



The Ceylon Times

WITH WHICH IS INCORPORATED

THE KANDY HERALD.

VOL. 31.

COLOMBO: FRIDAY, OCTOBER 7th, 1870.

No. 80

SHIPPING ANNOUNCEMENTS.

SERVICES MARITIMES.

Messageries Impériales.—
PAQUEBOTS POSTE FRANCAIS
STEAMERS will leave Point de Galle
on or about the following days:

	July.	August.	September.	October.	November.	December.
For Suez, Mauritius and Mediterranean.	1, 15, 29	12, 26	10, 24	9, 23	7, 21	
"Cochin China, Chi- na, and Japan.	1, 15, 29	12, 26	10, 24	9, 23	7, 21	
Pondicherry, Mad- ras and Calcutta.	6, 20, 24	14, 18	12, 16	10, 24	9, 23	

Passengers for London can obtain at Marseilles
Railway tickets direct, either via Calais, Boulogne,
or via Dieppe and Newhaven at the following rates,
viz:
Via Calais or Boulogne Fr. 175.....£6 12 0
Dieppe and Newhaven.....£4 15 4
These tickets are available for one month.
For freight or passage apply in Galle at the Office
of the Company, and in Colombo at the Office of
Messrs. ARMITAGE BROTHERS.

H. AUBER,
Agent.

PENINSULAR AND ORIENTAL Steam Navigation Company.

STEAMERS will leave Point de Galle
on or about the following dates:—

For	July.	August.	September.	October.	November.	December.
Marseilles and Southampton.	11, 25	8, 22	5, 19	3, 17	2, 16	24
Bombay.	10, 24	7, 21	4, 18	2, 15	1, 13	27
Madras and Cal- cutta.	12, 26	23, 20	19, 16	15, 12	13, 10	27
Straits and China.	13, 27	10, 24	7, 21	5, 19	3, 17	24
Australia.	13, 27	10, 24	7, 21	5, 19	3, 17	24

Rates of Passage Money.
To Suez.....£26
" Southampton.....85
" Marseilles.....80
" Bombay.....16
" Madras.....10
" Calcutta.....24
* Transit through Egypt £4 10s. extra.
Children above 3 and under 10 years,—half of
first class rates.
One child under 3 years. (if with Parent) free.

Return Fares.
Passengers embarking within six months of
their arrival from Europe or Suez, and within three
months of arrival from all ports Eastward of Suez
and vice versa will be allowed a reduction of 20
per cent. on the return passage money.
THE COMPANY reserve the
option of forwarding all Goods,
shipped by their Steamers for Europe
through Egypt, either by Rail or by
Canal in their own Steamers, or in
vessels employed for the purpose, they also book
goods on through Bill of Lading to Trieste,
Venice, Genoa, Barcelona, Marseilles or Havre.
For rates of freight and further particulars,
Apply to
F. BAYLEY,
Agent.

Point de Galle.
British India Steam Navigation Company
(LIMITED.)
ONE OF THE COMPANY'S STEAMERS WILL
LEAVE COLOMBO
FOR CALCUTTA—Calling at Galle, 3rd 17th and
Nagapatnam, Madras, 31st Oct. 14th
Coco-nada, Vizag, 28th Nov.
patnam, Bimlipatnam, 12th & 26th
Gopulpore, on or about December.

FOR BOMBAY—Calling at Tut-
corin, Cochin, Calcutt, 4th and 18th
corin, Cochin, Calcutt, 4th and 18th
Beyport, Cannanore, 11th and 25th
Mangalore and Carwar, 13th and 27th
on or about December.
ALSTONS, SCOTT & Co.,
Agents.

THE
MESSAGERIES IMPERIALES.
THE FOLLOWING reduced
scale of charges from Galle
to Marseilles is now adopted by
this Company:—
FIRST CLASS (ordinary cabin).....£78 0 0
SECOND CLASS.....£59 0 0
THIRD CLASS.....£35 0 0
DECK PASSAGE.....£22 0 0
For further particulars apply in Galle at the
Office of the Company, and in Colombo at the
Office of Messrs. ARMITAGE BROTHERS.

H. AUBER,
Agent.

FOR MADRAS AND CALCUTTA.
THE S. S. "ATHOLL"
1,494 tons, 170 horse power
Expected early next month.
For freight apply to
DARLEY, BUTLER & Co.

FOR LONDON.
The well-known A. I. Barque
"PALESTINE"
608 Tons.
CAPT. THOS. PARK.
Will load with despatch.
For freight or passage,
Apply to
MACKWOODS & Co.

SALES BY AUCTION.

KANDY AUCTION SALE.

MR. ARCHBALD.

IS FAVOURED WITH INSTRUCTIONS FROM
DOCTOR CARBERRY,

to sell at his residence, on Saturday, October 8th,
1870, at 12 o'clock:—

THE WHOLE OF HIS

Handsome Household Furniture

COMPRISING

Satin, Jack, Ebony, and Nandoo Wood.

ELEGANT GLASSWARE, DINNER AND

BREAKFAST SERVICES,

PLATED WARE AND LAMPS.

WINE, &c.

A very choice and beautiful lot of

FLOWERS IN POTS;

A STYLISH INDIAN

HORSE.

Valuable and carefully

selected

POULTRY.

GOOD WORKING

BULLOCKS.

CARRIAGE, HARNESS, SADDLERY,

and other out-door effects.

Kandy, 24th September, 1870.

T. SKINNER,
Fiscal.

Fiscal's Office,
Kandy, 14th September, 1870.

MERCANTILE
ANNOUNCEMENTS.

ON SALE

By the Undersigned:

BASS' BEER IN HHDS.

BARCLAY, PERKIN'S PORTER IN HHDS.

do do C.B. do in qts. and pints.

R. DAWSON.

37, Chatham Street.

TOD HEATLY'S WINES.

IMPORTED BY H. S. SAUNDERS, and

for Sale at the Godowns of the undersigned:

Champagne.....80s per dozen.

Sherry.....60s do

Vieux Cognac.....72s do

J. P. GREEN & Co.

Barclay Perkin's

BROWN STOUT PORTER

£6 10s. per Hhd.

J. P. GREEN & Co.

MARTELL'S

HENNESSY'S

LA GRANDE MARQUE } BRANDIES

FINEST SPARKLING MOSELE

@ 60s. per dozen.

from A. Jordan, Cognac.

J. P. GREEN & Co.

E. J. BRAND & CO'S WINES

CROWN SHERRY, Pale and Dry, n quarter Casks

Do. MADEIRA

Do. CLARET, Superior

Do. PORT, fine old

FINEST VERMOUTH

Do. GURACOA

Do. CROWN WHISKEY

J. P. GREEN & Co.

La Grande Marque Cognac.

THE UNDERSIGNED having been appointed

Agents for the Sale of the above Cognac, in

the Island of Ceylon, are prepared to supply it in

large or small quantities. Orders from out-stations

will be accompanied by a reference to

J. P. GREEN & Co.

Colombo, 19th May, 1870.

AT THE GODOWNS OF THE UNDERSIGNED.

Wines, etc, in Cases of 1 Dozen.

SHERRIES.

Keith Jopp & Co's Red Seal, a pale dry Wine,

Cutler, Palmer & Co's, Yellow Seal an excellent

dinner Wine.

" " White Seal, a light dinner Wine.

" " Virgin Marsala.

Amontillado, a very choice Wine.

Kenneth McKenzie & Co's White Seal, a pale, dry

Wine.

PORTS.

Cutler, Palmer & Co's Invalids, a really fine Wine

" " Black Seal, a dessert Wine.

" " Red Seal, a good sound Wine.

W.C.B. & Co's Capsuled, an old dry Wine.

Keith Jopp & Co's Green Seal, a good sound Wine

FISCAL'S SALE.

No. 51,370.

IN THE DISTRICT COURT OF KANDY.

The Chartered Mercantile Bank of India, London

and China Plaintiff.

vs.

Paria Satappen's son Arumugam and another.

NOTICE is hereby given, that on Saturday,

8th October, 1870, at one (1) o'clock, P. M.,

will be sold by public auction at the premises, the

following property, belonging to the Defendant

in the above case.

All that COFFEE GARDEN called Watterode

Nirke Cotte here, comprising nine allotments of

land of about 9 aumams and 3 lahass, situated at

Halolu in Harispattu, with the Buildings and

plantations thereon.

T. SKINNER,
Fiscal.

Fiscal's Office,
Kandy, 14th September, 1870.

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FOR SALE.

THE GODOWNS OF THE UNDERSIGNED.

THE FOLLOWING EXCELLENT SHERRIES

in one dozen cases.

White Seal at 48s. per Dozen

Yellow Seal at 42s. "

Red Seal at 36s. "

Green Seal at 30s. "

ALSO EX "BRITOMART,"

SHERRY in Quarter Casks and Hogsheads

HOOFIRON 1 1/2 in, 1 1/4 in, and 1 1/2 in.

KEPPEL JONES & Co.

Colombo, Feb. 10, 1870.

MESSRS. BISSET & CO.

WILL act as our AGENTS in GALLE, and

receive and forward

WATCHES, CLOCKS, &c.

W. M. YOUNG & CO.

SUPERPHOSPHATE OF LIME.

THE UNDERSIGNED have received per "Caro-

line" from JAMES MACMICKAN and Co., Mel-

bourne, a trial shipment of the above valuable Ma-

nure, price here £15 per Ton. It is packed in bags.

LEECHMAN and Co.

Sole Agents in Ceylon.

Colombo, 21st June, 1869.

WHYTE & Co.

HAVE received via Suez Canal,

"HYMNS ANCIENT AND MODERN"

as used in the English Church,

with and without Appendix, with and without Music

and Appendix only,

in a variety of type and binding.

Family Prayers as sanctioned by G.A.

"HOLY BOOK OF SCOTLAND."

Hole's "Book about Russia."

BAKER'S "ALBERT NYANZA."

ALSO

WINDOW TATS, HAVANNAH CIGARS,

Bacon in Fitches.

Apothecaries' Hall,

Kandy.

WHYTE & Co.

HAVE RECEIVED BY LAST OVERLAND

SEEDS

FLOWER AND VEGETABLE.

Apothecaries' Hall,

Kandy.

22nd July, 1870.

WHITE & Co.

HAVE received Ex "GAMBIA," a new

assortment of

CROCKERY

comprising

sets and half sets of

Breakfast and Dinner-ware

of choice and elegant patterns and low priced.

SETS CHAMBER WARE,

CHILDREN'S MUGS,

SPARE PLATES, CUPS AND SAUCERS,

MILK JUGS, &c. &c.

Apothecaries' Hall,

Kandy.

COOLY COATS.

BEST BLUE TUNICS.

WHYTE & Co.

Apothecaries' Hall,

Kandy.

STATIONERY.

A WELL SELECTED ASSORTMENT.

WHYTE & Co.

Apothecaries' Hall,

Kandy.

COLOMBO MUNICIPAL COUNCIL.

ORDER OF THE DAY.

October 6th, 1870.

To consider the Reports of Standing Committees.

To consider claims for compensation for land taken up for the Oorodewatte and the north and south Base Line Roads.

To consider a Memo. from the Secretary affecting the Commutation rate.

To consider a Supplementary Upkeep Estimate amounting to £1815.

The Budget for 1871 will be laid on the table.

LEGISLATIVE COUNCIL.

Wednesday, October 5th 1870.

All the members present with the exception of Mr. Harrison—The Major General in the chair.

The Government Agent W. P., laid on the table the Address of Council in reply to the Governor's speech, which the clerk proceeded to read. On arriving at that passage in which it said "the Council are glad to hear that steps have been taken to obtain the advice, on the spot, of a specially experienced engineer."

The Colonial Secretary said those words scarcely expressed the meaning of the committee, implying as they seemed to do, that some special engineer had been selected on the spot. He suggested that it would be better if the clause were amended to the effect that the Council were glad to hear that an opportunity would be taken to secure from England an engineer qualified to give advice.

Mr. D. Wilson observed that the committee had no intention of conveying any impression that an engineer was to be selected from anywhere but from England.

The Surveyor General agreed in this, and said that the local reports on the Galle works were not deemed satisfactory, and the intention was to get an engineer from home.

Mr. Wise said that the original draft of the report indicated that the committee understood that a competent engineer from home was to be obtained.

The Government Agent W. P. observed that there could be no objection to the omission of the words, the intention of the committee being merely to convey the satisfaction of the Council at the steps taken in the matter.

The Auditor General suggested the insertion of the words "after personally visiting" in place of "on the spot."

The Colonial Secretary accordingly moved the insertion of the words "after personal inspection" instead of "on the spot" which was adopted. The following is the Address:—

MAY IT PLEASE YOUR EXCELLENCY.

The Legislative Council participate in the sorrow so generally felt throughout the civilized world, for the deplorable events occurring in Europe, and for the lamentable sacrifice of human life. They trust that peace may soon be restored, and confidence and prosperity be thus re-established.

2. The Council are glad to hear that the revenue of the Colony is in a sound condition, and that there is a prospect of a still further improvement in the coming year.

3. It is gratifying to learn that the funds required for carrying out the various works of public utility, recommended by Your Excellency, are forthcoming, and that they are sufficient to admit of the extension of the Railway to Nawalapitiya, simultaneously with the execution of Irrigation works, in addition to those completed and in progress, the great value of which is now fully recognised.

4. Taking into consideration the very heavy expense which would attend the construction of a broad gauge Railway from Peradeniya to Nawalapitiya, the Council concur in the adoption of a narrower gauge, and trust that one of 3' 6" will be found suitable for all requirements. They also concur in the arrangements proposed for defraying the cost of the work and are pleased to hear that so large a portion can be provided from surplus balances and general revenue, still leaving a sufficient margin for other purposes.

5. The Council learn with satisfaction that the road to connect Batticaloa with Badulla, commenced under your Excellency's auspices, is advancing towards completion, and feel sure that it will greatly promote the agricultural prosperity of both districts, and will prove of general importance to the Island.

6. The Council hope that the amendments proposed in the existing Laws of Insolvency and General Mortgages will remedy ascertained defects, and are prepared to afford the subject their best attention: they are also prepared to make such provision as may be required to give effect to the "Census Ordinance," No 5 of 1868.

7. The Council notice with pleasure that 36 new Village Schools have already been established, in accordance with the recent Educational policy of the Government, and that provision will be made for an additional number in the votes for next year.

8. The early receipt of the edition of the Ordinances of the Island, referred to by your Excellency, is very desirable; and the arrival of the new stamer, to re-establish communication between the several ports of Ceylon, will be greatly appreciated.

9. In view of the urgent necessity of providing suitable Harbour accommodation at Colombo, the Council is glad to hear that steps have been taken to obtain the advice, after personal inspection, of a specially experienced Engineer.

10. The Council are gratified that the reception so cordially given by all classes in the Colony to His Royal Highness the Duke of Edinburgh, has offered satisfaction to Her Majesty the Queen, and that the Prince has carried away with him a pleasing recollection of his visit.

They trust that the "Alfred Model Farm" provided for in such a public-spirited manner by two Native gentlemen, to commemorate that event, will prove successful, and become permanently beneficial to the Colony.

The Council then adjourned for a short time.

After an interval The Governor arrived and the business was proceeded with. The Major General having read the address,

The Governor said—Gentlemen of the Legislative Council, I think you for this address. I am glad to find that you are prepared to concur so fully in the proposals which are, I think, calculated to advance the best interests of the colony.

The Colonial Secretary laid on the table the Blue Book for 1869, the Administration Reports for 1869, a return showing the estimated receipts and profits on the projected railway from Peradeniya to Nawalapitiya, and correspondence relating to railway extension in Ceylon.

The Colonial Secretary moved the first reading of Ordinance "to amend the Ordinance of 1869." The object of this Ordinance he said, was to amend so much of Ordinance 9 of 1869 as provided that the half-yearly payment of £2,000 on account of the railway debt should be made in the first instance to the trustees of the sinking fund who should pay to the Crown Agents the amount sufficient for the interest. It was deemed more convenient that the payment should be made to the Crown Agents and that they should pay the balance beyond what they required, to the trustees of the sinking fund. The inconveniences respecting interest while the funds were in the hands of the trustees, would thus be prevented and only so much would be paid to the trustees as they were entitled to receive. Advantage had at the same time been taken

to amend the Ordinance on another point: the dates at which the half yearly payments were to be made were the 15th May and the 15 November but under the new Ordinance the payment would fall due on or before those dates.

The bill having been read, the second reading was fixed for Wednesday next.

The Colonial Secretary moved the first reading of an Ordinance to extend the provisions of the Ordinance No. 7 of 1848 to the Municipal limits of Kandy. That Ordinance related to the license and hire of carriages in Colombo, Galle, Jaffna and Trincomalee, and it was now proposed in order to prevent extortionate charges being made, to extend its provisions to the limits, as already defined, of the Kandy Municipality.

The bill was read and the second reading was fixed for Wednesday next.

The Colonial Secretary said he would not ask the Council to read the Supplementary Supply Bill a first time that day, but moved that the order of the day be suspended.

The Council then adjourned until Wednesday the 12th instant.

COUNCIL PAPERS.

RAILWAY EXTENSION.—Estimated Receipts and Profit on a Railway from Peradeniya to Gampola, 7 miles, and from Gampola to Nawalapitiya, 10 miles.—Total 17 miles.

Peradeniya to Gampola 7 miles.
27,375 tons "Up" at 4d. per ton per mile,
7 miles = 2s. 4d. = £3,194
30,425 "Down" "3d. 7 = 2s. 0d. = 3,106
Passengers, Parcels, &c., £225 per mile,
for 7 miles..... 1,575

Total..... £7,875
Gampola to Nawalapitiya 10 miles.
13,400 tons "Up" at 4d. per ton per mile,
10 miles = 3s. 4d. = £2,233
15,400 tons "Down" "3d. 7 = 2s. 11d. = £2,246
Passengers, Parcels, &c., £112
per mile, for 10 miles..... £1,120

Total..... £5,599
Deduct Working Expenses, 40 per cent..... £5,389

Net Profit on 17 miles extension..... £2,486
Main Line—Peradeniya to Colombo.
7,375 tons "Up" at 22d. 0d. = £8,112
8,425 "Down" "17s. 9d. = 7,477
Passengers, Parcels, &c., 2,000

Deduct working Expenses 40 per cent..... 7,032

Net profit on Main Line..... £10,557
Saving on upkeep of road from Peradeniya to Nawalapitiya..... 2,040

Total Profit on extension to Nawalapitiya..... £20,682

EXPLANATORY NOTES ON ESTIMATE OF RAILWAY TRAFFIC TO NAWALAPITIYA.—The traffic of the Peradeniya Station in 1870 will probably exceed 23,000 tons "up," and 25,000 tons "down." Of this it is estimated that 3,000 tons each way belong to the Deltota District, and would continue to use the Peradeniya Station—leaving 20,000 tons "up," and 22,000 tons "down," which may be considered the traffic and from Gampola, which at present is carried on the main line to and from Peradeniya Station.

Experience upon the main line has proved the rapidity with which traffic develops under the conditions of cheap and certain transport, especially in the item of manure, which in its turn leads to the increased productivity of the soil. In 1868, the first year of through working between Colombo and Kandy, the gross weight of goods on the main line was 116,176 tons, whereas in 1870 it is estimated at 161,000 tons, or an increase of nearly 40 per cent. A very careful return has been prepared, showing the present condition and future prospects of every existing estate in the Nawalapitiya, Deltota, Dik Oya, and Kotmale districts—a summary of which is annexed. From this it will be seen, that the development which will be created in these districts alone by cheap transport, is estimated at 7,375 tons "up" and 8,425 tons "down." This estimated development is less than 38 per cent. on the existing Gampola traffic of the Peradeniya Station; and it is therefore thought a moderate calculation to include it in the probable traffic between those two places, which is thus raised to 27,375 tons "up" and 30,425 tons "down."

As the line beyond Gampola would lose the traffic which comes in at Gampola by the Nuwara Elyia road from the districts of Pussellawa, Punduliya, Ramboda, &c., as well as the local so-called traffic, the estimate has been prepared on the basis of the probable traffic on each section of the proposed extension. The Districts which would use the Nawalapitiya Station are Ambagamuwa, Nuwara Elyia, Pussellawa, Deltota, Dik Oya, and Maskeliya, the prospects of which are shown in Statement A. before referred to; and, considering that the present rate of cart hire for these districts is 1s. 11d. per ton per mile "up," and 1s. 3d. per ton per mile "down," and that the Railway extension rates are estimated, as on the main line, at 4d. "up" and 3d. "down," it is thought that the estimated traffic at Nawalapitiya of 13,400 tons "up" and 15,400 "down" (including development) is under, rather than over, the mark. In this estimate it will be seen from Statement A, no allowance whatever is made for the large forest reserves in Maskeliya, of the 5,000 acres of Crown land still available in Deltota, or for the proportion of the Dolosbage traffic, which may possibly join the line at Passabage. Nor is the possibility of bringing the Haputale and Badulla produce to Nawalapitiya by a wire Tramway taken into account. This last measure alone, if feasible, would at once throw nearly 25,000 tons additional traffic on the line.

The passenger, parcel, and miscellaneous traffic is estimated at £225 per mile between Peradeniya and Gampola, and at £112 a mile between Gampola and Nawalapitiya. These rates have been taken because they represent one-fourth of the estimated goods traffic between those places, being the proportion which the passenger traffic bears to the goods traffic on the main line. The passenger, parcel, and miscellaneous traffic on the main line is estimated for this year at £587 per mile, and the goods traffic at about £3,200 per mile. The goods traffic on the Gampola extension is estimated at £900 per mile, and on the Nawalapitiya extension at £450 per mile.

The precise extent to which the main line would benefit by the branch to Nawalapitiya is a point which it is difficult to determine. But the branch has fairly a claim to be credited with (1) the proportion of the existing traffic, which, but for the extension, would not find its way to the main line at all, and (2) with the development of traffic which would be created by the facilities afforded for cheap and certain transport.

There is first, then, the development on the Gampola extension. The Coffee districts which would use the Gampola Station, are Gampola, part of Dolosbage, Pussellawa, Punduliya, and Ramboda, containing together about 20,500 acres under coffee cultivation. There is not much new land to be brought into cultivation in these districts, and the saving in transport on an extension of the Railway for only eight miles to Gampola would scarcely be sufficient to stimulate any considerable development of existing cultivation. Still there would doubtless be some development of traffic in these districts, although there is no data at present available upon which a reliable estimate can be framed. There is next the Nawalapitiya development, which is estimated by Return A. at 15,000 tons, without counting the Maskeliya Valley and the reserves in Deltota. There is also the proportion of the Dik Oya traffic, which, without the extension, would not make use of the main line, but would be carried by the Kelani river from Yatiyantota. And if the Badulla and Haputale traffic were brought to Nawalapitiya, it would be nearly all clear gain to the main line, as it would mostly be diverted from the Ratnapura road. It is thought safe, however, to estimate the accompanying estimate, to omit altogether all profit to the main line which is either uncertain, or which there is not data to estimate, and to take credit only for the mileage proportion on the Nawalapitiya development in goods traffic, estimated at 15,000 tons, and £3000 for increased receipts from passengers, parcels, &c.

The saving in the upkeep of the existing road from Peradeniya to Nawalapitiya should also, in fairness, be taken into consideration. The average cost of maintenance for the 19 miles for five years has been £3,400 a year. The tolls for 1870 have

been £4,000, leaving a net cost to general revenue of £2,800. The maintenance of the road after the opening of the Railway would probably be under £400 per mile, so that the saving would amount, as shown in the estimate, to over £2,000 a year.

The estimate framed, on these principles, shows a total profit on the extension to Nawalapitiya of over £20,600, which would be nearly 10 per cent. on a capital outlay of £210,000. But if Maskeliya and the Wilderness of the Park should ever be developed to the extent which seems possible, and the Badulla and Haputale traffic brought to the Nawalapitiya Station, the profit on the proposed branch line would probably be more than double the amount named.

Viewed therefore as a mere investment, the extension promises to be a safe and remunerative speculation. But apart from the direct return to the Government by the extension, important results to both the public and individuals would be sure to follow from the undertaking. The saving to the Planters in the neighbourhood of Gampola and Nawalapitiya upon the cart rates of the existing traffic alone, without any development, would be over £26,000 a year; whilst the wealth of the country would be largely increased not only by the opening up of new land, but by the greater productivity of existing estates, through the facilities which would be afforded for higher cultivation.

District.	Extent of Es. de Cult. (acres.)	Present Cult. (acres.)	Probable Extent of Cult. (acres.)	Probable Increase of Cult. (acres.)	Probable Increase of Cult. (acres.)
Dimbula	29,000	12,538	55,600	24,807	167,208
Ambagamuwa	15,671	6,471	19,000	7,600	27,400
Kotmale	3,550	490	1,750	490	1,750
Kotmale	11,496	6,973	34,750	8,890	45,750
Maskeliya	4,047	819	28,400	12,826	62,000
Dik Oya	15,061	6,245	28,400	12,826	62,000
Total	79,068	32,638	201,850	64,483	308,088
			tons 6,976		tons 15,004

The "Up" traffic of Rice and Tons. Manure, &c., is estimated at 6,025 future at 18,400 present at 6,976 future at 18,400

The "Down" do as above 6,976 future at 18,400 present at 6,976 future at 18,400

Probable development of Traffic, exclusive of Maskeliya.

"Up" 7,375 tons
"Down" 8,425 tons
Total 15,800 tons

APPROXIMATE Rates of Cart Hire at per ton per mile "Up" and "Down" on the following roads:—

Peradeniya—Gampola 7 miles.
"Up" 1s. 11d. 1s. 11d.
"Down" 1s. 3d. 1s. 3d.
Pussellawa 1s. 11d. 1s. 11d.
Nuwara Elyia 1s. 11d. 1s. 11d.
Badulla 1s. 11d. 1s. 11d.
Nawalapitiya 1s. 11d. 1s. 11d.
Dimbula 1s. 11d. 1s. 11d.
Dik Oya 1s. 11d. 1s. 11d.
Kandy—Matale 1s. 11d. 1s. 11d.
Kallihokka 1s. 11d. 1s. 11d.
Knuckles 1s. 11d. 1s. 11d.
Rangalla 1s. 11d. 1s. 11d.
Galle—Oya 1s. 11d. 1s. 11d.

Kandy, 7th July, 1870.

ESTIMATED saving which would accrue to the Planters by a Branch Railway to Nawalapitiya on the present rates between Nawalapitiya and Peradeniya, and Gampola and Peradeniya.

Present rates Nawalapitiya traffic..... £ s. d. £ s. d.

6,000 tons up, 19 miles, at 11d. 10,925 0 0
7,000 tons down 19 miles, at 1s. 3d. 8,589 11 8
19,514 11 8

Rates by proposed Railway Extension..... £ s. d. £ s. d.

6,000 tons up, 17 miles, at 4d. 1,700 0 0
7,000 tons down 17 miles, at 3d. 1,735 8 4
3,435 8 4 16,079 3 4

Saving £—16,079 3 4

Present rates Gampola traffic (less Nawalapitiya traffic above) 14,000 tons, 8 miles up, at 1s. 11d. 7,466 13 4
15,000 tons, 8 miles down at 1s. 3d. 6,250 0 0
13,716 13 4

Rates by Railway Extension. 14,000 tons, 7 miles up, at 4d. 1,633 6 8
15,000 tons, 7 miles up, at 3d. 1,581 5 0
3,164 11 8

10,552 1 8

Saving £—10,552 1 8

Total saving to Planters £—26,631 5 0

RAKWANE, September, 30th 1870.

The weather up here has been for some time past wet and stormy, with crop ripening up fast, and estates looking remarkably well and healthy.

I was glad to see that the Memorial from the Rakwana Planters and others interested in the prosperity of the District, had been favourably received by His Excellency. I trust nothing will come in the way to mar our prospects of a Road through the Colonna Korle. There is not a district in the island more deserving of the consideration of Government than Rakwana and Colonna Korle. I had hoped to see the Planters' Association giving us a helping hand, in view of the length of time we have contributed our quota of export duty, but no, not a voice spoke in our behalf, except the "Kandy Herald." We are to be left to ourselves as usual. I have sufficient confidence to hope however, that His Excellency's knowledge of the District and its wants, gleaned from personal observation, will have the desired effect of securing for us a fair and impartial hearing during this sitting of Council.

Every other Province in the Island has its network of roads except this one, and no just reason has ever yet been advanced why it should be thus overlooked. That Planters have confidence in the soil and climate of the district is evidenced by the annual extension of cultivation, which would extend still further but for the difficulty and expense of transport under which they are at present labouring. Every planter in the district is fully alive to the fact that any extension he may now make, under existing circumstances as regards roads, simply lowers the price of his parchment from 6s to 9s per bush, at the same time he is debarrd from reaping full benefit from his old coffee by the aid of manures.

DIMBOLA.—30th September, 1870.

During the last fortnight from the 18th to 25th, was very wet, but since then we have had dry weather, which is seasonable in this cold climate. We had very high winds at the same time, which did little or no injury to Coffee.

Health is extremely good both amongst Coolies and Europeans. In the villages, however, disease has appeared amongst all classes, and all others are in considerable extent, blossoming out in all directions. The crop which is now ripening fast, if not a bumper is at least a very good one. A few estates are weedy for want of hands, and one or two have cherry falling same cause, but generally speaking all goes well; work on estates, very little else then weeding and gathering, and the attendant works belonging to crop, with here and there handlings.

We are decidedly short-handed, and some of us employ Singalese, but not to the extent desired. Our proximity to Pussala, Sitakka and Ruwella should make us partly independent of Tamils; as Singalese coolies can be had in abundance in these places.

Roads are in good repair, with a sufficient number of Transport at fair rates, but yet there is great room for improvement.

Highway robbery is not entirely unknown in few regions, the other day a Chief's assistant was attacked by a Singalese man near the 5th mile-post on the road from Nawalapitiya, who force off the ear-rings of the poor fellow, and after maltreating him in the same manner as caused the murder for which Rock was hanged in Colombo, met off with the body. This villain has not yet been taken, but the Police are on his track. The Bazar man in white, who was brought up, taken refreshment a little time before, was brought up, but denied any knowledge of the villain. He was let out on bail, and I am informed he now says he could recognize the fellow if he saw him. There was a disturbance in the Bazar some days ago, when several Singalese are said to have been killed by orders of a gentleman, and in the mean time the Coolies plundered the Bazar. Affidavits are being sworn; wherein the aggrieved parties state, that they were robbed of property of enormous value; though where it was to be robbed from is a mystery! as the general inventory of these goods, "visible" property consists of a dry fish, curry stuff, and plantains for a change, and a quantity of rice, and a carboy of the deodation sold as arrack. But I will let a Singalese man not swear to profit or revenge? Verily he'd swear the bottom out of an iron pot.

CATTLE STEALING.—A correspondent writing from Gampola says, "Cattle stealing and killing have become very prevalent in the villages hereabouts of late. The Kandians seem to have a growing taste for beef; which they try to indulge by clandestinely killing each other's cattle. Three cases of cattle killing have occurred within the last few days, one at Olapona. It is the general opinion that our Magistrate is too lenient; good nature is a praiseworthy trait in man's character but in a Magistrate is not always desirable."

KOTMALLE, 1st October, 1870.

We see so little about Kotmalle in your correspondence, that you must think we take very little interest in our own affairs, or you think we are too busy to write for you. We are anxious to write to you, but we have no time to do so. We are all well, and hope to hear from you soon. We are all well, and hope to hear from you soon.

The rain we had here for the last month ought to convince the most unbelieving of us that we are fairly in for the wet cycle at last. While I write it is coming down with enough to terrify seamen and gipsies. We are anxiously looking for a change, and unless it comes soon I fear some of us will have to commence crop before our estates are in the good order we generally have at this time of the year.

Our crop at all appearance is yet a long way off, although I suppose that a week or two of genial weather would set a good many of our rattle-traps going once more, on the whole, our harvest is a really good one. The high cultivation however that has been going on for the last few months, ought to enable us to make up our leeway next year. Labour, as a rule, is anything but abundant with us, and judging from a wholesale case of crimping (the facts of which are well known in the district) that occurred amongst us some days, I would judge that the matter of Coolies we have resolved to adopt the "Simple plan."

That they should take who have the power, and they should take who can.

Whether or not, those who take this mode of getting up a force will ultimately have benefited either themselves or the district, remains to be seen. I am inclined to think, however, that the so-called leading men (not to say our most influential members of the P. A.) have recourse to such expedients, we may well have some misgivings as to the future. What, indeed, with crimping, and the increased rate of wages offered by some among us, we bid fair I think, before long to become the servants of our own Coolies.

You will be glad to hear that we are progressing fairly with our Church. A large sum is now subscribed, so that we expect soon to be able to supply a want that has long been felt in the district.

There are some reports that carts are to be scarce this season. I trust we shall find it otherwise, and that our friends the cartmen will at any rate not desert us before the new Railway leaves us independent of their services.

PUSSELLAWA, October 9th 1870.

We had rain falling on the 23rd, but since then there has been a spell of dry weather, which was greatly needed; the temperature as usual being about 70° and no wind to speak of. The public health has been exceedingly good, and no death, excepting one from an accident in blasting. Estates looking very well, and thoroughly clean with few exceptions—but the over-growth state of the trees around the houses, and the want of funds or labor—I fear the latter, our fair advances are to be had in the market. Weeding as usual "on contract generally" manuring &c., and of course HANDLING; this latter seemed greatly needed, as the superior cultivation carried on caused the plants to bear more wood than necessary; whilst the suckers appearing in some places is something to be feared. The crop will, I believe, be good, if it is ripening fast, and we will soon be in full picking, a good deal has been gathered, and a few samples despatched, which for color and weight will compare favorably with any previous crop; we are short of labor, but by using our contract hands we will get through without loss of crop. We would however be glad of more time to settle up our Coolies, and give them time to recruit for next year. Roads are in pretty good order, but heavy, owing to the rain, whilst the miserable patching system causes constant repairs to be necessary, and never allow the Superintendent Office to show any number of miles in thorough order. Transport sufficient, but prices rising. A couple of enterprising gentlemen have established a horse-drawn conveyance of produce; and if the earnings are at all in a ratio with the energy and hardwork displayed by the gentlemen-Waggoners, it will surely be a paying concern. It is quite refreshing to see them pass the laboring bullocks, and the familiar pipe and friendly conversation at a halt, smacks so much of home, that one might think himself there if not for the usual 3s. per ton, and the native cartmen before and behind.

Rice and provisions are plentiful at fair prices. Few passengers are passing to or from Nuwara Elyia, so there is little news, and I am glad to observe the attendance in Court has very much increased. The Police would do well if they looked a little more after the cleanliness of the Town, as the pure and honest manner in which the accumulation of filth and human droppings might cause an outbreak of Cholera, which occurred from the same cause in 1846, when the deaths on Nelfoot, Black Forest and Rothchild was something fearful. Some of the finest Coffee on these places grows over the graves of those Pioneers.

LETTER TO THE EDITOR.

PLANTING MATTERS.

DEAR SIR,—I never write to the Newspapers, but I cannot resist the opinions of your Madamanager's correspondent, which appeared in your issue of the 31st ultimo.

Can any one with the notion of what is due to self respect, especially in a country like this, persevere except in the feeling of the profoundest indignation, the public statements made regarding the European residents of the districts of Dik Oya, Dolosbage, &c., in connection with the Coolie labour?

amongst Coolies and Canganies in the new districts, and even Conductors dare to try their hand on, from which it seems that there are people up there weak enough to allow Conductors to have coolies on their account.

In support of your correspondent's statement that coolies who had given notice to leave were at times prevented by their Masters bringing up a Proctors' quibbles, etc., I know of a case where a Canganey was actually frightened by such untrue statements, and was obliged to remain for a year. Is not all this sickening?

I hope Agents and Proprietors of Estates who will give attention to your correspondent's remarks upon weeding before it is too late, as nothing can be truer than his remarks on that subject.

October 2nd, 1870. Yours faithfully,

MAIL NEWS.

PARIS.—It is indebted mainly to the wisdom of NAPOLEON BONAPARTE, and to the executive talent that was at the command of France in 1841, for the complete system of fortifications, which will in a day or two be assailed at all points by the most formidable and the most powerful of mankind, have ever known. The fortifications of France are of a nature which is not only of a defensive character, but of a productive industry. The fortifications cost 140 millions of francs, or £5,600,000, and, regardless of supplementary outlay, they have, wherever additions seemed called for, been in the last few weeks, rendered as formidable as military engineers, stimulated by the most patriotic feelings, have ever known. The fortifications consist of 407 scaling towers, for the accommodation of 1,200 battalions. Private slaughter-houses being regarded in the light of public nuisances are rigorously prohibited in Paris. The city contains markets in every part, the chief being the *Halles Centrales* which cost upwards of a million sterling, and covers some 30,000 square yards. To these markets 30,000 country carts, with their owners, and cats—from Normandy and England. There are four public slaughter-houses in remote parts of the city, which were originally established by Napoleon Bonaparte; but a large one which is to supersede all the others is probably by this time completed at La Villette. The latter encloses 60 acres close to the fortifications, on the northern side, and opposite a large cattle-market, and contains 407 scaling towers, for the accommodation of 1,200 battalions. Private slaughter-houses being regarded in the light of public nuisances are rigorously prohibited in Paris. The city contains markets in every part, the

EDUCATION.

MISS WATSON, M.C.P.
29, Finborough Road, West Brompton, London.
RECEIVES A LIMITED NUMBER OF YOUNG LADIES to whom she imparts as required a special or general education upon the soundest principles.
Terms, payable quarterly in Advance.
For instruction in English and French, German or Italian, Ancient and Modern Scripture History, Political and Physical Geography, Arithmetic, Writing, Music, Singing and Dancing.
80 Guineas per annum.
A quarterly Notice required previous to the removal of a pupil.
Refered in Colombo.
Mr. JOHN CARTER,
"Ceylon Times" Office.

EXCELLENT F. B. DEVENISH & CO. PALE ALE.
IN QUARTS @ 8s. 6d. PER DOZEN.
IN PINTS @ 4s. 3d. do.

THE UNDERSIGNED has still a balance of the 1000 dozens of the above BEER advertised and sold on the 3rd instant at the above prices, and will be prepared to supply out-country residents delivered free of charges at the Railway Station, Colombo.
Orders for 24 dozens and upwards will be charged 8s. per dozen for Quarts in Barrels of 4 dozens. 4s. 3d. do do Pints do do of 8 dozens.
THIS BEER is quite a favorite Brand in Colombo.
Orders to be accompanied with remittance.
H. D. GABRIEL.

PHOTOGRAPHY.

THE undersigned have always on hand
VIEWS OF CEYLON
consisting of
Colombo: the Railway Incline; Botanic Garden at Peradeniya; Kandy; Gampola; Pussalawa; Ramboda; Newer Eliya; Dimbulda; Kotmale; Dolasbagie; Dettotte; Madoolokke; Kallibokka; Elkandu; Matla; &c., &c., &c.
The ruined Cities of Pollanarua, and Anuradhapura; Minori, and other Lakes; the Ancient Rock of Sigiri, Mihintale, the Ambakapittha, Kral; Group of H. R. H. the Duke of Edinburgh and suite at Kandy, &c., &c.
Estates and residences Photographed on reasonable terms. Catalogues and Price-lists on application.
J. LAWTON & Co.,
Photographers to H. R. H. the Duke of Edinburgh.
Kandy, 1870.

COLOMBO BOAT COMPANY LIMITED.
A WHARF MANAGER.
APPLICATIONS to be addressed to the Secretary, not later than the 10th proximo.
By order of the Directors,
ROBERT DAWSON, Secretary.
Colombo, 9th September, 1870.

ON COMMISSION SALE.
AS-AM TEA
in 5 lb. Tins.
JUST IMPORTED.
VENN & Co.

BENSON'S GOLD JEWELLERY.
W. TONES, Clocks, Jewellery.
all kinds. Of all kinds. Of the Newest Designs.
LIVER, DRAWING-ROOM, BRACELETS, CHRONOMETER, DINING-ROOM, BROOCHES, KEY-RINGS, CHURCH, CARriage, EAR-RINGS, LOCKETS, CHURCH, HALL AND SHOP, NECKLACES, GOLD LEVER, HUNTERS, 14, 16, 18, and 20 Guineas, 22 Guineas, 24 Guineas, 26 Guineas, 28 Guineas, 30 Guineas, 32 Guineas, 34 Guineas, 36 Guineas, 38 Guineas, 40 Guineas, 42 Guineas, 44 Guineas, 46 Guineas, 48 Guineas, 50 Guineas, 52 Guineas, 54 Guineas, 56 Guineas, 58 Guineas, 60 Guineas, 62 Guineas, 64 Guineas, 66 Guineas, 68 Guineas, 70 Guineas, 72 Guineas, 74 Guineas, 76 Guineas, 78 Guineas, 80 Guineas, 82 Guineas, 84 Guineas, 86 Guineas, 88 Guineas, 90 Guineas, 92 Guineas, 94 Guineas, 96 Guineas, 98 Guineas, 100 Guineas, 102 Guineas, 104 Guineas, 106 Guineas, 108 Guineas, 110 Guineas, 112 Guineas, 114 Guineas, 116 Guineas, 118 Guineas, 120 Guineas, 122 Guineas, 124 Guineas, 126 Guineas, 128 Guineas, 130 Guineas, 132 Guineas, 134 Guineas, 136 Guineas, 138 Guineas, 140 Guineas, 142 Guineas, 144 Guineas, 146 Guineas, 148 Guineas, 150 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