

*Have a holy, peaceful
& rewarding
Christmas*



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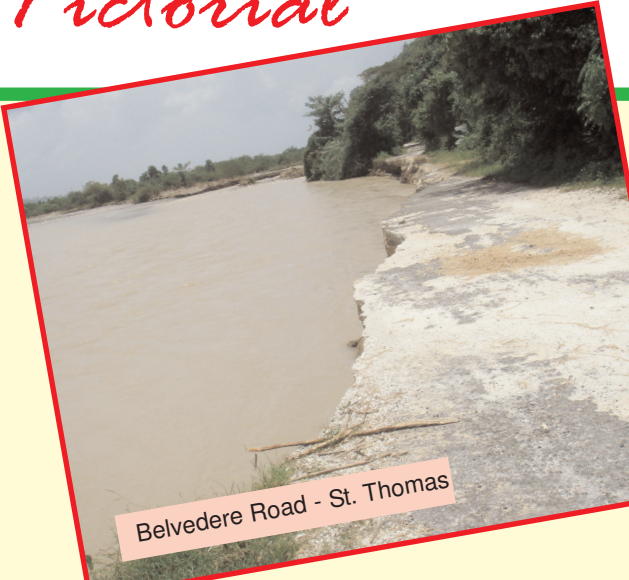
Marcus Garvey Drive to be widened to six lanes



Minister of Transport and Works, Honourable Mike Henry (2nd right) inspecting an area for a manhole at Newport West, Kingston. Other persons in the photograph are Jean – Noel Foullard (right), Bouygues; Michael Bernard, President of the Shipping Association of Jamaica (3rd right); Ivan Anderson, NROCC; Joseph Hibbert, State Minister for Transport and Works; a local businessman and Mike Saunderson, Transportation Specialist, NWA, (left). The men were on a tour of roads in the area that will be used as detours, when construction work to widen the section of Marcus Garvey Drive from Tinson Pen to East Avenue to six lanes. The work will be done by Bouygues and managed by the National Road Operating and Construction Company (NROCC), through a US\$9.1 million contract. Work on Marcus Garvey Drive will commence in January. In the meantime, work is underway along Spanish Town Road. Sections of this corridor are being rehabilitated to take four lanes of traffic, as it is expected to take some of the traffic that would normally travel along Marcus Garvey Drive, heading towards the Port.

OCTOBER RAINS

Pictorial



Belvedere Road - St. Thomas

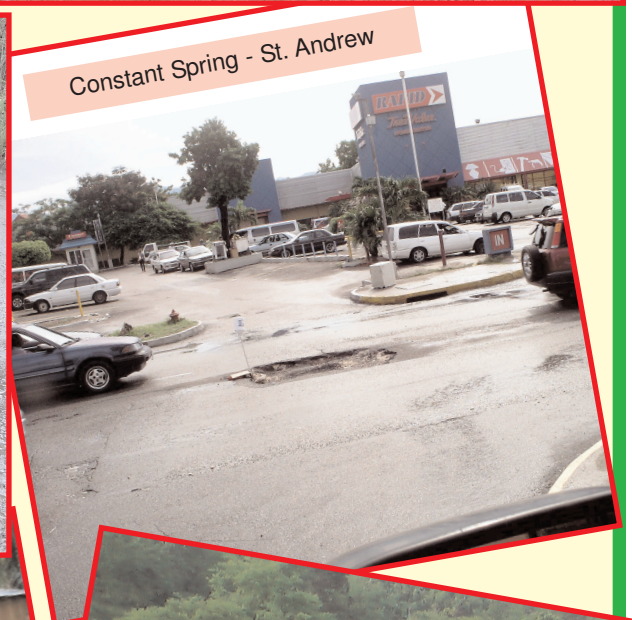
Pictorial



Queens Drive, near the El Greco Hotel - Montego Bay



Guava Ridge breakaway - St. Andrew



Constant Spring - St. Andrew



Annotto Bay - St. Mary



New Forest - Hanover

Safe Travel

- improved corridor from Montego Bay to Falmouth



Base course being laid in the vicinity of the Iberostar Hotel (Segment 2A of the North Coast Highway)

Motorists traveling along the road from Falmouth, Trelawny to Montego Bay, St. James will have more reasons to be happy by the end of December. The newly constructed dualised roadway between Seacastle and the Sangster Airport Round-a-bout should be in use by then. The 27-kilometer stretch forms Segment 2A of the Northern Coastal Highway Improvement Project. Thirteen of the 27 km is being dualised. Work on the project is progressing steadily despite several setbacks, the most recent being the torrential rains the island experienced during the month of October.

The Northern Coastal Highway Improvement Project involves improvements along the highway corridor linking the towns of Negril in the North west and Port Antonio in the north east. In addition to the widening and realignment of sections of the corridor, the roadway is being equipped with two underpasses, one each for the Half Moon Hotel and the Rose Hall Resorts; numerous accesses; Bus Bays; junctions and improved drainage structures.

According to Project Manager in the Western Region, Horace Cotterel, the project is now approximately 80 percent cent com-

plete. He said the works have intensified over the last few months with a view to having significant paving of the roadway completed by mid December. A major accomplishment to date is the opening of two lanes of carriageway between the Montego Bay Airport Round-a-bout and Greenside in Trelawny. Traffic lights will be installed at Flankers, the intersection of Morgan Road and Ironshore, as well as the Barret Town intersection. These three intersections, for which tenders have already been invited, were chosen based on the traffic volumes. Seven other intersections along the corridor have been identified for signalization. These will be furnished with traffic lights earlier in the new financial year. Among them are entrances to major hotels such as Half Moon and Palmyra.

In the meantime, a major beautification plan has been developed for the corridor. The contractors are now laying top soil in the median created as part of the dualised corridor. It is expected that flowering plants will be put down in these areas by the end of the financial year. Work on several access roads to the improved corridor is also slated to be completed during this period.

R.A. Murray Programme *off and building.*

The billion dollar R. A. Murray Bridge Programme is now underway. The programme got under in September 2007 with the commencement of work to replace bridges in Clarendon, St. Catherine and Portland. The agreement which was signed in December of 2006 at a value of US\$45 million dollars will see the construction of 19 bridges across several parishes.

According to Major Projects Manager, Orielly Henry work has commenced to replace the Milk River Bridge, located on the main road from Race Course to Rest in Clarendon; the Bog Walk Bridge in St. Catherine and the Black River Bridge in Portland. This bridge is located on the road section from Hectors River to Port Antonio.

Mr. Henry explained that in the case of Milk River, the single lane Truss Bridge, which is over 70 years old will be replaced with a two lane Steel Girder Bridge. The new structure will be erected in the same location as that of the old bridge. As a result, efforts are now being made to demolish the existing structure.

In Portland, Mr. Henry said the plan is to construct the new bridge on a new alignment, north of the existing structure. The old structure while appearing sound at first glance, has several badly deteriorating beams and has been rendered unsafe.

In the meantime, residents of communities such as Bog Walk and Linstead should have a new structure on which to travel by the third quarter of the new year, when the new structure should be completed. The residents have been traversing the roadway for many years with the aid of a Bailey Bridge. The original bridge was closed by the NWA following an inspection that revealed serious defects that would put people at risk. The R.A. Murray Programme will also result in the replacement of bridges at Queens River, Hanover; Martha Brae and Troy in Trelawny and Seven Rivers in St. James. New structures are also expected to be built at Johnson River in St. Thomas, Waterloo Road in St. Andrew and Angels River in Clarendon. River Training work is also expected to be done within the channels of several of the rivers, where structures are going to be built.



Black River Bridge, Portland. - to be replaced under the R.A. Murray Programme



Milk River Bridge - to be replaced under the R.A. Murray Programme

NWA positively impacting lives through the *Special Flood Damage Programme*

Flooding of the island's infrastructure is now a perennial problem. The absence of proper road infrastructure including drainage facilities has, over the years, taken its toll, resulting in a situation where much of the road network, can be said to range from poor to very poor. In fact a Road Condition Survey carried out in 2004/2005, on over 50% of the main road network, shows approximately 52% of our main roads in bad condition.

The Government of Jamaica, in response to this problem has allocated 3.92-billion dollars in the financial year 2006/2007, to carry out remedial works on a number of priority projects. Under the programme over 175 drains were cleaned, some 150 retaining walls built and just under 100 road projects completed. Additionally, the Agency undertook river training works in several parishes. These include Clarendon, St. Thomas and St. Mary.

The programme was successful in easing the plight of many residents who before had to grapple with bad road conditions, resulting from inadequate maintenance or damage from overweight vehicles. The programme could not have been the success it was however, without the input of many persons. Site Control Officers Edwin McKoy, Sherwin Dennis and Desmond Robe were integral in the implementation of the road rehabilitation aspect of the programme. They covered the length and breadth of Jamaica, managing sometimes challenging projects, some of which resulted in their lives being put at risk.

Sherwin Dennis worked in the parishes of Westmoreland, Hanover, St. Elizabeth, Manchester and St. James. He believes that the special flood damage programme despite having some shortcomings worked well. "We fixed many roads that were damaged in flood events. I think though that we could have done better in terms of road selection. We needed to have done a bit better in terms of how we prioritized roads for fixing," he said. That aside, he said the programme was affected by budgetary constraints.

Edwin McKoy covered projects in the parishes of St. Mary, Portland and St. Catherine. Regarding the programme he said that its success showed that the Agency has the potential to deliver. "Project Manager George Knight gave his team all the necessary latitude and support despite trying times. Throughout the period of works we faced a few challenges such as unstable weather conditions and a shortage of cement," he said.

McKoy added that overall the team achieved much, however most contractors were discouraged by untimely payments.

Desmond Robe worked in the Corporate Area. He said his experience on the programme was fruitful, but was not without serious challenges. "The one that stood out most in my mind was the project at Collie Smith Drive. It had strong internal party political tensions. Even though persons supported the same political party, some were not allowed to work at certain sections of the roadway," he said. Robe explained that even though a police station and a police post were located on the stretch, there was still the need to

have about half of a dozen resident police and frequent motorized patrols for safety reasons. "I was eager to get the work done and leave the area," he quipped.

The many flood events since 2001 have put many communities at risk, resulting from rivers changing their courses and soil erosion. Over 600 million dollars were spent through the programme, dealing with some of these issues. The Flood Control Unit was critical in the NWA's response. Flood Control Officer, **Leslie White** while playing a pivotal role in implementing this aspect of the programme had high praises for the team. "The unit is of great importance to the Agency. We have all the knowledge of the flood situations around the island and have undertaken critical work in terms of desilting, bridge protection and other works," he said.

Regarding the Special Flood Damage Programme White said "I think that we have achieved about 90% of the goal we set ourselves. The projects we undertook are serving the purposes for which they were undertaken and with that I am extremely satisfied."

The Special Flood Damage Programme has really made a difference, helping the Agency in its quest to accomplish the task of developing safe, reliable and quality roads.

THE TEAM



Edwin McKoy



Sherwin Dennis



Leslie White



Desmond Robe

Rains, Rains and more Rains, *but NWA responding*

This year, 2007, has seen much damage to the island's main road network. The island was hit by the passage of Hurricane Dean in August 2007, and approximately forty (40) days of continual downpour of flood rains, beginning Friday, October 12, and ending on the weekend of Friday November 23, 2007. The roads were deteriorating before but with these flood events, the situation had become untenable. Something had to be done and fast. Customers were calling into the Corporate Office from every parish, requesting some sort of reprieve from the bad road conditions. Among the damage that the network has suffered are landslides, breakaways, scoured road surfaces, collapsed retaining walls and breached defences within river channels and near the sea.

The National Works Agency has responded to the many challenges, as roads that were made impassable, resulting from badly scoured surfaces were temporarily restored and landslides that blocked other corridors removed. The agency's response has since the middle of November gone beyond the method used to restore access to corridors. Beginning in the parishes of St. Andrew, Kingston and St. Catherine, the NWA has undertaken an 80 million dollar road patching programme. The programme seeks to arrest the deterioration that persons travelling on many corridors would have experienced since August. The Agency through its Force Account Teams

have targeted in particular the Arterial roads, which are responsible for the movement of most of the vehicles on the network. Under this programme, corridors such as Constant Spring Road, Dunrobin Avenue, Molyne's Road, Hagley Park Road and Marcus Garvey Drive have been given attention.

This programme has since the last week of November been expanded to the rest of the island. These 11 parishes will see some 200 million dollars being spent to do patching and local rehabilitative works on some important corridors. It is expected that

some 170 road sections will be fixed and should account for some 104,000M² of Asphaltic Concrete.

Patching Programme Augmented

The patching programme is now being augmented with a 69 million dollar special flood damage programme. This programme will seek to carry-out drain cleaning activities on major corridors around the island. Some beautification work will also be done, as embankments will be bushed, curb walls painted and lanes marked. Work under this programme is now underway and is expected to be completed in early January.



Georgia - St. Mary, during the clearing of a landslide.

Thought for today.

It costs nothing . . . it is easy to do . . . it grows the more it is given. What is it? It is the unconditional display to others of our happiness for their successes, triumphs, and personal "bests." It is given without any regrets or self-pity. It is done in joyfulness for another human being and their achievements. What could be easier? Nevertheless, being the complex people we are, we find ourselves filled at times with the "poor me" attitude when we see someone succeed at something that we wish we had done. "Oh, if only it could have been me," we say. Instead of being inspired by the person and their achievement, we become bogged down in our own self-pity. Ok, knock it off! That's right . . . just knock it off! What we do not realize is that in honoring the achievements of others, we also honor ourselves. How so? Because by this action we show support for the person and this in turn can become support for us in achieving our goals. We can aspire to heights by following a path that others blazed. We can learn from them. We can also be inspired to climb to heights that others have not, because we see and support those who went where no one

dared. We see that anything we set out mind to do is possible because others have done the impossible. We can learn from others and their successes. By showing our support for others, we build energy for ourselves. By regretting their successes, we come to a halt.

However, an even more important reason for showing our happiness and support for others success--no matter how small that success may be--is that we may help that person achieve even more. Our encouragement can light fires in them to pursue further goals. It may come at just the right time--perhaps a time when they are at a decisive point. A few simple words of happiness at their success and encouragement for the future, can do magic. Wouldn't you like to have others express their happiness for you when you have succeeded at something? Or would you rather have someone put you down for your accomplishments? The Golden Rule is still one of the best "rules" ever written.

So be truly happy for others and who knows, you too may feel unexpected happiness. Try it!

The impact of the October rains **ON THE CENTRAL REGION**

The central parishes of St. Elizabeth, Clarendon and Manchester were severely affected by the torrential rains experienced during the month of October.

Primarily, the damage sustained was in the form of inundation of roadways, fallen trees, scoured roadways and landslips.

Of the three parishes in the Central region, Clarendon suffered the greatest impact of the October rains. Areas such as Mitchell Town, Rocky Point, Portland Cottage and sections of Lionel Town were rendered impassable. Immense ponding and scouring was evident on road sections such as James Hill to Sandy River, Crofts Hill to Danks, Pennant Douce to Brae Head, St John to Pedro River, Whitney Turn to Four Paths, May Pen to Hayes, Parnassus to Race Course, Alley to Rest, Alley to Free Town, Turners to Chapleton, Cooks Gate to Preddie, Jacob Hut to Fogah and May Pen to Soursop Turn.

Land slippages and breakaways occurred along sections of the Kellits to Macknie, Kellits to Colonel Ridge and Richie to Coffee Piece roads in North Central Clarendon. Flood waters destroyed the temporary Ford, which was created as an alternative to the Milk River Bridge, which is under construction. The heavy rains also caused retaining walls to collapse along the Coffee Piece to Dykes Hill and Richie to Coffee Piece road sections.

The Parish of St. Elizabeth was a bit more fortunate than Clarendon in terms of damage done to the road infrastructure.



The washed out Milk River Ford.



A blocked Maggoty roadway.

Nonetheless the damage done in this area is undeniable. Areas such as Big Yard, Goshen, Dry River, Holland Bamboo Avenue, Whites Corner and Middle Quarters were flooded repeatedly during the month. Detours had to be created at Middle Quarters (Luana to Tombstone) and Goshen (Tombstone to Gutters) where the road surface was inundated for days.

The rain deteriorated the road network significantly in the parish and created numerous potholes. There were landslides in Maggoty and Quickstep with new breakaways along the Ginger Hill and Pepper roadways. In addition, the Brompton to Cotterwood road was severely scoured and was impassable for two days.

The damage in Manchester was minimal in comparison to her neighbouring parishes Clarendon and St. Elizabeth. The roadway from Alligator Pond to Milk River had instances of water settling along sections of the corridor. This however receded quickly. This was the same along Gutters to Downs, Williamsfield to Greenvale via Mandeville (Greenvale Road) and Clifton to Cedar Grove (in the vicinity of the Belair High School). There was also land slip-page along the Dump to Moravia road section and scouring of sections of the Pusey Hill to Restore and Mandeville to Spur Tree via Swaby Hope.

Major improvements seen along Ocho Rios to Port Maria section of Segment Three of the Northern Coastal Highway Improvement Project

Improvement of the Northern Coastal Highway continues with work on Segment Three which spans approximately 97 kilometres of roadway, from Ocho Rios in St. Ann, to Port Antonio in Portland.

Segment Three is divided in five (5) sections as follows:-

- Section 1: Ocho Rios to Oracabessa;
- Section 2: Oracabessa to Port Maria;
- Section 3: Port Maria to Agualta Vale (St. Mary);
- Section 4: Agualta Vale (St. Mary) to Buff Bay (Portland); and
- Section 5: Buff Bay - Port Antonio (Portland).

Works are ongoing on all five sections. The overall project progress, according to Varden Downer, Project Manager, Segment Three, is estimated at a 42% completion status. This translates to tangible results which include asphaltic (Binder) surface being now available along 15.8 kilometres of Section 1; and along most of Section 2, covering 14.4 kilometres from Port Maria to Robins Bay junction in St. Mary.

Five new bridge structures have also been completed. These are:-

- Otrum No. 1;
- Otrum No. 2
- Llanrumney;
- White River No. 2;
- Moore Hall.

Works are in progress on four new bridge structures. These bridges are:-

- The Stony River Bridge (by Martins);
- Waters River Bridge;
- Pagee River Bridge;
- Annotto Bay River.

Of the fifteen bridges slated for rehabilitation, ten have been completed. These are:-

- The White River Bridge;
- Rio Nuevo Bridge;
- The Oracabessa Bridge;
- Salt River Bridge (Little Bay);
- Bargain River Bridge;
- White River Bridge No. 3
- Dry River Bridge;
- Pencar River Bridge (Annotto Bay)
- Buff Bay River Bridge; and
- Spanish River Bridge.

The installation of waterlines as well as the

construction of culverts and retaining walls have been completed or nearing completion on most of the sections (Sections 1-4), under the project. These retaining walls are of the Segmental Mechanical Earth (SME) type, which replaces the traditional Random Rubble Walls.

Based on reports by Mr. Downer, the project completion date remains at June 2008. However, it is unlikely that this will be achieved as the project is at present behind schedule.

The effects of overloaded vehicles



The effect of an overweight truck on a bridge. The Dry River Bridge in the Rio Grande, Valley Portland, collapsed on October 16, under the weight of this overloaded truck. The truck which was laden with aggregate weighed more than 12 tonnes, the limit put on the structure.

IMPROVEMENT WORK UNDERWAY ON MAJOR CORRIDORS in Montego Bay

Rehabilitation work has commenced on two problem plagued corridors in Montego Bay, St. James. The Bogue main road and Queens Drive have started getting additional attention, with a view to mitigating the problems of flooding and traffic delays.

Construction work began in early November on the Bogue main road geared toward creating an additional lane to facilitate a reversible two lane traffic flow. The project which includes taking off a section of the sidewalk at the Pye River Cemetery and a part of the embankment in the vicinity of the National Water Commission's Bogue Sewage Treatment Plant is being completed at a cost of \$20 million.

Initially the date set for the completion of works was November 30, 2007. However the works has been suspended due to problems associated with the presence of utility cables and two oil lines in the projected path of works. The works will resume as soon as an amicable solution to the problem is achieved. The situation is receiving the attention of the Minister of Transport and Works, Mike Henry who met with some of the officials from the utility companies on Thursday, November 29.

The Bogue main road is a major entrance point to the city of Montego Bay has been the source of traffic delay, during the morning and evening peak hours. This is due to the corridor's inability to accommodate the volume of vehicular traffic especially between the hours of 7:00 AM to 9:00 AM and again from 4:00PM to 7:00PM on weekdays when traffic is at its peak.

Government has announced plans to widen the corridor from the intersection of the Anchovy Road to the Pye River Cemetery in order to accommodate four lanes of traffic. This project has been put to tender and should commence early in the new financial year.

In the meantime, construction work is also underway at Queen's Drive, in the vicinity of the El Greco Hotel.

This corridor, which is a major point of entry into downtown Montego Bay has been plagued by flooding for many years, especially after heavy rainfall. The flooding in the area is due largely to a build up of silt in a nearby sinkhole located on the site of a nearby hotel. The entrance to the sinkhole often becomes blocked whenever it rains,

resulting in a large body of water on the roadway.

The project which is being implemented at a cost of 15 million dollars, is aimed at mitigating the problem of flooding in the area. It is scheduled to be completed by the end of December 2007. The works involves the raising of a section of the roadway in the vicinity of the El Greco Hotel by one metre and the construction of additional drainage features.

At the end of this project motorists and residents of the area should see a reduction in the instance of flooding.



Bogue Road – (St. James) Construction work to widen the carriageway

Hundred million dollar programme underway in the Half-Way-Area

The National Works Agency has commenced a multimillion dollar programme of works around the Half Way Tree area. The effort will result in the widening of a section of Constant Spring Road, between Premier Plaza and Sutherland Road. Sections of several other corridors around the parish capital are also currently being fixed, as part of the programme. These include Sutherland Road, Parish Place, Hagley Park Road and Half Way Tree Road. There are also plans to improve sections of Molyneux Road, Maxfield Avenue and Eastwood Park Road.

The focus of the programme is to improve traffic flow in the corporate area.

The programme is being managed by the Major Projects Directorate, where Senior Clerk of Works, Garth Sharpe is assigned. According to Sharpe, the work being done to widen Constant Spring Road should be completed in time for the Christmas holidays. Motorists he said will see the creation of an additional lane, as well as a significant improvement in drainage.

The widening of Constant Spring Road is being done at a cost of just over 33 million dollars. In completing the project, the team

has been utilizing the nights. This is to minimize the disruptions in the flow of traffic.

In the meantime, the 88 million dollar work on the other corridors is expected to be completed in early January. The completion should coincide with the opening of the new Transport Center that has been constructed in the Half Way Tree area.

When the rehabilitation and repaving works are completed, the Traffic Management Team is expected to delineate the lanes for safer driving. Effort in this regard is already underway in the area.

Giving... *- the dying element of Christmas*

by: Samira Christian

The busy streets, the crowded plazas, the decorative lights and the Christmas carols blaring through the airways are signs indicating that Christmas is quickly approaching; and I can bet that you must be looking forward to the wonderful things that await you this holiday. Should I buy a car or a new television? Or should I buy myself a seductive piece of fabric to ring the New Year in? These might be among the many proposals that you want to accomplish and while nothing is wrong in wanting to treat yourself, it seems to me that many persons, being so "self-centric" tend to wax cold as it relates to the most important part of Christmas.

Do you know what this is? It is one of the oldest practises of man and is embodied in 2nd. Corinthians 9, "God loves a cheerful giver." Are you still obscure as to what this crucial element of Christmas is, well, think about the many times you have passed persons who you described as mendicants because they merely seek your generosity, and because of excitement and urgency, you dashed pass them in an effort to secure the last piece of ham or appliance. I'm sure this nostalgic trip is enough to generate some ideas; the truth of the matter is that important element of Christmas that we are neglecting is in fact, Giving. Giving is essentially becoming a thing of the past, especially in this deeply entrenched materialistic culture that we are citizens of.

Contrary to popular thought, money is not the only thing you can give this Christmas, there is your time, skill, an object or even a kind and motivating word. Just as money, these things are equally substantial and can leave an impressionable mark on the lives that benefit from them. Generally, people are quite appreciative of whatever form of gifts and will gladly welcome a benevolent gesture. If seeing someone else happy isn't enough to stimulate your drive to give, perhaps the tremendous feeling that encapsulates you will be.

But how, what and where can I give, is probably the million dollar question that is evoked in your mind. But the response to that is, just as how you employ your creativity and imagination in decorating your home for the holiday, transfer the same energy to the thought and voila, the rest is history. But if your thought pool runs dry, you can try the following suggestions:

1. Why not open up your home to an unfortunate child and give that child, the love and the most special Christmas he or she might have ever experience?
2. Or if that seems too private, you can organize a "shut-in" visit where you can visit those members of your commu-

nity who are confined in their home. And if that seem too superficial and pompous,

3. You can simple make some pamphlets about giving and have a public drive in your workplace or community spreading this idea.

The possibilities are endless and the opportunities are boundless and all it requires is your selflessness and change of heart. And if you are still on the edge about this idea of charity, just remember the gem-"Give and it will come back to you." So for this Christmas, let's breathe some life in this dying practise, let's shed the skin of selfishness and remove the "Me" syndrome from your system. Let us give and let's do so, abundantly.



Pictorial

Pictorial

OCTOBER RAINS



Queens Drive, near the El Greco Hotel - Montego Bay



Halls Delight - St. Andrew



Landslide at Freedom - St. Catherine



Annotto Bay - St. Mary



Hopewell to Milbrough -Highgate St. Mary



Cape Clare Drain - St. Mary

Jamaican Dark Rum Christmas Fruitcake

in *Diana's Recipe Book*

Ingredients:

1 pound currants
1 pound raisins
1 pound prunes
1 pound dried figs
1 (16 ounce) jar maraschino cherries,

drained
1/2 pound mixed peel
1/4 pound almonds, chopped
1 tablespoon angostura bitters
2 1/2 cups Dark Jamaica rum

For Caramelizing Sugar:

3/4 pound brown sugar
1/2 cup boiling water

For Final Cooking:

2 teaspoons grated lime peel
2 teaspoons vanilla
4 cups flour
4 teaspoons baking powder
1 teaspoon ground cloves
1 pound butter (4 sticks) softened
2 1/4 cups sugar
9 large eggs

Equipment:

Two 9x5x3 inch loaf pans or one 10 inch tube pan.

Instructions:

Step 1: Preparation Day:

Chop currants, raisins, prunes, figs and cherries. Put in large bowl with mixed peel and almonds. Stir to combine. Sprinkle on bitters and pour rum over mixture. Soak for a minimum of 24 hours, extending to one month. Dream about this cake for whatever period of time you have chosen.

Step 2: Caramelizing Sugar

Put brown sugar in heavy pot. Stir, letting sugar liquefy. Cook over low heat until dark, stirring constantly, so sugar does not burn. When almost burnt, remove from heat and stir in hot water gradually. Mix well, let cool, and pour into container for use in final cooking.

Step 3: Final Cooking

Preheat oven to 250°F.

Bring fruit from its resting place. Stir lime peel, vanilla and caramelized sugar into fruit. Mix well. Set aside.

Sift together flour, baking powder and cloves. Set aside.

Cream together butter and sugar until mixture is light. Add the eggs, one at a time until blended.

Stir in dry ingredients gradually. When mixed, stir in fruit mixture.

Pour into tins lined with buttered parchment paper or waxed paper. Place pan (or pans) in large shallow pan of hot water. Cook in preheated 250°F oven for 2 1/2 - 3 hours or until a tester inserted in center of cake comes out clean. Cake should have shrunk from sides of pan.

Cool for 24 hours in pans. When cool, moisten with rum, remove from pans, and wrap in aluminum foil or a rum drenched cloth. Cakes may be stored to ripen. If keeping for any length of time, check occasionally to add more rum.

Makes: 1 large or 2 medium cakes.



JOKES

Ha HA Ha!



Team NWA
let your voice be heard!

We welcome your
articles, poems,
inspirations, quotes, etc
send to: susanwebb@nwa.gov.jm

