



*Gibraltar*

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NOTICE TO ALL HANDS

RETAIN THIS BOOKLET. DO NOT THROW IT AWAY. EACH TIME WE RETURN TO GIBRALTAR, YOUR PIO OFFICE WILL ISSUE A SUPPLEMENT WHICH CAN BE ATTACHED TO THIS BROCHURE.

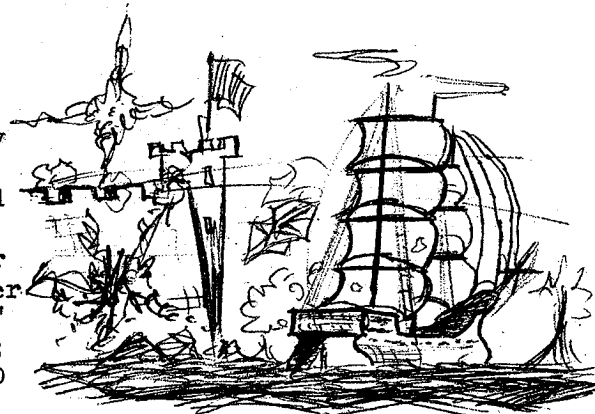
## GIBRALTAR

**HISTORY:** Gibraltar was known to the Greek and Roman geographers as Calpe or Alybe, the two names being probably a corruption of the same local (perhaps Phoenician) word. The eminence on the African coast near Ceuta, which bears the modern English name of Apes' hill, was then designated Abyla; and Calpe and Abyla, at least according to an ancient and widely current interpretation, formed the renowned Pillars of Hercules (Herculis columnae), which for centuries were considered as the limits of enterprise to the seafaring peoples of the Mediterranean world.

The Moorish leader Tarkik invaded Andalusia in A.D. 711 with an army of 12,000 Arabs and Berbers and in the last days of July of that year destroyed the Gothic power in a three days' fight on the banks of the river Guadalete near where Jerez de la Frontera now stands. In order to secure his communications with Africa he ordered the building of a castle on the Rock that the Romans had known as Mons Calpe. This work, begun in the year of the great battle, was completed in 742. It covered a wide area, reaching from the shores of the bay to a point halfway up the northwestern slope of the Rock; there the keep, a massive square tower, still stands and is known as the Moorish Castle. Gibraltar was taken in 1309 by Spaniards and retaken in 1333 by the Moors, from whom it passed in 1411 to the Moorish ruler of Granada. In 1462 it became Spanish once more, passing in 1469 into the family of the Duke of Medina Sidonia. In 1502 Gibraltar was formally incorporated with the domains of the Spanish crown. The Spanish made great efforts to strengthen the place and succeeded so well that throughout Europe Gibraltar was regarded as impregnable, the engineer Daniel Speckly (1536-89) being chiefly responsible for the design of the fortifications.

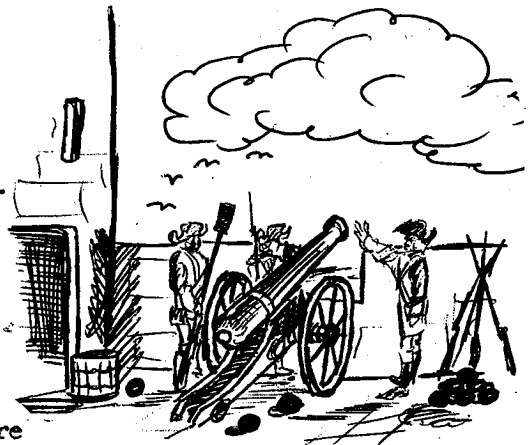
Gibraltar was taken, however, by the allied British and Dutch forces after a three days' siege, on July 24, 1704. The capture was made, as the war was being fought, in the interests of Charles, Archduke of Austria but Sir George Rooke, the British Admiral, on his own responsibility caused the British flag to be hoisted and took possession in the name of Queen Anne, whose government ratified the occupation. The Spaniards quickly assembled an army to recapture the place, and a new siege was begun in October 1704, by troops of France and Spain under the Marquess of Villadarias. The defense of the British Admiral, Sir John Leake, and of the military governor, Prince George of Hesse-Darmstadt (who had commanded the land forces in July), caused it to be lifted after six months. By the treaty of Utrecht (1713) Spain formally recognized England's title to Gibraltar. Twice in the diplomatic exchanges of the next few years, England was prepared to consider restitution; but on both occasions the negotiations fell through and by 1721 alike proved abortive, and by the treaty of Seville of 1729 Spain ratified the cession.

Neither in the War of the Austrian Succession nor in that of 1762 did Spain again endeavour to besiege the Rock, but the siege of 1779-83, during the American Revolutionary War, is justly regarded as one of the most memorable sieges of history. Hostilities had begun on June 21, 1779, but were confined at first to a constructing siege batteries under fire from the fortress. On November 14, after a spirited naval action, the privateer "Buck" forced her way into the harbor with supplies; many such incidents followed. In January 1780



Admiral Sir George Rodney won a great victory over Juan de Langara and entered with a convoy. On June 7 an attack by Spanish fire ships was successfully dealt with by the naval force in the bay under Captain Lesley of the frigate "Enterprise." By autumn the supply question had again become acute. Though the enemy's batteries still did not open fire, the siege works steadily progressed, and there were frequent small engagements at sea in which the English were not always successful. Further, the expulsion, with great harshness, of the English residents of Barbary in January 1781 put an end to a service of supply and information which had been of the greatest value. Three more months passed in forced inaction. Then, on April 12, 1781, on the arrival of a British relieving squadron under Admiral George Darby, the whole of the Spanish batteries opened fire. Stores were landed in the midst of a heavy bombardment, and much damage was done to fortifications and military buildings and to the town. The bombardment continued up to June 1, after which the rate of the enemy's fire decreased until by July 12 it had almost ceased. In September the firing again became intense and casualties increased. By October both sides were well covered, and in November the Governor General, Sir George Elliott, secretly prepared a great counterstroke. The sortie made on the night of November 26-27 was brilliantly successful, and the Spanish siege works were mostly destroyed. At the close of the year the garrison was thus again in an excellent position.

Early in 1782 a gun-carriage wheel, allowing a large angle of depression, was invented by an officer of the royal artillery, one of many experiments made throughout the siege with guns, mountings, ammunition, methods of fire, etc., both in Gibraltar and in the Spanish camp. The new gun carriage enabled 93% of hits to be obtained at 1,400-yard range. In April grates for heating shot were constructed by order of the governor; these were destined to be famous. At the same time it was reported that Louis de Berton, Duc de Grillon and Duc de Mahon, was to command the besiegers (French and Spanish) with J.C.E. LeMichaud d'Arcon as his chief engineer. The grand attack was imminent and preparations were made to repel it. The chief feature of the attack was to be, as reported on July 26, ten ships "fortified" 6 or 7 ft. thick...with green timber bolted with iron, cork and raw hides; which were to carry guns of heavy metal and be bomb-proof on the top with a descent for the shells to slide off; these vessels....were to be moored within half-gunshot of the walls." Many of the now existing rock galleries in the fortress were made about this time. The garrison made a preliminary trial of the red-hot shot on September 8, and the success of the experiment not only elated the defenders but was partly instrumental in causing Grillon to hasten the main attack. After a preliminary bombardment the famous battering ships took up their positions in broad daylight on 13 September and opened fire. The British solid shot failed to penetrate the massive wooden armour on their sides and roofs, and about noon the ships had settled down to their work and were shooting coolly and accurately. The British began to use red-hot shot. All day the artillery duel went on, the shore guns, though inferior in number, steadily gaining the upper hand, and by nightfall the battering ships were in great distress. The struggle continued in the dark, and one by one the ten ships were set on fire. Before noon on September 14 the attack had come to an end, every ship having been blown up or burned to the water's edge. More than 8,300 rounds were expended by the garrison, though



less than 100 pieces were in action. The enemy's bombardment was, however, resumed and partial engagements continued up to the third naval relief of the fortress on October 11 by Lord Howe, his tactics completely defeating, without an engagement, the combined French and Spanish fleet. The long siege came to an end on February 6, 1783, when Crillon informed Elliott that the preliminaries of peace had been signed.

The treaty of Versailles (1783) once more confirmed Britain's possession of the Rock, and its history thereafter was comparatively uneventful. Rumors in 1801 of a Spanish and French attack ended after Sir James Saumarez defeated the enemy ships off Algeciras in July. In 1830 the status of "fortress" was changed to that of "crown colony."

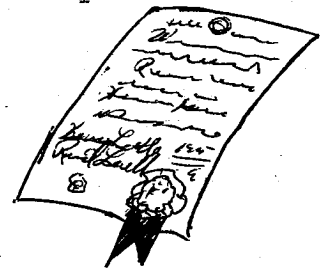
During World War I the Rock was of great value as a base for Allied navies, the most important being that of the United States. Thousands of Spanish refugees sought shelter in the fortress during the civil war of 1936-39. After Italy entered World War II in 1940 all women and children were removed from Gibraltar, as well as all male civilians except about 3,000 engaged in essential work. Additional defenses were constructed on the land side of the Rock to guard against attack through Spain, military engineers expanded the interior defenses fivefold, the length of tunnelling being increased from 2 mi. to 10 mi., and a canal was cut across the isthmus. The repatriation of the 17,000 evacuees in the years following the war created the housing and other difficulties referred to below.

With the changing character of modern war the strategic role of Gibraltar was much altered. The withdrawal of the last Royal Marine in 1948 and the last infantry battalion in 1950 severed a connection of almost 250 years: their place was taken by the 78th Heavy Anti-Aircraft Regiment, Royal Artillery. A permanent building scheme for the Royal Air Force, whose association with the Rock began in 1937, was completed in 1956.

Successive Spanish governments, but especially that of General Franco, stated from time to time that Gibraltar was Spanish territory to which the Spanish people did not renounce their claim--a claim that was never recognized by the United Kingdom.

GOVERNMENT AND FINANCE: Gibraltar, as previously stated, is a British Crown Colony. Power of legislation was vested until 1950 in the Governor, who is also Commander-in-Chief, assisted by an executive council (established in 1922) of four official and three nominated unofficial members. By a new constitution there was then created in addition a legislative council, inaugurated on Nov. 23, 1950, of three ex-officio, five elected and two nominated members. Voting for the elected members was by proportional representation, the electorate being the same as for the city council. The governor, who presides over the legislative council, retains the right to enact any measure necessary in his judgment for public order or defense. The city council of four elected members succeeded in 1921 an earlier board of sanitary commissioners; it is responsible for buildings and streets, the civilian water supply and other matters of municipal administration not impinging on defense considerations. An appeal from its decisions, so far as these affect individuals, lies to the supreme court.

The grant of popular representation was allied to the need for direct taxation, a legacy of World War II. Hitherto the main sources of revenue had been: (1) duties on wine, spirits, malt liquors, tobacco and motor spirit (fuel); (2) port and harbour dues; (3) tavern and other



licences; (4) posts and telegraphs; (5) rents of crown estate; and (6) stamps and miscellaneous. A rehousing scheme announced in 1945 to relieve the chronic problem of overcrowding in an inelastic space and estimated then to cost £750,000 for 1,000 flats, was revised soon after to a figure of £2,250,000 for 472 flats, a cost no longer within the colony's means. In 1947 a government lottery, calculated to produce, with fort-nightly draws, £148,000 annually, was instituted to help with the problem, and a £1,000,000 loan was launched in 1948. In 1949 a trading profits tax (the first direct taxation ever imposed in Gibraltar) and a new import tax on coffee was announced. Income tax was introduced in 1953. In 1955 import duties were imposed on a number of items.

**GEOGRAPHY:** The rock, of solid limestone with several layers of red sandstone, is about 3 3/4 miles long and 3/4 mile wide in the broadest part. Its three peaks, separated by depressions, are: from north to south, Rockgun (1,353 ft.), Highest Point (1,392 ft.) and Sugar Loaf Hill (St. George's or O'Hara's Tower, 1,359 ft.). The Signal Station or semaphore (1,293 ft.) is between Rockgun and Highest Point. The rock is cut precipitously to the north and east. To the south and the west it is very steep at the summit but slopes more gently towards the foot.--To the north the peninsula is joined to the mainland by a tongue of flat land 3 k. (1 3/4 mile) long. Between the British and Spanish territories stretches a neutral zone of 550 yards.

The town itself, North-Town, lies on the northwest of the rock, up to a height of 262 ft. above sea level. To the south of the town is the Alameda and south of this promenade is the district known as Europe or South-Town, with its villas and various public buildings.

The modern town of Gibraltar is of comparatively late date, nearly all the older buildings having been destroyed during the great siege (1779-83). The town lies, with most its buildings crowded together, at the northwestern corner of the Rock and covers an area of only 3/4 by 1/4 mi. A good deal of land has been reclaimed from the sea. Much of the town, in fact the entire business quarter, is on level ground, and the narrow streets and ramps that go up the Rock only communicate with various private houses, barracks, etc. To the south of the town are the barracks for the military garrison and the majority of the larger official residences, together with sports grounds and other amenities.

**POPULATION:** After the capture of the town by the British, the former Spanish population emigrated and founded, 6 mi. away, the little town of San Roque. Most of the native inhabitants are descendants of later Spanish and Italian settlers; there are also a number of Maltese and between 2,000 and 3,000 Jews. The Jews form a distinct society of their own. The language of the people is Spanish, not very correctly spoken. English is learned as a foreign language and is rarely spoken in their homes. Thousands of workers cross "the lines" daily from the neighbouring Spanish town of La Linea de la Concepcion, itself a suburb of Gibraltar. Though the gates are kept open, the frontier barrier closes at 10 p.m. save for those who have a pass. Aliens are not allowed to reside in Gibraltar without a special permit, which must be renewed at short intervals. After 1900 similar requirements were extended to British subjects not previously resident. In July 1951 the civilian population was 22, 848, an increase of 30% since the previous census of 1931. An official warning was given that if numbers continued to grow some would have to emigrate.

**CURRENCY:** Spanish pesetas and Gibraltar pounds circulate freely as do Bank of England notes. Bank of England notes are worth more than Bank of Gibraltar notes of the same denomination. Only citizens of the United Kingdom, however, may take advantage of this discrepancy. One pound equals \$2.81.

TRANSPORTATION: Traffic keeps to the right, and horns or klaxons are forbidden. The local substitute is to beat violently on the side of the car or shout. Actually, both of these rules are of little practical value, since in most of the narrow, almost sidewalkless streets, jammed from curb to curb with peddlers, handcart men, boys' bicycles, and pedestrians of all nationalities, one progresses where and how one can. The inhabitants use minute, speedy British cars, which weave miraculously in and out of the crowds, somehow avoiding mass slaughter. Local transportation is obtainable to most parts of the Rock at reasonable rates. The bus fare varies from a minimum of 3 pence to a maximum of 5 pence, dependent on the distance traveled. During the working day, the public buses are operated on a ten-minute schedule from the airport to the clock tower near South Gate. Taxis are numerous and are regulated by the government as to rates. They may be hired for 20 shillings per hour or by the trip. Legitimate taxi fares are as follows: for one or two passengers - 2 shillings for the first mile or fraction thereof, and 6d for each subsequent quarter-mile or fraction thereof. For every passenger in excess of two, 9d for each passenger irrespective of distance. Waiting is 6d for each five minutes or fraction thereof. These rates apply between 0700 and 2400; there is an increase of 2/6 between 2400 and 0200, and of 10 shillings between 0200 and 0700 above the basic rates. Taxis are admitted to pick up passengers when they notify the police at the gate that one has been ordered.

Rail service is available from Algeciras to all of Spain and from Tangier south into Morocco, but trains run only once or twice daily and are very slow.

Ferries run daily until about 2000 between Gibraltar and Algeciras and once or twice daily depending on season between Gibraltar and Tangier. Generally, the ferry trip to Tangier requires return on the following day. Both lines operate from Waterport Wharf.

Bus service is available to and from LaLinea and from LaLinea through southern Spain, but is not recommended except for those who speak Spanish and prefer third class travel.

Airlines operate daily between Gibraltar and Tangier, and most days of the week between Gibraltar and London depending on weather. Three days a week the London flight stops en route in Madrid.

RELIGION: Apart from the garrison and civil officials, there are comparatively few members of the Anglican Church. The great majority of the people belong to the Church of Rome, and in 1910 Gibraltar became a Roman Catholic bishopric, independent of the Spanish hierarchy and subject directly to the Vatican. There are, besides an Anglican and a Catholic cathedral, four Catholic churches, Non-conformist churches and four Jewish synagogues. The Anglican bishopric of Gibraltar created in 1842, ministers to Anglican congregations throughout southern Europe from Madeira to the Caspian.

Churches of most denominations exist in Gibraltar with the Church of England (Episcopal) and Roman Catholic predominating. Arrangements for Church of England and Roman Catholic services aboard ship can usually be arranged in advance through USNLO or directly with the respective cathedral officials, but should include as many ships as possible at each service.

Church of England: Cathedral of the Holy Trinity - Cathedral Square.  
Sunday services at 0800, 0900, 1030, 1140 and 1830.  
This is a navy church and USN personnel are particularly welcome.

Church of England continued:

The King's Chapel - Main Street. Sunday services at 0800, 1030, 1130 and 1830. The 1830 service on the third and last Sunday of each month is held at St. Barbara's Chapel, Europa Point.

St. Michael's - North Front. Sunday services at 0800, 1045, and 1830.

Roman Catholic:

Cathedral church of St. Mary the Crowned - Main Street, telephone Automatic 885. Sunday Masses at 0700, 0800, 0900, 1030 and 1200; evening devotions at 1900.

St. Joseph's Parish Church - Rodgers Road. Sunday Masses at 0800, 1000 and 1100; evening devotions at 1900.

Sacred Heart Church - Castle Road. Sunday Masses at 0800, 1000 and 1100; evening devotions at 1900.

St. Bernard's Church - Europa. Sunday Mass at 0930.

Our Lady of Dolors - Catalan Bay. Sunday Mass at 0900; evening devotions at 1900.

Church of Scotland:

St. Andrew's Presbyterian Church - Governor's Parade, telephone Automatic 2040. Sunday service at 1030. Evening service at 1830 in winter.

Methodist:

Methodist Church - 297 Main Street, telephone Fortress 262. Sunday services at 1030 and 1830, Tuesdays and Thursdays at 2000.

Jewish:

Synagogue Shaar Ashamain - Engineer Lane  
Synagogue Nefusot Jehudah - Line Wall Road  
Synagogue Abudarham - Parliament Lane  
Synagogue Es Hayim - Irish Town

MEDICAL: There are three hospitals in Gibraltar: the British Military Hospital, operated by the Royal Army for all service personnel, and the Colonial and King George V Hospitals operated by the Colonial Government for the civilian populace. The B.M.H. is a 200 bed institution, fully equipped and staffed to handle almost any medical emergency or hospitalization requirement, and provides the only military X-Ray facilities available. The Naval Wardmaster (tel. Navy 2145 - in the morning) performs liaison between naval commands, the B.M.H., and the patient.

There are also H.M. Dockyard Dispensary, located behind Admiralty Tower, and a Sick Bay at RAF North Front. These are only set up for minor cases and first aid in emergencies but potential hospital cases should normally be referred to the Dockyard Dispensary (tel. Navy 2144). There is no charge for services at the RN facility.

Ambulance service is available from the dispensary during working hours.



BRITISH MILITARY FACILITIES: Officers are honorary members of The Naval Officers Pavilion (called NOP and the equivalent of a U.S. Officers' Club) on Queensway. The Garrison Library is a pleasant retreat with a garden patio, reading room, bar and restaurant. The Royal Gibraltar Yacht Club is near Queensway, and can usually arrange for sailing.

Enlisted men are welcomed at the following establishments: The Fleet Canteen is located on Queensway; bar hours are 1800-2250 and 1220-1400 on Saturday and Sunday. Excellent refreshments and light meals are available; there are separate bars for Chiefs and other petty officers. The Garrison Club (NAAFI) is at the south end of Main Street, next to the Naval Picket House, and is a comfortably equipped recreation club. It also provides separate bars for chiefs and other petty officers. The Merchant Navy Club, in Engineers Lane off Main Street, has rooms, beer and food; it is fairly new and quite attractive. The Catholic United Service Club, in Fishmarket Road near the end of Irish Town, is open from 1600-2400 daily with a bar, refreshments, games, dancing, etc. The Salvation Army Home on Governor's Street and the Welcome Soldiers, Sailors, and Airman's Home on the upper end of Main Street provide games, reading, refreshments, and so on.

HOTELS

<u>NAME</u>	<u>ADDRESS</u>	<u>REMARKS</u>
Rock Hotel	Europa Road (Tel. 3456)	Good cuisine, pool, comfortable accommodations; 180 rooms.
Bristol Hotel	Cathedral Square (Tel. 618)	60 rooms, restaurant
Queen's Hotel	Alameda Grand Parade (Tel. 3438)	41 rooms, restaurant
Grand Hotel	88 Main St. (Tel. 3362)	60 rooms, restaurant
Imperial Hotel	188 Main St.	
La Terrasse	Catalan Bay	

RESTAURANTS: The hotel restaurants mentioned above are all recommended--especially the Rock Hotel's dining room.

Other restaurants are the Capitol, the Imperial Tearoom, the Assembly Room, Fox and Hounds (Irish Town) and El Sombrero (Main Street).

THEATRE AND CINEMA: There are several seasons each year of excellent theatre performed by local amateur companies. In addition there are the following cinemas:

Queen's Cinema:	Main Street and Europa Road. Performances daily at 1630, 1830 and 2130.
Naval Trust Cinema:	Queensway, north of the Naval Recreation Grounds. Performances daily at 1800 and 2100.

NIGHT CLUBS: The La Venta Club, in the Queens Hotel, has dining and dancing. Miramar features a floor show. The La Terrasse, El Sombrero, Panama, Embassy and Arizona are night clubs all of which remain open until 0200. They are out of bounds to personnel in uniform. Coat and tie are required dress.

MUSEUMS: The Gibraltar Museum, which was opened in 1930, contains casts of the Gibraltar skulls, a collection of the flora of the Rock and pictures, coins and stamps.

ATHLETICS: Two Royal Navy playing grounds, suitable for baseball and soccer, are available on an advanced booking basis. They are located on Queensway, the waterfront road from North Gate. Spiked shoes may not be worn on these fields.

Basketball games may be arranged by calling the physical training officer at Fortress Headquarters (Tel. Fortress 55).

Golf is not available in Gibraltar; however, squash may be played on one court at NOP on an advanced booking or first-come basis. Players finishing a match are expected to vacate the court when others are waiting.

Swimming is excellent from May through October. It is permitted from ships in the inner harbor between sunrise and 0700 on weekdays and from 1630 to sunset on any day of the week at commanding officer's discretion. Swimming is not permitted in the outer bay.

Camp Bay and Sandy Bay beaches are about  $\frac{1}{2}$  mile from the dockyard, Camp Bay to the south and Sandy Bay through the dockyard tunnel to the east. Both are supervised by the Royal Army, provide heads and changing facilities, and have life guards available. Hours are approximately 1000-1800 daily. Eastern Beach and Catalan Bay are both on the eastern side of the Rock and require bus or taxi transportation. Limited changing facilities may be rented, heads and life guards are available at Eastern Beach only. Both are civilian operated.

Swimming is prohibited on any beach where a red flag with a black diagonal is flying, indicating dangerous water conditions. The undertow is particularly dangerous on the eastern side beaches during an easterly wind, and it is important that all hands be cautioned to recognize the danger flag. The use of underwater spears or guns for fishing is prohibited at all beaches.

The Nuffield Swimming Pool, at Camp Bay, is open to all service personnel, daily, without charge, in the afternoons. Changing rooms and heads are available.

The following shore facilities are available: For officers, the Royal Gibraltar Yacht Club and Rosia Swimming Club have changing facilities with food and drinks available but the latter has better swimming. The Rosia Club charges one shilling admission. Neither can provide swimming suits. For enlisted men, the Montague Bathing Pavilion, located on Queensway about  $\frac{3}{4}$  mile from the dockyard, provides all facilities for a cost of about one shilling.

SHOPPING GUIDE: Gibraltar is, in some respects, a shopper's paradise. British tweeds and cigarettes, Swiss watches, cameras, and oriental silks are excellent bargains. On Main Street, you can buy English cigarettes at one-third the home price, and have a suit made of British tweeds at half what you would pay anywhere else. There are at least twenty outfitters, branches of famous London export houses, here, but be careful that you shop in a reliable place. Gieves, Austin Reed, Carruana or Garcia for men and Hernandez for women are recommended. Red House and Remington are excellent camera shops, and Wadhwal Brothers Ltd. (Rock Store) stocks fine souvenirs. Other recommended shops are Daldas and Co., Chanrai and Co., and Chellarem and Co. Always bargain for your merchandise in Indian establishments like the three mentioned above. All of the above stores are on Main Street. Do not patronize the bumboats that greet incoming ships-- they carry shoddy wares.

TOURS AND POINTS OF INTEREST: Sights are not many, but the whole place is a spectacle in itself, with its Moorish remnants, its red-tiled roofs and pink houses contributed by Spain, its police wearing the old-fashioned helmets of the London bobbies, and its colorful noisy teeming polyglot permanent and temporary population.

You must go to the upper Rock to visit the famous Barbary apes, the only wild apes in Europe, who are believed to know a passage under the sea from the caves whose mouths open in Gibraltar to the caves whose mouths open near Tetuan, in Morocco, on the other side of the ten miles of water that constitute the Straits of Gibraltar. Legend also says that while the apes remain, Britain will continue to hold the Rock. Nobody puts any stock in that, of course, yet during the war, when the number of apes and Britain's fortunes were dwindling simultaneously, no less a person than Winston Churchill issued orders for maintenance of the ape contingent. Their numbers were built up, Britain's fortunes turned, coincidentally or not, as you may choose to believe, and to this day they roam the heights, oblivious to the spectacular views on every side.

Not far away from the stolid apes, you can explore the famous caves, especially the latest to be discovered, St. Michael's, revealed during fortification work in 1942, with their stalactites, underground lake, and mysterious subterranean breeze--coming from Africa? Or you can drive through a tunnel and emerge in another world, one that crowded Gibraltar would not seem to have room for, the little fishing village of Catalan Bay, populated by Italian fishermen, whose ancestors came here in the 18th century. Catalan Bay has been Italian ever since. Or you can visit Trafalgar Cemetery, where the dead of that battle are buried--but not Nelson, who went home in a barrel full of brandy.

Disembark at the quay of the Puerto de Comercio protected by the Old Pier, and, passing by the airdrome on the left, enter the town by the Old Waterport Gates, then the Grand Casemates Gates, leading to a fairly large square, Casemates Square, which is surrounded by barracks and casemates and defended by the North Bastion (formerly that of San Pablo), where the changing of the guard takes place. These gates are closed at night-fall, but one may still enter.

From the square a long street (calle Real in Spanish, Main Street or Waterport St. in English) runs off to the right, divided into several sections under different names, and crosses the whole town. By following this street, the centre of activity, one finds in succession: the Post Office on the right, then the Exchange (1817), with porticos leading to the Plaza del Martillo (or Commercial Square) on the west, decorated with a fountain (bust of Lieutenant-Governor General George Don); on the left, the Cathedral, Gothic, an old mosque rebuilt at the beginning of the 16th century; on the right, the Protestant Church, modern, in Moorish style; on the left, the Law Courts, with a garden in front; on the right, the Governor's Residence, an old Franciscan monastery (1531), behind which, facing the bay, stands the Monument to the Fallen (1921); at the end, the City Hall.

Leave the town by Charles III's Gate, decorated with the coats of arms of Spain and England. Beyond it, on the left, is the cemetery of the victims of the Battle of Trafalgar. Leaving on the right a road which goes down to the "port of war", protected by the New Pier, skirt the Parade Square (or King's Way) on the left and the pleasant promenade of the Alameda, created in 1814, a beautiful park with tropical flora dominated by a thick copse intended to mitigate the reflection of heat from the rock. Two roundabouts are decorated with columns bearing the busts of Wellington and Elliot.

From Main Street, almost opposite the Post Office, take Bell Lane to the left, which continues in a street in the form of steps, Lower Castle Steps (do not turn right in this street). At the first intersecting street, Upper Castle Road, turn left to arrive at a barracks dominated by the picturesque Moorish Castle, begun by Tarik in the 8th century and enlarged by his successors.--Also visit the Cavern of St. Michel and the famous galleries in the rock.

Beyond the Alameda the lower road leads to the district of Europa, skirts the Arsenal on the right and rises to the left in a series of sharp bends. Down below are batteries and the military port, protected by a large dike, A little past the cape, on the east slope of the rock, is the summer residence of the Governor. On this side the rock is very abrupt and the waves beating against it have hollowed out caves.