the town there is a new hospital, several fine churches, a Masonic Temple, an electric light and power plant, and many notable public and private buildings.

Guayanilla, said to be the most progressive small town on the island, is a few miles to the east of Yauco, and is mainly of importance on account of its commodious harbour, which affords a safe and almost landlocked refuge for small vessels. Leaving Guayanilla and proceeding easterly, we pass through Ponce, and soon afterwards enter Ponce and complete our circuit of the western end of the island.
SCENE ON THE SOUTH SHORE
SALT PLAINS AND CACTI, SOUTHERN COAST
CHAPTER VI

THE EASTERN AND SOUTHERN COASTS

Although the greater portion of Porto Rico is hilly or mountainous and the scenery is very similar throughout the interior, yet on the eastern and southern coasts the landscapes are very different from other parts of the island, and these sections are well worth visiting. Unfortunately the roads on the east and south are not nearly as good as on the interior or on the north, but in dry weather there is no difficulty in traversing them in an automobile, although many rivers must be forded. In wet weather, or after heavy rains, some of these fords are almost impassable, and any one desiring to make a trip along the eastern and southern coasts should select a dry spell for their tour. From San Juan one may tour easily over excellent roads to Carolina, a neat little town of some sixteen thousand people, situated in a rich sugar-producing district. Beyond Carolina the road is fair to Loiza, a quaint little town which was originally situated on the coast near
the mouth of the Loiza River, where it remained until January, 1910, when it was removed to the present site. Beyond Loiza the road passes through Rio Grande, a town of some fourteen thousand inhabitants, nestling in a valley with the towering Luquillo range of mountains behind it. From Rio Grande the road improves, and by the time Fajardo is reached the highway is excellent. Fajardo, situated at the extreme eastern end of the island, is a town of 22,000 inhabitants, and with the Luquillo River on one side and the Fajardo on the other. It is one of the wealthiest sugar districts of Porto Rico and has many nice buildings, numerous stores, and a large number of graded and rural schools.

The country on this eastern coastal plain is low, flat, and very monotonous, but the panorama of the great interior mountains is entrancing, with the tallest peak, El Yunque, towering over all, while to the left one catches glimpses of the shimmering Caribbean Sea gleaming through vistas of feathery palms or breaking in silver foam upon white sandy beaches. Passing Fajardo and continuing southward we finally arrive at Naguabo, a town of 15,000 inhabitants, and surrounded by
broad cane fields, the beautiful palm-fringed sea before it and the lofty mountains at its rear, while the sweeping trade winds blow ceaselessly in from the broad open ocean.

From this picturesque spot the highway leads onward to Humacao, an interesting, typically Spanish town dating back to 1798, and with a population of some twenty-seven thousand inhabitants. The city is beautifully situated in a valley enclosed on three sides by mountains, with the ocean but six miles distant and with a very healthy and pleasant climate. The surrounding country is very fertile, and vast quantities of sugar cane and tobacco, a considerable amount of coffee, and many cattle are raised in the district.

Humacao is neat and scrupulously clean, with a very pretty, well-kept plaza, smooth streets, and substantial, attractive buildings. There are numerous stores, several churches, a municipal library and other public buildings, and the hotel accommodations are by no means bad. In the district are 21 graded and 22 rural schools, with many school libraries, and last, but by no means least in the estimations of the people, there is a
city band, of which every man, woman, and child is justly proud.

From Humacao one may travel over the mountains to Caguas, or by the shore to Ponce via Guayama. The latter route leads through some very beautiful scenery and through a country very different in character from other portions of the island. Leaving Humacao, we almost immediately reach a small river. At first appearances there would appear to be little difficulty in fording this with an automobile, for it is only about one hundred feet in width and sixteen or eighteen inches in depth. Unless one has an amphibious machine, however, it is unwise to attempt to ford the river under power; it is better to hire a yoke of oxen or a half-dozen men to pull the car through, for the bottom of the river is almost quicksand and many machines are stalled in the ford each year.

Having safely crossed the river, we proceed over a rough and stony road for a few miles, when the road again becomes excellent and passes between rugged hillsides on one hand and broad, pale-green cane fields on the other, with a most charming view of Humacao against its back-
ground of green-clad mountains. For many miles the road is very smooth and well kept, almost perfectly level, and with several small rivers to cross.

The first town reached is Yabucoa, with some eighteen thousand inhabitants, in the midst of a rich sugar district, with the huge “Central Mercedes” forming a prominent landmark. Here it is necessary to turn aside at the “Central” and pass over the mill's bridges, pass to the rear of the buildings, and emerge on the highroad further on; for the ford at the main road is usually impassable for automobiles. Yabucoa itself is of little interest, being an irregularly-built town with poor, hilly streets but with very pleasant, good-natured people, many of whom speak English. From Yabucoa the road at once commences to climb the mountains and in a few minutes we find ourselves far up on the mountain side, the valley stretching miles away to the coastal plain behind us and the little town clustered close to the winding river and the fields of cane. Round and round the mountainside the road winds, ever rising higher and higher, clinging like a slender ribbon to the slopes and shaded by odd, tropical growths,
waving palms, broad-leaved plantains, and bananas, and delicate tree-ferns, and with beautiful views of mountains, valleys, and plains at every turn. At last the crest of the ridge is reached, and as we round the highest turn of the road we look upon one of the most magnificent views in the island. From the lofty roadside the mountainside drops steeply down to a silvery river, falling in little cascades among the greenery. Beyond stretch broad, velvety fields of cane through which the white road winds and twists to a tiny, white, red-roofed town in the distance, and still further, between jutting mountain spurs we see the broad, blue Caribbean Sea stretching from the palm-fringed beach to the hazy horizon, with Culebra, phantasmal and cloudlike to the left. Rapidly the splendid road leads downward towards the valley and then through waving fields of cane until the streets of Maunabo are reached. This is a small town of only 8,000 inhabitants, but neat, clean, and quite up to date, and with a pretty little plaza in its centre. Beyond the town the road is smooth and level as a floor and leads, by wide sweeping curves, to the sea, where it turns to the right and ascends the coastal ex-
A MOUNTAIN RIVER NEAR COMEBO
A LOWLAND RIVER NEAR JUNCO
tremity of a mountain. From here the view is superb, with the turquoise sea breaking in snowy surf upon the beach 200 feet beneath the road and with countless palm trees fringing road and beach for miles upon miles. Soon the last hills of the road are left behind and we speed smoothly along a perfect road close to the palm-fringed shore to Patillas, a little sugar town of 15,000 inhabitants. From here the road continues perfect to Guayama, a large and prosperous town of 18,000 people, in the midst of a very rich sugar-producing district. The town is connected with the interior by a splendid road leading to Cayey, and has an air of prosperity, business, and thrift that is very attractive. There is a well-shaded and pretty plaza, a fine cathedral, several large public buildings, numerous stores, and 16 graded schools in the town.

Leaving Guayama, the level boulevard-like road leads onward through Salinas, a well-kept little town, mainly of note for the numerous prehistoric Indian relics which have been found nearby and for the caverns containing inscriptions, carvings, and utensils in the immediate vicinity. Salinas, however, is an attractive little town with a
pretty plaza, neat houses, and well-stocked stores, and with some exceptionally well-built schools. The next town reached is Santa Isabel, with its palm-embowered plaza. Beyond this pretty little town the character of the country rapidly changes. The district is almost wholly devoted to sugar, and far and wide stretch the fields, the great mills standing prominently here and there, the long barrack-like houses of the field hands rising above the cane and the rugged mountains far off to the right and blue and hazy in the distance. Gradually the rich sugar land gives way to broad and barren stretches, sparsely covered with greyish, thorny scrub, great bunches of prickly pear, and clusters of Spanish Bayonets. On the left, and stretching to the shore, are wide, level, salt flats, their black, clayey surface baked hard by the sun and with streaks and spots of white salt showing upon them. Reddish, burnt bushes, dull, scraggly shrubs, and immense giant cacti cover the flats and give an arid, desolate appearance to the landscape, while here and there the road passes through dark, stagnant salt water swamps with odd mangroves, dense and tangled, and trees draped with grey Spanish moss. Grad-
ually the cacti-covered deserts grow less and less, the swamps and moss-draped trees become more frequent, and finally, emerging from a heavily-wooded, swampy section, we find ourselves once more in the outlying streets of Ponce.
CHAPTER VII

HERE AND THERE IN THE INTERIOR

Beautiful as are the coastal districts, and fascinating as are the panoramas unfolded by the trip over the Military Road, yet these are dull and insignificant when compared to several other interior routes.

From Caguas a side trip may be taken to Humaçaö, and on this road there is scenery, quaint points of interest, and stretches of road that cannot be seen elsewhere on the island. Turning to the left at Caguas Plaza and passing through the town towards the east, the road is excellent and passes through well-cultivated country with the mountains on every side. Several miles beyond Caguas the road crosses the “Rio Grande de Loiza,” over a magnificent iron bridge. The river scene here is very beautiful; the stream flowing peacefully along its stony bed beneath great clumps of feathery plume-like bamboo and bordered by lush-green meadows on which sleek cattle graze contentedly or rest beneath the grateful
shade of spreading trees. The stranger to the tropics is often filled with wonder at the immense and lofty bridges which span small and narrow streams. In dry weather the rivers meander along in the centre of broad, stony gullies and the great bridges seem out of place and unnecessary. Visit the same spot after a heavy rain or in the wet season, however, and you will no longer marvel, for in place of the tiny rivulet you will see a roaring, rushing torrent tearing seaward and flowing in foam-flecked surges far across the meadow land and even burying the bridge and road beneath several feet of turbid water.

Beyond the Rio Grande bridge the road continues excellent to the quaint town of Gurabo, a comparatively modern town, founded in 1815, and well lighted with electricity and with all modern improvements. The town has a population of about twelve thousand and has many attractive buildings, a neat plaza, and some fifteen schools. Near the town is an odd pyramid-shaped hill, covered from base to summit with little thatched native huts and forming a sharp and picturesque contrast to the modern cement houses in the town. From Gurabo the road is unequalled to Juncos.
a prosperous town of 12,000 inhabitants and in a rich sugar and fruit district. Juncos has electric lights, a splendid hospital, seven graded and nine rural schools, and numerous churches and public buildings. On the outskirts of the town the road descends a steep hill, turns abruptly, and ends at the sandy beach of a broad, quiet river.

Although the road ends, its continuation can be seen on the further shore, but the only connection is a remarkable bridge or bridge-like structure consisting of two parallel planks supported on short upright posts and with an open space in the centre. Although it seems a rickety and dangerous affair for automobile traffic, yet it is really safe, and with a little care in driving there is no difficulty in crossing.

On the further side of the river the road is very rough, stony, and bad for several miles, and the country on every hand is very different from most parts of the island. Many of the mountainsides show bare, rocky ledges, while here and there the hillsides are covered with great isolated white boulders scattered about as if tossed from some Titan's hand or arranged in odd, semi-symmetrical patterns reminding one of Stonehenge or similar
prehistoric ruins. The abundance of these stones has given the name of "Las Piedras" to a nearby village. At Las Piedras the road improves and is soon excellent and continues good until we reach Humacao. As we approach the latter town the scenery becomes truly magnificent, with sparkling rivers, roaring cataracts, and glimpses of the far-off sea beyond the green-clad mountain-sides and fertile valleys.

Another splendid interior trip is that from Cayey to Guayama. This is the old Spanish road, and is a marvel of engineering skill. From Cayey the road climbs ever upward on the high central mountain range for mile after mile until, at an elevation of nearly three thousand feet, it drops down to picturesque Guayama at sea level by tortuous curves, hairpin turns, serpentine loops, and sharp twists around the very brinks of dizzy precipices. Throughout the trip the scenery is magnificently grand and the panorama of mountains, ravines, valleys, and plains is enhanced and made trebly attractive by the frequent glimpses of the gloriously blue sea in the distance.

Still another trip, and to the author's mind the most attractive trip on the island, is over the so-
called Comerio Road. Leaving San Juan by the ferry, we land at the waterside town of Cataño and proceed over a splendidly surfaced road across the extensive mangrove swamps to Bayamon, a neat Spanish town over two hundred years old but with the up-to-date improvements of the twentieth century. Bayamon has a population of about thirty thousand, and while the present town dates back only to 1772, yet it was actually founded by Ponce de León in 1509 and for many years was known as “Pueblo Viejo.” Moreover, it is in a district famous as having been the site of the first Spanish settlement in the island—the “Villa de Caparra,” which afterwards became the “City of Puerto Rico,”—and in 1521 was moved to the other side of the bay and formed the nucleus for the capital city of San Juan.

Bayamon has numerous manufactures, including an ice plant, brick and match factories, and a cigar factory which employs over a thousand people. It is in a rich and prosperous fruit district, and the surrounding country is settled largely by American planters engaged in the cultivation of grape fruit, pineapples, oranges, etc. From Bayamon the road ascends and descends
rolling hills, passing through rich valleys and ever within sight of the sparkling Rio Plata until the new Rio Plata bridge is reached. Beyond the bridge the road rapidly ascends the mountains, running along the mountainside, with the winding river below and with lofty, green-clad mountains on the opposite side, each turn and twist bringing new and more beautiful vistas into view. As we ascend by easy grades the river recedes farther and farther away in the dim rocky gorge below, while frequent rapids and cascades are seen. Presently a small dam with a foaming cascade of water bars the river, and a mile or two beyond we round a curve and see the great hydro-electric plant of the Porto Rico Light and Power Company, with its huge concrete dam and roaring spillway. Above the dam the artificial lake stretches its placid surface for several miles, the towering mountains mirrored on its azure bosom and submerged palm trees standing oddly in the water near the shores. From this plant the power is carried to San Juan and other places, and is used to operate trolleys, light the towns, and perform a thousand and one other duties throughout the surrounding country.
A few miles beyond the lake we reach the little mountain town of Comerio, its foot in the silvery river and its outlying houses nesting on the mountainside. It is a picturesque and pretty town of 12,000 inhabitants, and was formerly known as Sabana del Palma, or "Palm Meadow," from the immense numbers of royal palms in the vicinity. It is a progressive town, with some fourteen schools, a good church and plaza, numerous stores, and well-kept streets, and is mainly dependant upon coffee and tobacco for its prosperity. Above Comerio the road continues upward around the mountainside, and at each turn of a jutting spur a beautiful view of the valley, the town, and the serpentine river may be seen.

The mountains seem never ending, and nowhere else on the island does the highroad turn and twist, double on itself, and loop-the-loop as on this portion of the route. As this is an American built road, it is interesting to compare it with the old Military Road and the Cayey-Guayama road, built by Spanish engineers, and it must be confessed that the comparison is not always favourable to the American engineers.

The views from the Comerio Road are superb,
and are of such immensity, so sweeping, and so delightful that one is forced to stop and gaze upon the view at frequent intervals, and blasé indeed must be the traveller who does not exclaim in admiration at the glorious scenery along this wonderful road.

At last the topmost cloud-kissed ridge is reached, and dipping downward on the further side we soon reach Barranquitas, one of the most beautifully situated towns in Porto Rico and the highest town on the island, being at an altitude of some eighteen hundred feet above sea level. The town has a population of about ten thousand and is in the centre of a coffee-growing country. The town is neat, well kept, and remarkably cool and healthy, and at night heavy blankets and overcoats are frequently required. From Barranquitas the road leads through coffee groves and patches of mountain forest to a point on the Military Road above Aibonito, and from here the same route is followed through Cayey, Caguas, and Río Piedras as described in a former chapter.

In addition to these trips, there are various others, each charming and attractive in its own way and each leading the tourist through new
and interesting scenes and an endless succession of vistas and wonderful mountain panoramas. Even the same road is never twice alike. At morning or evening, in brilliant tropic sun or when veiled with mountain showers, each turn of the road and each smiling valley has a different aspect, and the tourist, fond of natural scenery, of lofty mountains and of fresh air and outdoors life, can find in Porto Rico a never-ending source of pleasure and magnificent natural beauties.
CHAPTER VIII

TOWNS AND MUNICIPALITIES

Porto Rico is divided into 69 different municipalities, each of which is practically autonomous; the chief officials being elected by the residents and the subordinate officials being appointed by those elected. These various communities are, with but slight changes, the same communities established by Spain, for Porto Rico was a practically independent and free country long before the Americans took possession. In each of the municipalities the chief town is the administrative centre and in nearly every case the district is named from the town.

The chief executive of each municipality is the “Alcalde,” or mayor, while local legislative power lies in the municipal councils—bodies which vary as to the number of members according to the size of the municipality, those of Class I having a council of nine members; those of Class II, seven members, and those of Class III, five members. Each district has in addition a secretary, a treas-
urer, a comptroller, an inspector of health and charities, and an inspector of public works. As these local municipal governments are not burdened with the expense of courts, save the justices of the peace, and do not have to maintain a police force, the comparatively small income afforded from local and insular taxes proves ample, and nearly every one of the districts is financially very well off.

The following are the various municipalities of the island, but as many have been already described, a mere sketch of each will be given. In every case, however, it should be borne in mind that the population given for a certain place, or a certain town, in Porto Rico, does not imply the actual population of the city itself but the entire population of the municipality.

Adjuntas.—On the Ponce-Arecibo road about 18 miles north of Ponce. Located at an elevation of 1,700 feet above the sea in a rich coffee district. Population about 17,000.

Aguada.—Between Rincon and Aguadilla and some two miles from the western coast. Population about 12,000. Chief industries, sugar cane, coffee, and the manufacture of hats.
Aguadilla.—North of Aguada, on the western coast. Population about 22,000. Principal industries coffee, sugar cane, fruit, and cigar-making. The town is on the American railway and also on the Arecibo-Mayaguez road.

Aguas Buenas.—An inland town of about 9,000 inhabitants, in the coffee district. The municipality has many mineral and other springs, and a most delightful climate.

Aibonito.—On the Military Road, about 80 kilometres from San Juan and 50 kilometres from Ponce. Population about 11,000. Industries, coffee, and tobacco-growing.

Añasco.—On the western part of the island about three miles from the sea and on the American railway. Population about 15,000. Industries, cane, coffee, and cocoanuts.

Arecibo.—On the northern coast, about 50 miles west of San Juan. Population about 42,000. Industries, fruit, coffee, and cane, as well as cigar and other factories.

Arroyo.—On the southern coast, on the Ponce-Humacao road, in the rich sugar district of the island. Population about 8,000. Considered the healthiest spot on the island, no epidemic ever
having occurred here. Famous as the first place in Porto Rico to have a telegraph line, the latter having been installed by the inventor, S. B. Morse, while on a visit to Porto Rico.

**Barceloneta.**—In the northern part of the island, on the American railway in a rich fruit, coffee, and sugar district.

**Barranquitas.**—Near the centre of the island, at an elevation of nearly 2,000 feet, and on the Comerio-Aibonito road. Population about 12,000. Near the town are a number of caves in which Indian relics are found and which also furnish large quantities of bat guano.

**Barros.**—A short distance west of Barranquitas, among the mountains in the coffee, tobacco, and fruit district. Population about 16,000.

**Bayamon.**—On the American railway and Cantaño-Arecibo road on the northern coast some 12 miles from San Juan. Population about 30,000. Industries mainly fruit culture and manufactures, including ice, matches, cigars, bricks, tiles, etc. Near here the first settlement on the island was made, the "Villa de Caparra" which later became known as the "City of Puerto
Rico" and the capital of the island, and which in 1521 was moved across the bay and rechristened San Juan.

Cabo Rojo.—On the southwestern coast in a rugged valley. Industries, sugar, coffee, tobacco, and cocomanuts, as well as sea salt. Reached by American railway. Population about 21,000.

Caguas.—In the eastern-central part of the island on an extensive plain surrounded by mountains and on the Military Road. Population about 30,000. A steam railway connects the town with San Juan, about 18 miles distant. Industries, cane, tobacco, and cigar manufacture, with some coffee.

Camuy.—On the American railway on the northwest coast between Hatillo and Quebradillas. Industries, coffee, tobacco, and cane. Population about 16,000.

Carolina.—In the rich cane district in the northeastern part of the island on the "Carolina Road" which encircles the eastern end of the island. Population about 17,000.

Cayey.—Near the centre of Porto Rico among the mountains at an elevation of some 1,500 feet. Situated on the Military Road at the junction
of the Guayama Road. Industries, coffee and tobacco, the latter being by far the more important. Here are located large army barracks, the seat of a United States Army post. Population about 18,000.

Ciales.—Between Juana Diaz and Manati, north of the centre of the island in a mountain-encircled valley. Cattle, coffee, and tobacco are the principal products. Population about 20,000.

Cidra.—In a mountainous district near the eastern end of the island on the road from Comerio to Las Cruces. Elevation about 1,300 feet. Population about 11,000. Coffee and tobacco are the principal crops.

Coamo.—Between Cayey and Ponce on the Military Road. Coffee, fruit, and sugar are the principal crops of the district. Population about 19,000. Coamo Springs, a few miles distant, is famous for its medicinal baths and springs.

Comerio.—In the north central part of the island on an excellent road between Barranquitas and Bayamon and a short distance above the hydro-electric plant of the Porto Rico Power and Lighting Company. Population about 12,000.
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Principal products, coffee, tobacco, fruit, and some cane.

_Corozal._—On the road from Bayamon to Toa Alta in the northern part of the island in a mountainous district. Population, 18,000. The surrounding country produces coffee, sugar, tobacco, oranges, and fruit. The bed of the local river contains considerable gold, which is washed out by the natives, and in the neighbouring mountains there are numerous valuable deposits of copper, iron, gold, silver, and other minerals. Recently a shaft some 200 feet in depth has been sunk and the mines are being rapidly developed by American and English capital.

_Culebra._—On the island of Culebra a few miles off the eastern coast. Population about 2,000. Mainly noteworthy for its splendid harbour.

_Dorado._—On the American railway near the north coast between Bayamon and Vega Baja. The surrounding country produces citrus fruits, cattle and pineapples. Population about 6,000.

_Fajardo._—About a mile and one-half from the northeastern coast on the road to San Juan. In the heart of a rich sugar district. Population about 22,000.
Guayama.—Situated on a broad and fertile plain about 200 feet above the sea in the midst of a great sugar district and on the road from Ponce to Humacao. A road also connects with the Military Road at Cayey. Population about 20,000.

Guayanilla.—On the southern coast between Ponce and Yauco and on the American railway. The healthy climate and beautiful bathing beaches attract many visitors from other towns on the islands. Population about 12,000.

Gurabo.—In the eastern part of Porto Rico on the Gurabo River. The principal industries are cane and tobacco cultivation. Population, 12,000.

Hatillo.—On the northern coast west of Arecibo on the line of the American railway. The surrounding territory is devoted to tobacco, sugar, coffee, and cattle-raising. Much frequented as a summer resort by the people of Arecibo and other towns. Population about 11,000.

Humacao.—In the eastern part of the island on the road from Guayama to Caguas. Situated in a lovely valley surrounded on three sides by
mountains and some six miles from the ocean. Sugar, coffee, and tobacco are the principal resources. Population about 28,000.

Isabella.—On the northwestern coast on a plain some 800 feet above the sea and overlooking the ocean. Reached by American railway and highway. A favourite summer resort for the people of nearby towns. Sugar cane, tobacco, coffee, and fruits are raised, while phosphates are mined in the caverns of the neighbourhood. Population about 18,000.

Jayuya.—Between Ponce and Arecibo in the coffee district. Population about 11,000.

Juana Diaz.—Situated on the Military Road northeast of Ponce and on a site donated by a lady named Juana Diaz, who gave the land under the conditions that the town should be named after her and that none of the municipal land should ever be sold or given away. Located in the heart of the coffee district but also in an extensive cattle and fruit-raising section. Population about 30,000.

Juncos.—In the eastern part of the island on the Caguas-Humacao road. Sugar, tobacco, coffee, pineapples, bananas, mangoes, and other
fruits are all extensively raised. Population about 12,000.

**Lajas.**—In the southwestern part of the island on the American railway and situated on a broad and fertile plain devoted to cane, tobacco, and fruit culture. Population about 12,000. A large pineapple cannery is situated here.

**Lares.**—In the western portion of the island on the Arecibo-Mayaguez road at 1,250 feet above the sea. Coffee is the most important product, although cane is grown extensively. Numerous caves containing prehistoric inscriptions and implements are in the vicinity. Population, 23,000.

**Las Marias.**—In the western portion of the island a short distance from Mayaguez and on the main highway to Lares. At an elevation of about 1,000 feet above the sea. Coffee, cane, tobacco, fruit, and cattle are raised. Population about 11,000.

**Loiza.**—In an extensive cane district in the northeastern section of the island. Originally the town was on the coast at the mouth of the Loiza River, but in 1910 was removed to the present situation, a short distance inland on the Carolina road. Population about 14,000.
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Manati.—On the American railway near the northern coast three miles from the shore and in a beautiful valley. Tobacco, coffee, sugar, and various fruits are cultivated. Population about 18,000.

Mariaca.—East of Mayaguez and northeast of San German about 1,400 feet above the sea. Principal product is coffee. Population about 8,000.

Maunabo.—Near the coast on the southeast in the sugar cane district. On the main highway between Guayama and Humacao. Population, 8,000.

Mayaguez.—On the western coast. Has a large deep harbour and is on the American railway and highroads. One of the foremost cities on the island. Population nearly 50,000.

Moca.—In the northwestern part of the island a short distance from Aguadilla on the highroad to Lares. In the coffee-producing district, from which the town was named. Population, 14,000.

Morovis.—In the interior, north of the centre of the island and about 50 kilometres from San Juan. Mainly devoted to raising coffee, sugar, tobacco, and cattle. Population about 18,000.
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*Naguabo.*—In the eastern part of the island near the towering Luquillo mountains on the road from Humacao to Fajardo. Sugar, grape fruits, and pineapples are cultivated. Population about 15,000.

*Naranjito.*—A mountain town on the road from Bayamón to Comerio and in one of the most picturesque locations on the island. Products, tobacco and fruits. Population about 9,000.

*Patillas.*—Near the coast in the southwestern part of the island on the main road near Guayama. Population about 15,000.

*Peñuelas.*—In the southern part of the island between Adjuntas and Ponce. Population, 12,000.

*Ponce.*—In the southern part of the island and the principal shipping port for coffee, sugar, and other products. Terminus of the American railway and Military Road. Ponce has many manufacturing industries, among which are cigars, cigarettes, rum, soda-water, carriages, hats, laces, embroideries, ice, brick, etc. Ponce is one of the places at which the American troops landed in Porto Rico, a force having taken possession of
the city on July 28, 1898, without resistance being offered. Population about 64,000.

**Quebradillas.**—Near the coast in the northwestern part of the island on the line of the American railway between Isabella and Camuy. The district is devoted to sugar, tobacco, coffee, and cotton. Population about 9,000.

**Rincon.**—At the western extremity of the island on the American railway between Añasco and Aguada in a rich cane district. Population about 14,000.

**Rio Grande.**—In the northeastern part of the island about three and one-half miles from the shore in a deep valley. Population about 14,000.

**Rio Piedras.**—About seven miles from San Juan on the Military Road. On the line of the American railway and the terminus of the Caguas tramway and the San Juan trolley lines. Cane, cattle, and fruit are raised extensively, while bricks, tile, and lime are manufactured. Population about 19,000.

**Sabana Grande.**—On the south side of the island near Guanica harbour. Products are coffee, cane, and tobacco. On a branch of the Amer-
ican railway and with a population of about 12,000.

_Salinas._—In the southern part of the island between Santa Isabel and Guayama and on the Ponce-Guayama railway and the coast highway. Principal industries are the manufacture of salt, cattle-raising, and sugar. The immense sugar mill known as the "Central Aguirre" is located near this town. In the vicinity are numerous caves containing Indian relics, while extensive shell-heaps also contain utensils and implements of the aborigines. Population about 12,000.

_San German._—In the southwestern part of the island on the American railway between Mayaguez and Sabana Grande. Coffee, sugar, and fruits are the principal products. Population about 23,000.

_San Juan._—The capital and most important town on the island. Founded in 1511. San Juan is the headquarters of the United States Army in Porto Rico; there is also a naval station, a weather bureau service, various other Federal departments, and one of the largest wireless stations in the world. The stores, factories, and industries of the town are numerous and thoroughly modern,
and altogether San Juan is a progressive, up-to-date city with an immense amount of business and traffic. Population about 50,000.

San Lorenzo.—In the eastern part of the island in a mountainous district devoted to coffee, tobacco, and cattle-raising. Population about 15,000.

San Sebastian.—In the northwestern part of the island on the road from Lares to Aguadilla. Coffee is the principal product. Population about 19,000.

Santa Isabel.—On the southern coast of the island on the Ponce-Guayama road and the Guayama railway, and in one of the richest sugar districts of Porto Rico. Cattle-raising is also an important industry in the vicinity. Population about 7,000.

Toa Alta.—In the northern part of the island on the Toa River. The principal industries are the cultivation of coffee, tobacco, cane, and cattle-raising. Population about 10,000.

Toa Baja.—North of Toa Alta on the American railway in a cattle and dairy district. Population about 7,000.

Trujillo Alto.—About seven miles southeast of
Rio Piedras on the Caguas tramway line in a sugar-raising district. In the vicinity there are numerous limestone caves and also marble quarries. The principal industry is the cultivation of pineapples and citrus fruits. Population about 7,000.

Utuado.—West of the centre of the island on the Arecibo-Ponce road in the midst of high mountains. The principal industry is coffee raising, but considerable sugar is also raised. Population about 31,000.

Vega Alta.—In the northern part of the island about 35 kilometres from San Juan on a branch of the American railway. Sugar cane, fruits, coffee, and tobacco are raised. Population about 9,000.

Vega Baja.—A short distance west of Vega Alta on the main line of the American railway and the Manati-Bayamon road. Tobacco and coffee are raised, but the principal industry is fruit culture. Population about 13,000.

Vieques.—A small island a short distance off the eastern coast. The industries are cattle-raising and sugar cane cultivation. The cane is ground in the four large mills on the island. The island, known also as “Crab Island,” is about
seventeen and one-quarter miles in length by two and one-half miles wide. Population about 11,000.

Yabucoa.—Near the coast at the southeastern extremity of the island on the main road to Guayama. Sugar, rum, cattle, and cheese are the principal products. Population about 18,000.

Yauco.—In the northwestern part of the island on the American railway and the road from Ponce to San German. Sugar and coffee are the main industries of the district. Near the town is located a huge sugar-mill, the “Guanica Central.” The sugar is shipped from the nearby port of Guanica about seven miles from Yauco. Guanica was the first landing place of the American troops under General Miles, who disembarked his forces here on July 25, 1898. Population about 32,000.
CHAPTER IX

PEOPLE AND CUSTOMS

The traveller who is familiar with the quaint customs, odd ways, and picturesque garb of other West Indian islands and Spanish-American countries will be disappointed in Porto Rico.

The Porto Ricans have few local or unique habits and no national costume, and many of the interesting mannerisms and Spanish-American customs have been destroyed by the Americanisation of the island. The coquettish, gaudy turbans of the other islands have given place to ugly hats or slovenly-tied bandanas. Flowing, stiffly-starched skirts, silken "foulards," short-sleeved "camisas," rebosas, and mantillas are no longer in evidence, and even the beautiful silken shawls worn by the women of Havana, Central and South America, and San Domingo are scarcely ever seen on Porto Rican shoulders. The inevitable fan is used quite as much as in Cuba or other Latin countries, however, and the native people have the same habit of sitting in their "salas" that
open on the street, and the young ladies are still surrounded with the same hedge of Duennas and formality as in other Spanish lands. When the band plays in the Plaza and "all the world" comes forth to promenade or sit about, one may see far more of the typical Porto Ricans than at any other time or place. Unfortunately the truly élite do not take part in the "pasear," but still one may obtain a fairly good idea of the types, blood, and dress of the masses at this time. The Porto Ricans are a much-mixed race, in which the Spanish and Indian blood predominates. In the interior the bulk of the people are of pure Spanish descent and the poor whites or "Jibaros" constitute the greater portion of the inhabitants of the island. Near the coast and in the larger cities, however, there are large numbers of negroes, both native born and from the French, British, and Danish islands, and every shade and mixture of colour may be seen. To the casual observer there seems to be no colour line, but in their home life and social functions there is comparatively little mingling of whites and blacks.

At the larger clubs Americans, Porto Ricans,
and other nationalities mingle, but still there is an underlying aloofness, and Anglo-Saxon and Latin usually "flock by themselves," while even among the Americans there are numerous cliques and "sets," and far less wholesome, open-hearted, good-fellowship than one would expect among Americans in a foreign land.

In addition to the large clubs and those which are preeminently American, there are Porto Rican clubs, Spanish clubs, and ladies' clubs.

There are many pure Spanish people in Porto Rico, and the bulk of the business and many of the largest plantations are in the hands of Spaniards. The Spaniards are smart, thrifty, business men, and it must be confessed that they are the mainstay of the retail and wholesale business in Porto Rico and that without them the island would fare ill indeed. Chinamen and other Orientals are conspicuous by their absence, and the Syrian, Armenian, and Hebrew have not as yet invaded the island. It is possible that there are pawnshops in Porto Rico, but the author never saw one, and the sign of the three balls is nowhere visible; possibly the Porto Ricans never have anything worth pawning or perhaps they
are never sufficiently in want to require the services of an "uncle."

Apparently the Porto Ricans love noise, for San Juan is the noisiest spot I have ever seen, and the other towns—and even the small villages—are almost as bad. The clang of trolley cars, the rattle and roar of carts and drays, the honk of auto horns, the jangle of gongs on carriages, the roaring of open mufflers, and the screams and calls of itinerant vendors all combine to create a perfect babel of sound, which continues from dawn to midnight without cessation.

By riding, driving, or walking along the Military Road that leads out from San Juan through Santurce one may see many types, and here and there customs and manners peculiar to the island. Country men and boys riding their nervous, quick-stepping little ponies and squatted on the huge basket-panniers, slung on either side of the saddle; drays and carts, with one horse in the shafts and the other drawing on a rope at one side; vendors of all sorts, with vegetables, fruits, eggs, sweet-meats, and live fowl; some pushing a homemade wheelbarrow loaded with baskets of goods; others carrying great native baskets on their arms.
and crying their wares in raucous tones; others with enormous push-carts loaded with cocoanuts or vegetables, and here and there a man or woman carrying a tray or basket on the head.

Near the sea and in the larger rivers the visitor may sometimes see the native fishermen wading waist deep and throwing their cast-nets with unerring aim, or one may even be fortunate enough to see the queer wattled and thatched huts of the fishermen perched on stilts in the middle of stream or bay.

In many of the interior and out-lying towns a few native Porto Rican customs still prevail. Hat sellers may be seen carrying a pole across their shoulders, with either end hung with great bundles of native-made hats; sometimes a man may be seen carrying water pails or other objects on crude shoulder yokes; occasionally one may see a native pounding corn or rice in a great wooden mortar or may catch a glimpse of women busily plaiting palm-leaf hats or netting hammocks.

The Porto Ricans have many native industries besides hat and hammock making. The women are experts at fine needlework and produce mar-
vellously delicate and beautiful embroidery and drawn-work, which always find a ready sale. The men are quick to learn a trade, and are often expert mechanics, skilful carpenters, clever artisans, and excellent masons. In concrete work they produce wonderful results, and the native-made Porto Rican tiles and mosaics are highly artistic and ornamental.

The Porto Rican has considerable inventive ability, and one often sees home-made push-carts, chairs, furniture, and other objects that are really wonderfully well made and cleverly designed. The native musical instruments are well worthy of study. The queer little guitars and mandolins made from hollowed wood or calabashes; the home-made flutes and pipes, and queerest of all the calabashes or gourds, with a roughened surface, over which steel wires are rubbed, are all invariably used at the native dances and often in the city orchestras as well.

Porto Rico has also produced numerous authors of both prose and verse; several noteworthy poets; historians of international fame, and some wonderful artists whose work has received recognition in the Paris salon. As a race the Porto
Ricans are far superior to the natives of many of the Spanish-American countries or the other West Indies, and were they given one-half the opportunities and encouragement which they deserve they would prove a people of which any country might well be proud.

Even as it is progress and improvement are everywhere in evidence. On every hand the old is giving place to the new, and while the civilisation of four centuries ago is still seen side by side with that of to-day, yet it is but a question of a few years before the quaint old ways will be crowded out, destroyed, and forgotten.
CHAPTER X

GEOGRAPHY, GEOLOGY, AND CLIMATE

Porto Rico, the smallest of the Greater Antilles and the most eastern of the group, has an area of about 3,606 square miles. In shape it is almost a perfect parallelogram, with a length of nearly one hundred miles and a breadth of about thirty-five miles. The entire surface of the island, save a narrow coastal plain on the north and a somewhat wider plain on the south, is a mass of mountains, ridges, hills, and peaks interspersed with deep valleys, high table-lands, precipitous canons or ravines, and a few small interior plains. The highest mountains reach an altitude of nearly four thousand feet, the highest peak being “El Yunque” (the anvil), 3,700 feet in height, near the eastern end of the island. This lofty peak is the termination of the Luquillo range, which forms the eastern range of the main divide of the island known as the Cordilleras, and which has an average altitude of about twenty-five hundred feet. From this main
central ridge, or backbone, the numerous spurs, minor ridges, and isolated peaks extend to north and south, ending in abrupt slopes a few miles from the coast. Although geographically the Cordilleras range is said to form the main divide, yet the mountains are so broken, so irregular, and so interspersed with valleys and ravines that it is difficult for the observer to say just where one range of mountains begins and another ends. In fact, there are several ranges of mountains known as the Sierra de Cayey, which extends from the southwestern coast towards the centre of the island; the Cordillera Central, near the centre of the island, and the Cabezas de San Juan, at the extreme northeastern extremity. All of these mountains are of mixed volcanic and sedimentary formation, consisting of tufa, gneiss, hornblende, and a peculiar conglomerate of volcano bombs, lava, and tufa. Near the coasts and at various elevations, usually of less than two hundred feet, are extensive deposits of compact limestone of the Cretaceous period, while in many isolated localities in the interior and on numerous portions of the coast are large areas of aeolian limestone, ele-
vated coral reefs, and lime-cemented sand similar to the Bermuda limestone.

The island is well watered by several large rivers, numerous small streams, and innumerable rivulets, which during dry weather become mere rills of water trickling through stony beds, but which, after a heavy rain, become raging, foaming torrents. In many places there are extensive limestone caves, and a number of the rivers disappear in the ground, pass through subterranean channels, and reappear at some distance beyond. In the higher portions of the island the decomposition of the rock has resulted in extensive deposits of tough, sticky, scarlet, or orange clay, often 100 feet in depth. This clay is almost impervious to water and serves to prevent the erosive action of the rains on the mountainsides, and this protection has resulted in large areas of mountain land being exceptionally adapted to the cultivation of various agricultural products. Near the coast and in the valleys the streams and rains have left heavy deposits of alluvial soil, which is very fertile and upon which splendid crops may be grown. The virgin fertility of Porto Rico is proven by the fact that for nearly
four hundred years various exhaustive crops have been raised with but little or no fertilizer, and yet to-day the soil is still capable of producing enormous crops, and seems to be far from exhausted. Although situated within the tropics and properly considered a tropical island, yet Porto Rico is far from typically tropical in appearance. The native growth of timber has been almost entirely destroyed, and only in a few isolated localities does the visitor find tropical forests which are so typical of many of the West Indian islands and which add so much to the strangeness, charm, and beauty of the tropics. For mile after mile one may ride across Porto Rico and never see a wild native tree of any size, and one may tour the island from end to end without finding the damp, rank, cool, and dripping “high woods” of the West Indian mountains. In many places the scenery is decidedly like that of the temperate zone, and in a great many localities not a single palm, banana, or other distinctly tropical tree is visible. Although the extensive denudation of the island may have reduced the rainfall, yet there is no lack of moisture in most parts of Porto Rico, the average rainfall for the entire island being
some seventy-six inches. In certain mountainous districts the rainfall may be as great as 200 inches, while on some portions of the southern coast it may fall as low as 45 inches. This, compared with the excessive rainfall of three hundred inches or more, which is common in many other tropical countries, seems very light, but throughout the greater part of the island it is ample, and the ground is constantly damp. There are no well-defined dry and wet seasons in Porto Rico, but during the winter the rains are lighter than in summer, the monthly average increasing steadily from February until May, after which the monthly variation is very slight until September or October, when the maximum monthly fall is reached. In the northern parts of the island and extending southward over about two-thirds of the entire area, an abundant rainfall may be looked for at all seasons, and droughts or prolonged dry spells are very rare. On the southern coast, on the other hand, the rainfall is very irregular, and rainless periods of several months’ duration frequently occur. The Porto Rican rains are often extremely heavy, but as a rule they are of short duration. The majority
of showers last but a few minutes, but during these few minutes the rain descends in sheets, and as one shower frequently follows another in rapid succession, the result is the same as if it was a steady and prolonged downpour. During the spring and summer it is not unusual for the weather to be unsettled, cloudy, and showery for several days in succession, and frequently the rain falls more or less continuously day and night for a week at a time. On the whole, however, the daily rainfall is not great, although four to five inches in 24 hours is of frequent occurrence, and daily precipitations of 20 to 28 inches have been recorded during the passage of hurricanes or severe storms. The average temperature of the island is not excessive, the average annual temperature of the entire island being 76 degrees, with a mean winter temperature of 73 degrees, and a mean summer temperature of 79 degrees. It must be borne in mind, however, that many of the elevated mountain towns have a comparatively cool climate, with a low average temperature, and that this greatly reduces the average for the entire island, and for this reason the visitor to Porto Rico should not expect to find San Juan,
Ponce, or any of the coastal towns either cool or invigorating. The average official winter temperature for these localities is 75 degrees, with a summer average of 81, but the mercury often reaches the nineties during the day and the nights are far from being as cool and refreshing as in the smaller West Indian islands. In fact, Porto Rico is a rather unpleasantly warm spot, in the coastal towns, although the constant trade winds and sea breezes make the heat far from oppressive. The air is quite damp, and while excessive humidity is rare, yet it is often sufficient to prove oppressive and to cause a feeling of extreme lassitude. At San Juan the average humidity for the entire year is 78 per cent, for the winter 75 per cent, and for summer 81 per cent. This is far greater than in the more densely wooded islands, where the moisture is condensed and falls as rain before the humidity becomes oppressive, but it is far less than in many places in the tropics or even in the temperate zone.

Although Porto Rico is situated in the hurricane belt, yet destructive storms are of rare occurrence. On but three occasions in forty years have hurricanes crossed the island, namely, in
the months of August, 1891, August, 1895, and August, 1899, the latter being by far the most destructive storm on record in Porto Rico. Thunderstorms are of frequent occurrence, but they are of a mild and almost harmless type as a rule, and while the electrical display is brilliant, serious damage seldom occurs from their presence.

On the whole Porto Rico may be said to have a healthy, pleasant, equable, and not excessively hot or moist climate. It is fertile, well watered, and so varied in elevation, soil, and temperature that almost any desired climate may be found, with the exception of the frigid wintry weather of temperate climates. It is densely inhabited, but vast areas are uncultivated; it is free from volcanic disturbances, severe earthquakes, or destructive storms, and while geographically in the tropics, yet it is free from many of the disadvantages of the tropics, and if the truth were told, many of the tropic's charms and attractions as well.
CHAPTER XI

AGRICULTURE, RESOURCES, AND OPPORTUNITIES

For 400 years Porto Rico has been primarily and principally an agricultural country. To-day the million and more inhabitants are nearly all engaged in agriculture or in vocations, trades, or work related to or depending upon agriculture, and as a result many of the natural resources of the island have been overlooked or neglected. Although within the tropics the variety of soils, variations in temperatures and rainfalls, and the mountainous character of the island render the raising of many Northern products both possible and profitable. In the early days and until quite recently little attention was given to any but the tropical products, such as sugar cane, coffee, and tobacco, but within the last few years much attention has been given to raising fruit and other crops. Although the greater portion of the island has been completely stripped of its native forest growth, yet in some sections considerable virgin forest still remains, and several of the localities
have been wisely held by the Government as forest reserves. The cleared land has been for many years cultivated over and over again without the addition of humus, fertiliser, or enrichment of any kind, and as a result many of the foothills between the level coastal plains and the mountains have become very barren and sterile, but with proper care and fertilisation there is scarcely a spot in Porto Rico which will not produce abundant crops of some sort. The island is so densely populated and the population is so largely rural that agriculture must always be the mainstay of the people and every effort should be made to improve conditions and to encourage agricultural pursuits and the raising of new, valuable, and lucrative crops. For many years sugar was the principal crop of the Porto Ricans. The first mill was erected in 1548 and by 1581 11 mills were in operation, with an aggregate output of 187 tons of sugar annually. The methods of cultivation and manufacture were, however, very crude, and until the American invasion little changes had been made in this and other industries. Irrigation was unknown, poor varieties of cane were grown, the cane was handled by primiti-
tive and expensive methods, the land was prepared and the cultivation carried on with crude wooden ploughs and hand-hoes and machetes, and a great deal of the cane was crushed in the simplest of mills, driven by the power of plodding oxen. Today the huge steam and electrically-driven "centrals" contain the latest and most highly perfected automatic machinery; cultivation and ploughing is done with great steam ploughs, the best possible varieties of cane are grown, trained scientists and chemists are employed, and the cane and sugar are shipped and transported in railway trains, auto trucks, and trams.

On the southern coast the broad level cane lands have been provided with an elaborate and extensive irrigation system, and there is no reason why the Porto Rican sugar industry should not continue to prove the most lucrative of all the island's industries, were it not for the tariff system now in vogue.

Under the former administrations, whereby Porto Rico sugar was admitted duty free and other sugars were dutiable, the Porto Ricans were protected, business boomed, and the island was on the crest of a wave of prosperity such as it had never known. With the removal of the tariff
poor Porto Rico was obliged to compete with other countries and with the European beet sugars, and as a result the sugar planters have become poverty-stricken and discouraged, many estates have shut down, others have gone into practical bankruptcy, and the financial condition of the island is daily becoming worse and worse.

Long before the decline of the sugar industry, tobacco and coffee had become important factors in the island's prosperity; but within the last few years the tobacco industry has reached a higher state of development than ever before. Although the amount of soil adapted to the cultivation of superior tobacco is limited, yet by improved methods and proper care a great deal of tobacco is produced, which is, in the opinion of many, the equal of any of the Cuban tobacco. In addition to filler tobacco of high grade, a vast amount of excellent wrapper leaf is produced under shade formed by cheese-cloth stretched over the fields. If the production and value of the tobacco crops continue to increase at the present rate it will soon exceed any other product in importance.

Coffee is also a very valuable product, which is yearly increasing in importance. At the time of
the American occupation coffee had become the principal agricultural industry, for under Spanish laws coffee was a favoured article of export, and was sent in large quantities to Spain, Cuba, and other countries. With the change in ownership of the island the coffee growers were very hard hit by the elimination of the bounty which existed under Spanish dominion. Almost immediately the Porto Rican coffee growers were obliged to compete with Brazil and other coffee-producing countries, while their best markets in Spain and Cuba were shut off by the tariffs. Moreover, as the Porto Rican coffee was practically unknown in American markets, its sale in our cities was problematical, and a demand for it had to be built up. In addition to these handicaps, a disastrous hurricane swept Porto Rico in August, 1899, just before the harvesting of the coffee crop, and causing the loss of the crop, the wreckage of many plantations, and the actual washing away of a great deal of the fertile coffee-producing soil. So great was the loss occasioned by business conditions and damage by storm that many of the best plantations were sold for far below their value or were abandoned entirely. So
great was the business depression and actual want brought about by the ruin of the coffee industry that several million dollars worth of supplies were sent into the interior by the United States Government in order to relieve the suffering of the people and to prevent actual starvation. Gradually, however, the coffee industry is improving, and year by year the demand is greater, the production larger, and to-day the coffee crop bids fair to resume its old-time importance, and has already reached third place in the leading productions of the island.

Before Porto Rican coffee meets with a large and ready sale in our markets, great improvement must be made in its growth and preparation. In many districts the trees grow practically wild, with but little care or attention and overgrown with parasites, choked by weeds, and surrounded by brush, trees, and jungles of tangled vines and bushes. Not only are the trees neglected, but the berries are gathered, cleaned, dried, and prepared with no regard to sanitary conditions, cleanliness, or decency. It is a common sight to see coffee drying in the sun on half-cured cowhides laid upon the open streets and with chickens,
AGRICULTURE AND RESOURCES

dogs, and goats wandering over and through it at will. In other places the beans are spread upon doorsteps, floors, or similar places, and naked children and various household animals use it for a playground or resting-place. In one case I noticed a shed some twenty feet in length and within this building tobacco was being stripped and tied, while at the other end coffee was being assorted, winnowed, and packed. Under such conditions it is hardly surprising that much of the Porto Rican coffee tastes more like tobacco than the real beverage, and that many people are prejudiced against it. Of course, all Porto Rican coffee is not treated in this slip-shod manner, and many growers are as careful and cleanly in their work as any one could wish; but nevertheless it will require time and care to build up such a reputation that the island coffee may successfully compete with the coffee of Brazil, Venezuela, or Central America.

Fruit has also become a very important product of Porto Rico, and many portions of the island are wonderfully adapted to fruit culture. Under the Spanish régime practically no fruit was grown, and that produced was for home consump-
tion. With the coming of Americans a great deal of attention has been given to fruit, especially citrus fruits, and the industry has grown with remarkable rapidity. All of the citrus fruits grow readily in Porto Rico, and the land of the northern coastal plain is particularly well adapted to oranges, grape fruit, etc. The Porto Rican grape fruit is considered the best of all in the American markets, and a number of Americans own large and thriving orchards, and have built up a large and lucrative fruit export business. Pineapples are also extensively grown, and several canneries are in operation, but as a whole the possibilities of fruit have hardly been touched, and various tropical fruits might be raised and marketed or canned on the island with profit. Cotton was at one time a most important Porto Rican product, and during the Civil War in the United States the cotton industry assumed a leading place among Porto Rican resources. With the close of the war and the dropping cotton prices, cotton growing was gradually abandoned, and while sea island cotton may still be produced at a profit, yet little attention is given to it, as other crops bring larger and quicker returns and
considerable care, industry, and careful cultivation are required to produce profitable crops. Many fibre-producing plants grow freely in Porto Rico, and there is little doubt that the production of sisal hemp would prove very remunerative in the more barren and dry sections of the island, as along the southern coast. Although experiments have proven that sisal will thrive and can be produced at a profit on the island, yet the cultivation of the plant does not appeal to Porto Rican farmers, and no doubt it will take a number of years to educate the natives to the value and importance of growing more lucrative crops than their old favourite sugar cane.

It is a very difficult matter to wean a sugar-growing community from cane, a fact that has been demonstrated in other West Indian islands; but the future prosperity of Porto Rico depends in large measure upon the production of numerous crops, which have as yet been almost untried. Even garden vegetables for home consumption are scarcely grown, although certain native vegetables are produced everywhere, and in some localities all our Northern vegetables are grown with little effort.
Cocoanuts are profitable and are produced in large quantities, but they require eight to ten years to reach maturity. Cocoa is not grown, rubber has not as yet been produced, and aside from the three staples,—coffee, tobacco, and sugar,—and the various fruits, practically nothing has been cultivated for export or on a large and practical scale.

There are still vast opportunities for scientific and up-to-date agriculturalists to make money in Porto Rico, but the land is very high in price, there is a great deal of competition, and only by the use of a large amount of capital and the latest methods can one succeed in the island if fruit, tobacco, coffee, or other crops are attempted. Although Porto Rico has been an American possession for a number of years, yet no accurate and exhaustive survey has ever been made, no scientific and geological exploration has been carried out, and the natural resources and riches of the country are less known than those of many other far-distant countries, over which we have no control and in which we have no real interest.

Cattle and horses are raised to some extent in many localities, but large dairy farms, blooded
cattle, good beef steers, heavy horses, mules, or donkeys are almost unknown. There are a few poultry farms on the island, several apiaries are flourishing, and here and there one finds truck gardens, but there is a far greater demand for such things than can be supplied, and any one of these industries will prove profitable, if carried out intelligently, assiduously, and scientifically.

The fisheries of the island have been woefully neglected. About Porto Rico the sea teems with fish of many varieties; the large West Indian lobster lurks in crevices among the rocks on every coast; edible shellfish abound; oysters are found in several localities; crawfish are found in the rivers, and terrapin are common, and yet it is next to impossible to obtain fresh sea food in the San Juan markets. The native fishermen are shiftless, improvident, and use ancient and crude apparatus; but with modern fish-nets, properly equipped boats, pounds, and a systematic fishery the island could be supplied with an abundance of fresh fish, which would meet with a ready sale.

In one class of tropical products Porto Rico is sadly lacking. Dye woods, cabinet woods, and timber for building purposes are not available,
and it is a great pity that neither the Porto Ricans nor the Americans have seen fit to plant valuable and useful trees to take the place of the original forest growth.

The mineral wealth of Porto Rico has been practically untouched, and yet there are extensive deposits of valuable ores. Gold, silver, iron, bismuth, lead, tin, nickel, platinum, and copper are all found and in many places the deposits are large, rich, easy of access, and near transportation. Copper ore, running as high as 65 per cent exists in many localities; native copper has been found in various parts of the island; iron is abundant, and gold and silver, running as high as $400 per ton exist in certain sections of the island. Many of the rivers carry considerable gold, and the natives frequently wash out several dollars worth a day with very crude methods. One mining company has already done considerable work on the island. This company controls numerous promising veins and outcrops of copper, gold, silver, and other ores, and shafts several hundred feet in depth have been sunk. Ore has been mined and shipped, and a sluice has recently been installed, and as much as $200 a day has been
cleaned up in this way. This is but a beginning, and no doubt in the near future the mineral wealth of the island will be exploited; prospectors will make a proper exploration of its mountains and valleys, and Puerto Rico will become "Rico" in the full sense of the word when the American public awakens to the wealth, fertility, and natural advantages of our little West Indian colony.
CHAPTER XII

GOVERNMENT AND POLITICS

The government of Porto Rico is vested in the Governor, appointed by the President of the United States, and the Legislative Assembly. The Governor is given the power to grant pardons and reprieves, to veto acts of the Legislature, etc. He also appoints all the Judges of the District Courts, Justices of the Peace, and other minor officials, and is the commander-in-chief of the Insular Police force. In addition, the President may assign other duties and powers to the Governor, provided they are not at variance with the law or the Organic Act.

The legislative power is vested in the Legislative Assembly of two houses,—the Executive Council and the House of Delegates. The former consists of 11 members, at least five of whom must be native Porto Ricans. All members are appointed for a term of four years by the President of the United States, with the consent and approval of the United States Senate. Six of
the 11 members are also heads of the Executive Departments, namely, the Secretary of Porto Rico, the Attorney General, Auditor of Porto Rico, Treasurer, Commissioner of Interior, and Commissioner of Education.

The House of Delegates consists of 35 members elected every two years by duly qualified voters of the island, there being five delegates for each of the seven insular districts.

Such a form of government and legislature would no doubt prove very satisfactory and fair, provided it was free from intrigue, graft, and dishonesty. Unfortunately the insular politics are far from clean, and political influence and personal profit play a large part in island affairs. A large proportion of the Porto Rican public is ignorant, apathetic, and completely under the thumbs of unprincipled politicians and party leaders. The Latin-American is a born diplomat and politician, and no Anglo-Saxon party leader can hope to keep pace with the smooth and suave machinations of the Spanish-American politicians. Add to this the fact that a great many of the American officials are unable to speak or understand Spanish, that many of
them are men appointed merely to pay off political debts, and that as a rule the American underestimates and looks down upon the natives, and we may understand why and how Porto Rican politics have reached the state in which we find them.

There are two principal parties on the island, known as the “Republican” and “Unionist” parties. In reality the so-called Republicans have nothing in common with our American Republicans. In a broad way the insular Republicans are the smaller business men, the resident Americans, and the coloured population and the party as a whole claims to be pro-American. The Unionist party, on the other hand, consists of the wealthy Porto Ricans, the resident Spaniards, and the large business interests. A large proportion of this party are white men, and the party as a whole is considered anti-American. Swinging first one way and then the other and divided between the two parties, is the great bulk of the population,—the mestizo and mulatto people, the peons and the working class of the island. The leaders of the parties are educated, brainy, intelligent men, and born politicians, and by hook
or by crook they twist the bulk of the people about their fingers. It is doubtful if either party really knows what it wants or what it stands for, and sifted down and examined critically the differences between the two are really negligible. As far as real anti- or pro-American feeling is concerned, neither party favours all phases of American legislation and control, and neither party entirely disapproves of our policies. Much blame is placed upon certain Governors for having shown favours or partisanship with one or the other of the parties, but I doubt if this is of any great moment. The whole trouble is that, like all other Spanish-American races, the Porto Ricans must find recreation and relief in political intrigue, and being either too peaceable or too patriotic to revolt, as do their cousins in other Spanish-American countries, they amuse themselves with the more harmless but equally effective methods of playing politics, buying votes, and making fiery and threatening speeches. At times the Porto Rican parties have split,—much as our own parties are divided unto themselves,—and at times a so-called "Democratic party" appears. It is practically hopeless to try and pre-
vent dishonesty and graft in politics in a country where the great mass of people are poor, ignorant, illiterate, and apathetic, and not until the Porto Ricans themselves are aroused to the importance of clean politics and the elimination of unprincipled leaders, dishonest politicians, and "heelers," will the free vote of the Porto Ricans be more than a farce.

One hears a great deal about the ill-feeling of the natives against Americans. As a matter of fact, there is a certain amount of this feeling, especially in certain sections, but the feeling is against the American Government and Americans as a people and not against Americans individually.

It must be remembered that Porto Rico was becoming extremely prosperous, men and firms were becoming wealthy, lands had increased in value, and immense sums had been invested in machinery and equipments under our protective tariff on sugar, and the Porto Ricans had been led to believe that their interests would be protected. Without warning the tariff was removed and the Porto Rican planters, unable to compete with Cuba and other localities, were forced into
bankruptcy and enormous losses, and to-day the island is in a very discouraging financial condition, with no prospect of improvement. It is scarcely strange, therefore, that the islanders should feel but little gratitude towards a government or a people who have brought this ruin upon them, and, moreover, many of the officials we have sent out to Porto Rico have been men of little principle or ignorant, prejudiced, dissipated, or in other ways a disgrace to their country and their flag, and totally unfit to handle local conditions or affairs. Much might also be said of the intrigues, deceptions, dishonesty, and guile of native politicians, who are past masters of graft and diplomacy, and by hook or crook pull the wool over the eyes of natives and Americans alike, and wield a power akin to that of Tammany at its worst.

A history of the political situation in Porto Rico would fill a volume, and would prove interesting reading, and were the truth known it would bring a blush of shame to the cheeks of every fair-minded and honest American.

Although it would probably be unwise to grant full citizenship to all the native Porto Ricans, a
vast number of the people are as intelligent, as capable, and far more versed in the duties of citizenship than the majority of Americans. At any rate, we owe it to these people to give them some standing; they welcomed us with open arms when we delivered them from Spanish misrule; they have obeyed our laws, have been loyal, peaceful, and true, and yet to-day they find themselves at the mercy of sharpers and grafters,—not Americans, not United States citizens, but merely "people of Porto Rico,"—a race and nation apart, ruled by aliens, mismanaged, and with an executive assembly wherein the majority are Americans: but on the whole steadfastly patriotic, true to the flag, and ready to send their young men to fight for the very people and the very administration which has robbed them of their chief source of revenue and reduced them from affluence to poverty.
CHAPTER XIII

HEALTH AND SANITATION

When the Americans took possession of Porto Rico it was one of the dirtiest, filthiest, and most unsanitary of countries. Lack of adequate water supply, carelessness, and an utter ignorance and disregard for the simplest rules of hygiene and sanitation had made the island a menace to human health, life, and comfort. There is no greater monument or more lasting proof of the triumph of modern sanitation and science than the present condition of Porto Rico as compared to its past state. To-day Porto Rico is one of the cleanest, the most sanitary, and the healthiest of countries, and it is doubtful if another city in the world can compare with San Juan for cleanliness and health. Even in the outlying districts nearly every respectable house is provided with modern plumbing. Drainage and sewerage are excellent, a pure water supply is maintained, and garbage, rubbish, and similar things are removed daily. A short time ago the island was visited by an epi-
demic of Bubonic Plague, but it was soon under control, and a war of extermination was waged upon the rats, with a result that these vermin have been practically exterminated. Cocoanut trees throughout the island were provided with bands of tin to prevent the rats from seeking refuge among the leaves and nuts; all vessels were compelled to place large iron circles or discs about their bawlers and were removed to open water during the night: traps, poisons, and the mongoose were brought into play, and if the plague ever is introduced into the island again there will be little danger of its spreading by means of rat carriers. The lepers, which are usually in evidence and are a pitiable and disgusting sight in many tropical communities, are safely and comfortably isolated on an island in the harbour. People suffering from the disgusting "yaws," elephantiasis, and similar diseases are seldom or never seen, and even cripples or deformed beggars are conspicuous only by their absence.

After looking through the following tables the reader will no doubt be convinced that in Porto Rico there is every reason for a reasonably careful person to live free from all ills and die of old age.
SHOWING BY MONTHS THE NUMBER AND CAUSES OF DEATH, CLASSIFIED BY GROUPS, DURING THE FISCAL YEAR ENDING JUNE 30, 1913.

<table>
<thead>
<tr>
<th>Months</th>
<th>I. General diseases.</th>
<th>II. Diseases of the nervous system and of the organs of special sense.</th>
<th>III. Diseases of the circulatory system.</th>
<th>IV. Diseases of the respiratory system.</th>
<th>V. Diseases of the digestive system.</th>
<th>VI. Non-specific diseases of the genito-urinary system and appendix.</th>
<th>VII. The pernicious state.</th>
<th>VIII. Diseases of the skin and of the mammary glands.</th>
<th>IX. Diseases of the bones and of the organs of locomotion.</th>
<th>X. Malformations.</th>
<th>XI. Early infancy.</th>
<th>XII. Perinatal causes.</th>
<th>XIII. External causes.</th>
<th>XIV. All defined diseases.</th>
<th>Total</th>
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<tr>
<td>1912:</td>
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<td>July</td>
<td>356</td>
<td>90</td>
<td>114</td>
<td>286</td>
<td>780</td>
<td>88</td>
<td>48</td>
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<td>138</td>
<td>291</td>
<td>629</td>
<td>50</td>
<td>47</td>
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<td>3</td>
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<td>158</td>
<td>265</td>
<td>629</td>
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<td>October</td>
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<td>51</td>
<td>164</td>
<td>260</td>
<td>704</td>
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<td>278</td>
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### SUMMARY OF DEATHS CAUSED BY TRANSMISSIBLE DISEASES

IN ALL THE TOWNS OF THE ISLAND OF PORTO RICO

DURING THE FISCAL YEAR ENDING JUNE 30, 1915

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<tr>
<th>Disease</th>
<th>No.</th>
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</tr>
<tr>
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<td>36</td>
</tr>
<tr>
<td>Plague</td>
<td>15</td>
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<tr>
<td>Dysentery</td>
<td>93</td>
</tr>
<tr>
<td>Meningitis</td>
<td>59</td>
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<tr>
<td>Whooping cough</td>
<td>44</td>
</tr>
<tr>
<td>Parotiditis</td>
<td>11</td>
</tr>
<tr>
<td>Filariaasis</td>
<td>7</td>
</tr>
<tr>
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</tr>
<tr>
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<td>1,866</td>
</tr>
<tr>
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<td>Glanders</td>
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</tr>
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<td>Collabecrosis</td>
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<td>Syphilis of the skin</td>
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Total: 4,199

### CASES OF TRANSMISSIBLE DISEASES IN PORTO RICO DURING

THE FISCAL YEAR ENDING JUNE 30, 1915

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<th>Typhoid fever</th>
<th>Smallpox</th>
<th>Variola</th>
<th>Diphtheria</th>
<th>Plague</th>
<th>Dysentery</th>
<th>Meningitis</th>
<th>Whooping cough</th>
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<th>Glanders</th>
<th>Leprasy</th>
<th>Filariaasis</th>
<th>Infantile tetanus</th>
<th>Collabecrosis</th>
<th>Pneumonia</th>
<th>Syphilis</th>
<th>Other diseases</th>
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<tr>
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</tr>
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<tr>
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Grand total: 5,435.
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<th>From 10 to 14 years</th>
<th>From 15 to 20 years</th>
<th>From 21 to 35 years</th>
<th>From 36 to 50 years</th>
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<td>115</td>
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**Age - Continued**

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<th>From 70 to 80 years</th>
<th>From 80 to 90 years</th>
<th>From 90 to 100 years</th>
<th>Over 100 years</th>
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<td>128</td>
<td>106</td>
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<td>5</td>
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<td>81</td>
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<td>682</td>
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The leper colony during the year had under treatment 32 inmates, 28 at the beginning of the year and four others during the year. Twenty of these were men and 12 women, almost all adults and coming from different parts of the island. Of the total number during the year four died, leaving at present in the colony 28 inmates. Among the latter there are 18 men, three less than 20 years, one between 20 and 30 years, three from 30 to 40 years, 10 from 40 to 60 years, and one of 60 years. There are 10 women, one of less than 20 years, seven from 20 to 30 years, two from 40 to 60 years, and one of 60 years. Of the total number of cases treated 10 came from San Juan, three from Mayaguez, two from Aguadilla, and one from Humacao, these towns all being capitals of districts. From the other towns five came from Vega Baja, three from Patillas, and one each from Naguabo, Arroyo, Añasco, Bayamon, Cayey, Rio Grande, and Las Piedras. One came also from Valencia, Spain. The number of cases remains practically the same from year to year.
SHOWING BY MONTHS THE NUMBER OF DEATHS DURING THE FISCAL YEAR ENDING JUNE 30, 1912, AND THE CONJUGAL CONDITION OF THE DECEASED.

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<th>Months</th>
<th>Single</th>
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<tr>
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