

NEW ADVERTISEMENTS. FOR TRINCOMALEE DIRECT.

The Barque "VEERA LACHMY" of 141 Tons. WILL sail early next week, one hundred and ten tons already engaged. For freight or passage, apply to M. ROBERTSON & Co., Agents.

FOR SALE. YACHT "SEA GULL," half-decked, teak built and painted, new sail and rigging, fast sailer, and a first-class sea boat. Apply to H. D. GABRIEL, Colombo, 13th October, 1870.

EX "OCEAN ROVER." A LARGE ASSORTMENT OF LADIES' GENTS' AND CHILDREN'S BOOTS AND SHOES, Washing Soda, Bass Brooms, White-wash Brushes, FEEDING BOTTLES, Furniture Chintz, Plain and Twill Dinings, French Merino, Toilet Powder and Puffs, SPONGES, ROWLAND'S ODONTO, &c. &c. ALSO SCRAP ALBUMS LETTERED "VIEWS OF CEYLON." J. LAWTON & Co. KANDY, 12th October, 1870.

BEST BLANKET RUGS. JUST RECEIVED, for Horses at 15/- each Cash. for Ponies at 10/- each do. J. AUWARDT. FLANNELS. OF PURE SOFT WOOL. Colored at 1/- per yard Cash. White at 1/3d. per do. do. J. AUWARDT.

FINEST YORK HAMS. JUST LANDED PER STEAMER at 1/4d. per lb. ALSO BEST CHEDDER CHEESE at 1/6d. per lb. SINCLAIR'S HAMS AND BACON at 1/6d. per lb. AUWARDT.

BEST BROWN LINEN DRILL. SUITABLE FOR COATS AND TROUSERS, in pieces of 36 yards each. @ 10d. per yard Cash. J. AUWARDT.

POSTAL NOTICE. A REDUCTION OF POSTAGE ON LETTERS exchanged between the United Kingdom and Norway, via Denmark, having taken place, the postage to be collected in Ceylon on letters addressed to Norway (via England and Denmark) will be as follows:— Letters per 1/4 oz. each Via Southampton..... 1s. 3d. Via Marseilles..... 1s. 7d. Via Brindisi..... 1s. 10d. H. TROTTER, Actg. P. M. Genl. General Post Office, 11th October, 1870.

STATIONERY. BRIGHT ROAN AND RUSSIA LEATHER DESPATCH CASES, Copying Presses, Books, Oil paper DAMPING BRUSHES, AND WATER WELLS, BILL BOOKS PAYABLE AND RECEIVABLE, PARCELS BOOKS, MEMORANDUM AND METALLIC BOOKS, Visiting Cards, RULED ACCOUNT BOOKS, COPYING AND WRITING INK, GILLOT'S STEEL PENS, CUT QUILL PENS, LETTER SCALES, Cream Laid Note Paper, ORNAM and BLUE LINEAR NOTE PAPER, BROWN PACKING AND CARTRIDGE PAPER, MILLBOARDS, &c. &c. M. C. ABDUL RAHMAN.

PER "PALESTINE." SUPERFINE BLACK AND BLUE BROAD CLOTH, Drab Carriage and Green Billiard Cloth, FANCY TWEED TROWSERING, White Diamond Quilting, White Pique and Satin Jean, Linen, Bed Ticking, FANCY CHECK GINGHAM, FURNITURE CHINTZ, Colored Glace Calico, VENETIAN BLINDS, Ladies' Travelling Trunks, Brown and White Cotton Socks, Circassian Gauze, Shelland and Fancy Lambswool Socks, French Braces, Silk Elastic, CRICKETING BELTS, Clubhouse and Arcadian Silk Scarfs, Black and White Gown Skirts under Skirts, Silk Umbrellas and Sun Shades, GINGHAM AND ALPACA UMBRELLAS, &c. &c. M. C. ABDUL RAHMAN.

BOOTS. A FULL ASSORTMENT OF Ladies' and Children's Boots, Gentlemen's Slippers, &c. M. C. ABDUL RAHMAN.

FOR SALE. THE HORABALLA COFFEE ESTATE, SITUATED IN THE HANTANE DISTRICT, containing in extent per Title Deed 119 acres, of which 99 acres are planted with Coffee and in full bearing. 15 acres Forest and 5 acres are Grass. For further particulars, Apply to GEORGE STEUART & Co., Colombo, 12th October, 1870.

SUN FIRE OFFICE, LONDON, ESTABLISHED 1710. INSURANCES effected upon Dwelling Houses, Warehouses, Shops, Coffee Works, Estate Buildings, and their contents, at the Current Rates of premiums. Claims arranged by the Local Agents, and paid with promptitude and liberality. FRYER, SCHULTZ & Co., Agents, Colombo. KEIR, DUNDAS & Co., Agents, Kandy.

THE DUKE OF EDINBURGH IN CEYLON.

IN NOVEMBER WILL BE PUBLISHED BY MESSRS. PROVOST & Co., HENRIETTA STREET, COVENT GARDEN, AN ACCOUNT OF THE VISIT OF THE DUKE OF EDINBURGH TO CEYLON. BY JOHN CAPPER, "Times Correspondent," and author of "Pictures from the East," "The Three Presidencies of India," &c., &c.

THE ABOVE WORK, Royal Quarto, will be printed on the best toned paper, illustrated by eight Chromo-Lithographic plates by Messrs. Day & Sons, Lithographers to the Queen, from Photographs and Drawings taken on the spot: it will be handsomely bound, forming an elegant drawing-room book, and a reliable record of the Royal Visit to Ceylon. PRICE 21s. CONTENTS. Ceylon Preparing—Landing at Colombo—At Queen's House—To The Kraal—Kraal Town—The Watch Lines by Night—The Drive—Within the Kraal—The Day after—Colombo Festivities—By Rail and Road—Driving in—Tying-up—Kandy, the Central Capital—The Arrival—The Levee—Kandy Illuminated—Jack in Kandy—The visit to the Maligawa—The Patanas—The Bopatalawa Hunt—Off to Dimboola—The Dimboola Dinner—A Kandyan Reception—The Return to Colombo—An Evening at Alfred House—The Ceylon Rothschilds—"By the Deep Nine"—Trincomalee—In Camp—Kellivettie—Fire!—Amongst the Elephants—In Pursuit—The Mahavilla Ganga—Down the River—Naval, Military and Irish—Heads and Tails—Farewell!

NOTICE. MESSRS. W. BOLAM & Co., CLOTHIERS AND HAT-MAKERS, BEG TO INFORM THE PUBLIC, that on and after the 17th October, Mr. DANIEL McMILLAN, will conduct their KANDY business, and Mr. BOLAM, will from that date conduct the Colombo Establishment as formerly. W. BOLAM & Co. KANDY, 11th October, 1870.

MEDICAL NOTICE. HYDRATE OF CHLORAL CARBONATE OF LITHIA OL SINAPIS ESSENT FENGIS & Co's STRUP OF THE HYDRATE OF CHLORAL A NEW AND VERY CONVENIENT preparation of the Chloral Strength 10 grains to each Dram

IODIDE OF QUININE, QUINOVALE OF LIME, BISMUTH VALERIANAT, AM—CITRATE OF BISMUTH, Bromide of Iron, OXALATE OF CERUUM, CITRATE OF IRON AND STRYCHNINE, CITRATE OF IRON AND QUININE WITH STRYCHNINE ALONE PODOPHYLLINE BIRBERINE ATROPINE ACONITINE PERSINE, &c. &c. O'HALLORAN BROTHERS mention these Chemicals just to hand per Overland, as a guide to the profession: they beg at the same time, to remind prescribers that their MEDICAL DEPARTMENT is under the charge of a Pharmaceutical Chemist who has no other duties.

PER OVERLAND MAIL. WE have just received a few special Novelties by Mail Steamer such as Droile, a New Card Game, BEZIQUE FOR 4 PLAYERS, The new Oxford Mourning Note Paper, Narrow, Middle, Broad and extra Broad, with Court size Envelopes to match, VIOLET AND CARMINE, Oxford Note with Envelopes: ALSO

SANDSTER'S SILK UMBRELLAS, PARAGON RIBS, NATURAL STICKS, 3-inch Damping Brushes, SCOTCH PENHOLDERS, Palace, Mogul & Harry's Playing Cards, O'HALLORAN BROTHERS. NOTICE. THE UNDERSIGNED, WELAKADEARACHCHIGE MANUEL PERERA, of Kegalle, do hereby give notice of my intention to apply to His Excellency the Governor, six weeks hence, to be admitted and enrolled a Notary Public of the Districts of Kegalle and Ratnapura, in terms of the Ordinance No. 16 of 1862. MANUEL PERERA. Kegalle, October 13th, 1870.

NUWARA ELLIA VEGETABLES. NOTICE. THE DEMAND FOR NUWARA ELLIA Vegetables having considerably exceeded the experimental supply, we have been obliged to discontinue some Customers, but arrangements have been made with us, we hope, will shortly enable us to execute all orders satisfactorily. NICHOLLS & Co. Colombo, 14th October, 1870.

FOR SALE. INDE COOPE & Co's PALE ALE in 4 dozen Cases. RONALDSON'S PORT AND SHERRY in 1 do do do Quarter Cases. CARSON & Co. CHARLES ASHBY & Co'S INDIA PALE ALE. FOR SALE IN HHDS. @ £6 15s. CARSON & Co. SALE OF CROWN LANDS.

AT COLOMBO KACHCHERI. On the 13th October 1870. Salpiti Corle.—3 lots from 4 to 9 acres each situated in Boralegomuwa of Pallepattu. On the 14th November, 1870. Hapinipola Korle.—2 lots from 1 to 2 acres each situated in Batalliya of Yatikapattu. Alukuru Korle.—20 lots from 1 to 14 acres each situated in Dagohna and Katuwellegama of Dunagapattu. AT KANDY KACHCHERI. On the 26th October, 1870. Municipality of Kandy.—10 lots from 1 to 4 acres each situated on the East of Trincomalee Road and about 1 mile North of Kandy Town. Do.—16 small lots from 7 to 12 perches each situated in Katukela. Do.—9 lots from 15 perches to 1 acre each situated in Malabar Street. Walapana District.—2 lots of 10 and 47 acres each situated in Udapussellawa of Udapalata. AT RATNAPOORA KACHCHERI. On the 7th November, 1870. Sabaragamuwa District.—11 lots of Gem land from 1 to 2 acres each situated in Rakwana, of Medapattu in Atakalan Korle. Further particulars respecting the land may be obtained at the Surveyor General's Office and respecting the conditions of sale at the Office of the Government Agents. J. G. JERVOIS, Surveyor General's Office, Colombo, 13th October, 1870.

SHIPPING INTELLIGENCE. COLOMBO. ARRIVALS. Oct. 12.—British Brig *Natmo*, W. Wright, 254 tons, from Moulin 27th September, Hamb antio 9th instant, cargo 1211 bbls. Oct. 13.—British Barque *Stanley Castle*, J. Tenlon, 414 tons, from Kurrachee 1st instant, in ballast. do 13.—British Barque *Ocean Belle*, from Bombay. DEPARTURES. Oct. 12.—British Ship *Sir Eglar Rose*, M. O'Brien, 971 tons, bound to Calcutta, in ballast. GALLE. ARRIVALS. Passed by Oct. 10.—Steam Ship *Number*, J. Q. V. S. from London to Calcutta. Oct. 13.—British Ship *Whitaker*, from Cardiff 13th July. Oct. 14.—H. M. S. *Bull Finch*, from Trincomalee 11th October—Passengers Dr and Mrs Gray, Mr. and Mrs. Curtis—Anchored at 8-35 a. m. PASSENGERS BY THE GALLE COAST. Oct. 10.—Mr. J. H. Perera, and Mr. W. F. Janas from Galle. do 11.—Two natives to Galle. do 12.—Mr. R. B. Nixon and Mr. Edema from Galle. do 12.—Two natives to Galle. do 12.—Two natives from Galle and Mr. E. Orr from Calcutta. do 16.—Mr. Krickbeck, Mr. W. F. Janas, Mr. R. Nixon and Mr. J. G. Batta to Galle. DOMESTIC OCCURRENCES. BIRTH. At Katukella, Kandy, on the morning of the 7th October, the wife of Mr. Charles A. Perera, of a Son

MUNIANDI. No. 3, VOL. 2. IS JUST PUBLISHED, containing:— CARTOON.—THE EXECUTIVE APOLLO AND THE LEGISLATIVE HORUS.—AN ALLEGORY. SOCIALS.—A CIVIL SERVICE EXAMINATION. THE BABY OF THE PERIOD. The Song of the Session. By H. G. R. R. Essence of Council. Notices of Motions and Questions. Fashionable Intelligence. The Race Ball.—A Templeby Legend. A Distressing Case. War Telegrams. Naughtiness.—A Wretched Riddle. A Funny Court. Three Periods in the Life of a Griffin. An Imperial Epigram. Notices to Correspondents, &c. &c. Intending subscribers are requested to observe that in all cases their subscriptions must be paid in advance, failing which no copies will be forwarded to them. Subscriptions of ten shillings (if less in postage stamps) to be forwarded to the "TIMES OFFICE," Colombo, to WHYTE & Co, Kandy, McLAUREN & Co, Badulla, and Mr. BARKER, Oriental Hotel, Galle.

TO CORRESPONDENTS. The Ceylon Times. COLOMBO, FRIDAY, OCTOBER 14TH 1870.

THE WAR. REUTERS TELEGRAMS. FOR THE CEYLON TIMES.

(By Indo-European Telegraph.) London, 11th October, 12.7 p. m. The Commandant of the Fifteenth French Army Corps telegraphs to Orleans at 10 a. m. to-day from Orlenham where a brigade and several Companies of Chasseurs are encamped. He attacked the positions occupied by the Germans. He requests four battalions of Infantry, and a battery of Artillery to be sent immediately, but after five hours fighting was driven back to the forest which he still defends. The German forces are superior, especially Artillery. Note.—The above is forwarded as received, after repetition.

(By Indo-European Telegraph.) London, 12th October, 3 a. m. Prussian accounts of the fighting at Arthenay. The French retreated disorderly towards Orleans, leaving a thousand prisoners and three guns. Large French reinforcements have been sent to Orleans. Orleans, 11th October, (Afternoon.) Fighting proceeding in the outskirts of the city. Shells falling at Faulsburg. Indecisive fighting on the tenth at Dreux. Prussians are burning numerous hamlets in that neighbourhood. The Prussians are vigorously besieging Thionville. A heavy cannonade was kept up at Metz, all Sunday. The whole of the Prussian Press express peaceful sentiments. The King of Italy has declared the Roman Provinces an integral part of the Kingdom of Italy. "The Carsarewitch" Stakes. The following is the result of this race. Cardinal York 1 Not Out 2 Far-away 3 London 13th October, 3.30 a. m. The Prussians have occupied Orleans. The French have encamped on the left bank of the Loire. General Delamotte has been dismissed and replaced by General Pallardine. General Garibaldi has gone to the seat of war; it is believed to the Vosges. It is officially announced that an attack on Paris will commence on several outlying forts. The bombardment of the city will only follow afterwards. There is much sickness and rinderpest around Metz. The French fleet has suddenly returned to the mouth of the Elbe. Major General James Lindsay has been gazetted Colonel of the third Buffs.

London, 10th October, (Afternoon.) The Coffee Market closed dull. "Plantation Ceylon middling 62s. 11th October, (Afternoon.) Coffee Plantation Ceylon middling 62s. Native good ordinary 46s. Arrived from Ceylon—"Queen of Devon," "Thomas Blyche," "Garnock," "Santiago."

AGENTS ON IRRIGATION. We return to the Administration Report for 1869, for the purpose of noting the position of the various Provinces and Districts in regard to the very important matter of Irrigation, and in doing so find that no mention whatever is made of the subject in the Reports from Kandy, Kornegalle, Hambantotte, Jaffna and Manar. The Agent for the Western Province states that in the Colombo District the people generally are content to do without government aid, a very satisfactory feature as it leaves that aid for others who are more in need of it. Only one work has been submitted to the Irrigation Board, that of the Dandugam embankment near Jayelle. In his Report from Saffragam, Mr. Saunders writes strongly as to the great disappointment of the people of his district, at the absence of any assistance for their works. He declares that the repeated refusals of aid tend to engender a sense of hardship and discontent amongst the cultivators, and have rendered the Irrigation Ordinance a dead letter. The people not unnaturally say that had the scheme been for the benefit of government and not of themselves, Surveyors would have been found, as is the case in the Temple Lands Survey. The Assistant Agent of the four Korles says he has not been able to discover that there is any want of Irrigation works in this District. There are but very few large tracts of fields, and these tracts always enjoy sufficient water. Co-operation amongst the villagers is not required for the assewdmization of small extents. The Assistant Agent of the Badulla District says that two important works were proposed, sanctioned, and undertaken during the year under the Governor's Irrigation Scheme—the restoration of the Horaborawewa and the Kudawewa tanks, in Bintenna. The first of these has been finished: the grand old Horaborawewa is now an accomplished fact, and the second is rapidly approaching completion. Mr. Sharpe alluding to the repeated previous attempts made without success to restore this fine tank, says— "Discouraged by these failures, it was almost hoping against hope that I took the Director of Public Works to inspect the Tank when the Governor's Irrigation Scheme, being fairly launched, brought works of such magnitude within the range of feasibility. Mr. Molesworth at once pronounced the Horaborawewa Tank to be the finest work of the kind he had seen in Ceylon, and strongly advocated its restoration, which he asserted could be fully and completely carried out for about seven hundred pounds. Proposed on such high authority, the work was after the usual reference to the Irrigation Board, sanctioned by His Excellency, and at once taken in hand; a detachment of 40 Pioneers being sent down in August under Mr. F. Armstrong, Commanding Officer of the 16th Division. The work thus undertaken is now out of hand and may be summarised as follows:— The old structures at the Biskotawa and the mouth of each channel have been built across with a wedge like wall of masonry inserted in the solid rock and fitted below with iron sluices worked by capstan wheels from above. The Biskotawa wall is 184 feet high, and has one sluice gate. From the Horaborawewa, the water passes along an open cutting in solid rock 213 feet long, 12 feet wide, and 16 feet deep; the old channel has been widened to the Ela (a canal

which has been cleared) and the rock along it has been blasted for a length of 240 feet. Four retaining walls with distribution gates for irrigation purposes have been inserted in the bank of the Ela where required. The Pitawana or spill water has been widened and deepened. The work was not entirely finished until the end of February. The cost was £685. Horaborawewa is now a splendid sheet of water nearly two miles across, and with an average depth of 12 feet where, at this season of the year within the memory of all living, there used to be but an expanse of fetid mud festering in the sun, and exhaling deadly miasma. From Matelle Mr. Williams writes hopefully of Rice cultivation and Irrigation. He says "With aid from the Government judiciously applied, there is a bright prospect for the future of rice cultivation. Where encouragement is given, labour will be forthcoming. I am not without hope that the impulse lately given in this direction may set to work energies not easily aroused in the native character, and perhaps even in the day of some of us now in the Island, restore to their ancient fertility the long abandoned fields of North and East Matale."

The work recently performed in this district was not well executed and the result has been a large breach in the bund of the Rotawewa Tank. Mr. Williams urges its repair also that of the Kalundewa Tank respecting which and the earnestness of the cultivators are anxious to complete the work themselves, and say they are prepared to do it if Government will for ten years allow them to pay at the rate of only 1-10th share of the crop instead of 4th, the usual proportion paid by the cultivators of Crown lands; at the expiration of ten years, 4th to be paid as usual. These villagers have already contributed largely to the work by giving their labour gratuitously, and I may add, that the people of this and the adjoining districts have shown themselves in earnest by the zeal with which they have undertaken irrigation works requiring a knowledge of engineering not possessed by them, and which have been completed only to break down under the first severe strain. "I think a scheme for bringing under cultivation Crown lands, at present waste and unproductive, based upon some such principle, would have a fair prospect of success. This would in no way interfere with the working of the Irrigation Ordinance as regards private lands, and I feel convinced a source of Revenue might be developed with little or no expense to Government, and at the same time lasting good done to the country." "Kalundewa tank, in its present state, irrigates no land, and produces no revenue. All previous expenditure, therefore, may be disregarded; and the real question at issue is, whether it is worth while to spend £677 in making the tank available for irrigation. It is large enough to irrigate about 100 acres of land, and would produce a revenue of £50 per annum, at 4th share." He adds:—"I suggested that the cultivators should pay one-fifth for five years, believing that they would agree to this, and my letter concludes thus:— "The outlay would be repaid in fifteen years, and would then produce a Revenue of £50 per annum. But the land might be sold for a much larger sum than £700, and would still produce a Revenue of £20 per annum." The Report from the Southern Province alludes to the failure of the Devotawer work undertaken in the time of Sir Henry Ward. It says "The failure of this Government work has done much to prejudice the inhabitants of this portion of the Southern Province against any Irrigation schemes to be undertaken by Government. Shortly after my assuming the duties of Government Agent of Galle, I was required to preside at an Irrigation Meeting at Kalkawe in the Wellabada Pattu, of which notice has been given by Mr. Parsons. The proposal to solicit Government aid to carry out some works necessary to drain a considerable tract of lowland called Mahawela and Akuru, which was reported to be very fertile, but which had not been cultivated for 25 or 30 years, was carried. "The proposal was submitted, and the Engineer inspected and reported favourably; but the estimate was considered by the parties interested to be so enormous, that they declined the Government assistance, and are now doing the work on their own responsibility." We have no faith in irrigation work undertaken by cultivators unless of the simplest description: in nearly all these some amount of engineering skill is needed. It is however a fortunate circumstance for other Districts that the Galle cultivators have taken this resolve as it enables the Irrigation Board to devote more assistance in localities where it is both needed and appreciated. In his report on the Hambantotte district, Mr. Steele enters at considerable length into the question of the Irrigation wants of the district, describing the various works required, but has not a word to say respecting the operation of the Irrigation Ordinance, except "that a private proprietor of a large tract, not less than eleven hundred acres, at Mamadala, close to the river, is very anxious to have his land brought within the scope of an irrigation scheme, and is willing to incur any reasonable expense for that object," adding in a note that this tract "has lately been inspected by the Irrigation authorities, and there is now, I rejoice to say, every likelihood of the works being speedily undertaken."

In the Matura district we are assured that there are Irrigation Works in progress or capable of being utilised sufficient for supplying twenty thousand acres of land with water. Only three however have been undertaken under the provisions of the new Irrigation Ordinance during 1869, namely the three tanks at Borale, Denegama, and Kekenadura. The first mentioned was finished about May last, but the masonry supporting the sluices has been since found defective, and so much so, that it is feared it will have to be entirely renewed. This mishap does not unfortunately prevent the use of water in the tank. Though small and inexpensive, this work will prove one of great utility, and is already fulfilling the expectations formed of it. The estimated cost of the masonry, sluices, &c., was £135, but a supplementary vote will have to be made in order to remedy the defects before mentioned. All the earthwork was carried out by landowners interested. About 700 acres will be benefited, the water rate on which will be insignificant. Kekenadura.—The tank at Kekenadura is being constructed (since completed) for the purpose of irrigating the Wellabada Pattu. In this division there are about 4,000 acres of low land, of which, during the past year, only 355 acres were cultivated, but of which all may be irrigated by this tank. Denegama.—The Denegama tank was commenced about the same time as that at Kekenadura and has recently been finished. It is intended to irrigate the Hakmana Walakada of the Kandaboda Pattu, and is to supply water with the aid of another smaller tank, Weanawewa now in course of restoration, for the cultivation of 2,000 acres. It is impossible for any one who has not travelled through the northern portion of this district to form a correct idea of the distress and suffering caused by the want of water during nine months of the year, in a tropical country, nor of the relief which such works as these are calculated to give. From the Anuradapura district we have a long and rather interesting note on Irrigation Works, but it treats of what might be done rather than of what is doing. The people however, have in some instances endeavoured however

roughly, to help themselves and have in a sequence been heavy losers. Mr. Leisching says:—"There is a class of professional tank menders called "Kulankaddies," who come from Jaffna and India, and are employed by the Singhalese to repair the embankments, a work which they perform in a very imperfect manner. It is lamentable to see the hard-earned money of the poor villagers misapplied in paying these men, as well as very inferior masons, who pretend to repair the sluices of the tanks. The embankments are not made with the proper slope,—the earth is not rammed down, the contractors stipulating that neither cattle nor men shall even walk over them during construction. The mortar used by the masons is bad in the extreme, and the consequence is, that the first heavy flood destroys what it has cost so much to construct. At Rappattille for instance, there is a splendid tank with the remains of very fine ancient sluices. The sixty shareholders of the fields spent about £400 on this tank, and the money so spent has been almost thrown away."—Yet there are some writers who desire to persuade cultivators to have nothing to do with government skilled aid but rather to trust to their own energies.

Mr. Birch's account of the works in the Eastern Province is long and interesting; indeed his report is mainly on this subject which he treats in his own peculiar manner. This province is certainly the most promising of any rice producing district, and it is not without reason that so large a portion of the Irrigation vote has been applied to works in this part of the island, the seat of the early irrigation experiments, which is fast assuming an important position as an agricultural district. The Rugam, the Allai, the Periakulam Tanks, all these are now completed and doing good service; each year will see a further extension of water-supply, and we may fairly expect to find Batticaloa in the course of a few years, doing its best to help to render Ceylon independent of foreign food supply.

THE WIRE TRAMWAY.

In another column will be found the report by Mr. Molesworth, on the Wire Tramway now working on the Brighton Downs. Those who are acquainted with the officer who has drawn up this report need not be assured of the extreme caution which ever marks his opinions, and therefore when they read his final verdict it will be felt that he has written as strongly in its favor as could have been expected from a Government official. He says:—"I think that the Wire Tramway is decidedly suitable for many of the mountain districts of Ceylon, as by judicious arrangement a means of transport may be constructed at a low rate; and even though the cost of working per mile may be expensive, the distance saved in the mileage will practically reduce the rate when the total length is compared with that of a road between the same points." With regard to the particular line selected for the initiation of this new mode of transport, Mr. Molesworth writes,—"So far as engineering difficulties are concerned, I see no objection to the introduction of the Wire Tramway between Badulla and Kandy. How far it would succeed as a Commercial undertaking is a point on which I am not in a position to express an opinion; but the present unsatisfactory state of the cart traffic between Badulla and Kandy renders it imperative to substitute some mechanical contrivance in lieu of cattle, and no other means of transport except the Wire Tramway, appears to be applicable to the district."

With such an opinion as the above there should be no difficulty in forming a Company for the line in question, whilst it would seem to be good policy on the part of our Government to supplement railway extension by this description of feeder.

THE 73RD REGIMENT.—The Band of the 73rd Regiment will play the following Programme on the Galle Face, on Tuesday evening, at half-past 5 o'clock. PROGRAMME. Quick March.....Paddy Waddy.....Buck Overture.....Zou Zou.....Herald. Grand Selection.....*Un Ballo in Maschera*, Verdi. (Solos for Clarinets, Cornet Baritone and Euphonium) Waltz.....*Elion Tanne*,.....Gung'l. Galop.....*No. 1*,.....Coffe. To Commence Playing at 5-15 a. m.

THE SERVICE.—We understand that Mr. Hartshorne who was to have acted as Magistrate at Matura has been desired to take up the duties of Assistant Agent at Kornegalle, a change necessitated by the exigencies of the public service. Mr. Gibson will proceed to Matura in his stead.

THE HOMEWARD MAIL.—Nothing has been as yet heard of the *Surat* from Madras, and there is every probability that Monday will be a safe day for the homeward mail in Colombo. The approach of the North-east monsoon will after this mail, cause the departure of the steamer from Calcutta to be delayed two days, so that henceforward during the North-east monsoon, our official mail day in Colombo will fall on Monday and occasionally on Tuesday.

OUTWARD STEAMERS.—We may expect two steamers belonging to the P. & O. Company to arrive at Galle on Sunday, viz., the "Simla" bound for Calcutta, and the "Australia" a new vessel which will bring on from Suez the passengers and goods for China and will thus inaugurate the new arrangement by which the large steamers will go direct to China and the smaller to Calcutta, as a branch line, as is now done by the steamers of the Messageries Maritimes.

"AT HOME" AT QUEEN'S HOUSE.—Cards have been issued for another "At Home" at Queen's House for Wednesday, the 2nd November. THE "STATSMAN".—This fine steamer, belonging to the same owners as the *Historian*, is telegraphed as having left Liverpool for Ceylon and Calcutta, via Suez Canal, on Wednesday last. She is expected here in thirty days. SIR EDWARD CREASY.—We (*Examiner*) understand that the Chief Justice has already left England, and is expected here in the course of the month, when Mr. Lawson will go on leave, till early in January, when Mr. Justice Stewart takes his twelve-months furlough. The Chief Justice was fortunate enough to secure a free passage in the steamer which was sent out for the Straits Government—the wants of Singapore have in this respect been more promptly attended to than our own.

THE NAVELLAPITIA LINE.—There are now five Government Surveyors engaged on this work, which is to be proceeded with vigorously in order to place surveys and detailed estimates before the Council during the present Session. The determination is to offer it to Contractors, and we do not see that our Government could do better than invite competing tenders from gentlemen now engaged upon lines in India, several of whom will very shortly be near the completion of their Indian contracts, and who with plant on their hands might be disposed to offer terms in accordance with the rough estimates already submitted to Government.

GALLE FANCY BAZAAR.—This Bazaar appears to have been a great success, as the following statement of proceeds of sales will show:— Miss TEMPLE'S STALL.....£ 64 0 0 Mrs. BLYTH'S do.....47 11 0 Mrs. JOHN VANDERSPAR and the MESSRS VANDERSPAR.....41 0 0 Miss GRACE.....22 7 6 Miss BOGAARDS.....7 0 0 Mrs. ROSS (refreshment stall).....6 15 0 Admission Tickets.....5 4 0 By Sundry Articles sold after the Bazaar.....6 3 0 Total.....£200 0 6

COLOMBO HUNT.—The Hounds meet at the Circular Walk at 5.15 p.m. tomorrow punctually.

THE "ARION."—This little island craft has just come in from Trincomalee and Jaffa, after a trip protracted by adverse winds and currents. The vessel put into Dutch Bay, Calcutta, for water and provisions, and the passengers, Mr. & Mrs. Gibson (73rd Regiment) landed late at night, and came on to Colombo by land.

PREDICTIONS EXTRAORDINARY.—A correspondent writes "Our Native Astrologers say that Napoleon will be restored to the throne between the 23rd and 28th of this month. How far they are to be believed could be known after these dates." This "being the case the ex-Emperor has not much time to spare."

COUNCIL PAPER ON IRRIGATION WORKS.—The paper laid on the table on Wednesday last gives a return of irrigation works in progress or sanctioned by Government. There are, it appears from this 15 works in hand, capable of irrigating 40,427 acres at an estimated cost of £40,154, or 19s 10d per acre or annual instalments of 1s 11d per acre. Two of these are in the Western Province, three in the North Western, six in the Eastern, two in the Southern, and two in the Central. The most costly are the Rugum Kulam Tank (£8,736) and the Kekanurawewa (£5,500).

RAKWANE.—We are reminded that owing to a delay in the publication of our last communication from this District, the remark that "a voice had been raised on behalf of Rakwane, but that of the Kandy Herald" was no longer applicable, a contemporary having meantime spoken out. The same correspondence, under date the 10th inst., continues— "We are having very fine weather just now, too fine in fact, for good Pickings, but the North-East rains cannot be far distant now, which will give us good boxes."

Roads are in good order, and transport to date promises better than last year. I trust some alteration will be made in the issuing of cart licenses at the different Cutcheries, I mean as to date, the end of the year being a very inconvenient time, causing a stoppage in the regular traffic, and so happens that about this time Planters selling in the island have made their arrangements for the despatch of crop in a given time, which cannot be done in many cases, owing to the time lost by cartmen in getting new Nos. &c. &c.

"Go ahead" appears foreign to Ceylon.

MURRAIN AMONGST THE BELLIGERENTS.—We notice by the last papers from Europe, that the Cattle Plague previously prevailing at Coblenz, has extended to Saarbrück, and thence to the Bavarian Palatinate, Northern Lorraine, and Alsace. It is supposed to have been imported from Podolia, through Upper Silesia, by means of the herds intended for the provisioning of the army. The disease is chronic in that breed; but the wants of the Prussian army have been so pressing that there was no possibility of doing without these cattle.

THE KORALE MUDALIYAR OF KALUTARA AND PANADURA DISTRICTS.—A correspondent writes—"I understand that it is the intention of Government to appoint a paid Mudaliyar from 1st January next, for the above Districts, vice Mr. M. De Fonseka who has been acting gratuitously for upwards of 17 years as Korale Mudaliyar. From the Candidates whose name have been brought to the notice of Government, I hear that Mr. Layard the Agent of the Western Province, has selected Mr. Abraham Goonewardene Interpreter Mudaliyar of the Panadura Courts, for the new appointment; of course Mr. Fonseka will fall back to his former post as Maha Vidhana Mudaliyar."

A DISTRESSING CASE.—Buggins has written to us to enquire after the poor dead old Pope. He has read that "His Holiness has accepted the situation" and feels greatly distressed that the Father should be in such reduced circumstances as to be obliged to accept any situation. He wishes to know what emolument is attached to it.—*Misamis.*

NAVIGY.—A correspondent of the *Indian Public Opinion* calls attention to the fashions at present obtaining among fair equestrians at home. The "Grecian bend" on horse back, seems to be all the go in the park. We suppose we shall next hear of the "Grecian bend" in Church; and who knows but the "bend" may become hereditary, and that we may in time, hear of the young Miss Fitz-Smythes developing with advancing years the fine "Grecian bend" of their maternal parent; or even of the newly-born daughter of the Hon'ble Mrs. Greene showing unmistakable signs of an early "bend."—*Idid.*

A WETTED RIDDLE.—(From an *Insane Contributor*.) Why would a Prussian who fires a cannon and hits the fortifications, make a good Governor for Paris?—Because he is a *Zouave*—hitter in mode, and a Fort-hitter in re.—*Zouave.*

LEGISLATIVE COUNCIL.
12th October, 1870.

All the members present except the Government Agent, C. P., and Messrs. Harrison, Martens and Dehgan.

The previous Minutes having been read, Mr. Comarasmay called attention to the absence from the volume of Administration Reports, laid on the table at the last meeting, of reports from various departments, among others the Public Instruction Department and the Irrigation Branch of the Public Works Department. He enquired whether these reports were delayed, or were not received, or were being printed.

The Colonial Secretary replied that he believed the volume contained all the Reports received. The want of some Reports may have been due to the absence from the Island of the head of those departments. If the honorable member would indicate reports which he considered should be forthcoming, he (the Col. Secy) would call for them.

Mr. Comarasmay was quite satisfied with having called the attention of Government to the fact.

The Colonial Secretary then laid on the table a Report on the Wire Tramway, by the Director of Public Works, also one on Irrigation Works completed and in progress.

Mr. Wilson moved for a Return showing the Gross and Net amount of Revenue received from the Colombo Assessment Tax each year since the establishment of the Colombo Municipality, and also of the yearly application of the funds so received. He remarked that the matter was of one of considerable importance, and he would therefore reserve his remarks until the information sought was supplied.

Mr. Wilson seconded the motion.

The Colonial Secretary would lay the information on the table at the earliest opportunity. Mr. Wilson next moved for a Return of the Assessment Tax levied for the support of the Police Station lately established at Javela, showing Gross and Net amount.—Also a Return of the number of Police employed, and the pay of each person, and cost of the Station.

Mr. Wilson seconded the motion.

The Colonial Secretary said there was no objection to the information being supplied.

The Colonial Secretary begged to move the first reading of the Bill, "An Ordinance for making provision for the Supplementary Contingent Charges for the year 1870."

In doing so he took the opportunity of laying on the table the estimates on which the sum asked for was based, and also the returns of revenue and expenditure for the past half year. Although the amount appearing in the Bill was £21,155, he would ask the Council's sanction for the expenditure of a larger sum, to cover at the same time the value of stores received from England. The actual amount of these was not known, and could not be included just now, but it would

probably amount to between £12,000 and £15,000. The Council was aware that the expenditure on stores appeared twice, first when they voted money to pay for the stores as received, and next when the several departments took over the quantities required by each. It was usual to vote a round sum on account of stores, but the amount when ascertained might be included in the present bill. Under the head Salaries were included those of the Service Tenures Commissioner, of the Additional Magistrate at Konegalle, &c. The large sum required for Police and Gaois was owing to the increase of prisoners and the necessities of the Mannar Causeway; and the expenditure on Works and Buildings included repairs to Queen's House, the Pavilion, &c. He would, shortly, have to refer to the financial condition of the Island, and would not now refer at length to the subject, but he might state that the estimates made last year would be fairly realized, and that the receipts would bear such a proportion at the end of the year to the expenditure, as to leave a surplus of a few thousands.

The Queen's Advocate seconded the motion. The Colonial Secretary moved the second reading of the Bill: "An Ordinance to amend the Ordinance No. 9 of 1869."

The Queen's Advocate seconded the motion. Mr. Comarasmay wished to know, in connection with the Ordinance, who the Trustees of the Sinking Fund were, and also whether the payment to the Crown Agents direct, of the Interest and Principal of the Railway, would involve any considerable extra expenditure in the matter of commission?

The Colonial Secretary said there would be no increased charges whatever.

The Governor explained that the Trustees were the two Crown Agents for the Colony and the United Kingdom of Great Britain.

The Council then went into Committee on the Bill.

Mr. Comarasmay could see no alteration in the date of payment as announced by the Colonial Secretary.

The Governor explained that formerly the payment was to be made on the 15th day of May and on the 15th day of November in each year, while now it was "later than the 15th day of May and the 15th day of November in each year." The alteration had been made at the request of the Crown Agents.

The Bill was then passed through Committee, and referred to the Law Officers of the Crown.

The Colonial Secretary moved the second reading of the bill "An Ordinance to extend the provisions of the Ordinance No. 7 of 1848 to the Municipal limits of Kandy."

The Queen's Advocate seconded the motion. Mr. Comarasmay observed that the provisions of Ordinance No. 7 of 1848 were sought to be extended to the Municipal limits of Kandy, although by No. 1 of 1853, they were extended to the town of Kandy. He thought that advantage should be taken of the opportunity to include Colombo and Galle in the Bill. He had talked the matter over with the Government Agent, W. P.

The Government Agent, W. P., and he thought the insertion of Colombo in the Bill was necessary, in view of the Ordinance, proclaiming the existence of a technical means of evading the provisions of the Ordinance; although before now they had no grounds of complaint.

The Queen's Advocate said that the present Ordinance was brought forward at the special request of the Kandy Council, the Colombo and Galle Councils had made no such request, and it was therefore thought that they did not desire it.

Mr. Comarasmay thought that was no ground, and suggested that the bill be left over until next Session.

The Governor thought there could be no objection to postpone going into Committee on the Bill until they could officially communicate with the Colombo and Galle Councils and ascertain their views. In connection with an honorable member's observation on the Administration Reports, he would point out that Mr. Laurie's Report appeared among the Sessional papers for last year.

Council then adjourned to Wednesday next.

WIRE TRAMWAYS.

REPORT.—From the Director of Public Works to the Hon'ble the Colonial Secretary, Ceylon. The delivery of the Bill, in accordance with the wishes of His Excellency the Governor, contained in a telegram instructing me to report officially on the suitability of the Wire Tramway for the mountain districts of Ceylon, I have the honor to report, on the receipt of these instructions, I at once placed myself in communication with Mr. John Gordon, who kindly afforded me every facility for inspecting the Tramway in the district of the Kegonsa. The Bill is experimental and, consequently, of a temporary character; its details are somewhat defective, and capable of improvement in many respects. In fact, Mr. Gordon, who accompanied me in my inspection, pointed out several improvements which would be made in any permanent structure hereafter to be erected. The length of line constructed in about five miles, or a total length of 10 miles of rope, but of only about half was working during my visit.

In that length there are several steep gradients and three very sharp curves. The rope used is of steel wire, and is two inches in circumference. The supports average about 70 or 80 yards apart, but in one place I noticed an unsupported length of about 170 yards. The number of boxes averaged about 30 per mile, and the speed at the highest was a little more than 4 1/2 miles per hour. The boxes were each charged with loads of about half a hundredweight when I arrived, but that load was gradually increased to one hundredweight, exclusive of the weight of the box itself. Judging from the dimensions of the engine, its speed, and behaviour under this work and from the pressure of the steam, the power consumed under this rate could not have been less than 35 horse-power. The delivery would be equal to a traffic of about 140 tons each way in a day of 10 hours, or 140 tons both ways. With improvements in the details, I believe there would be no difficulty in increasing the speed to 5 or even to 6 miles an hour, but I think that 5 miles would practically be found to be the limit for economical reasons; beyond that speed the wear and tear would probably be too great.

There are two points in which any line erected in the mountain districts of Ceylon would probably differ from the experimental line.

1st.—The supports would in many cases be of far greater magnitude, to enable the traffic to clear obstacles and to cross the steep ravines which are so numerous in Ceylon.

2nd.—The continuous inclines would in some cases be a little more than those on the experimental line. The first difference is simply a question of extra strength and cost. The second is a more serious question, as in some cases the whole length worked by one engine might be on one ascending incline. Practically speaking, and up an down line such as that on the Brighton Downs is almost equivalent to a level line, because the loads descending balance those ascending.

It may be argued in the case I have supposed, that the down may balance the up traffic. This is true to a certain extent, if an equal down traffic is to be obtained; but, as a general rule, the character of the Ceylon traffic does not admit of this. In any case the strain on the rope on one long continuous incline, whether balanced or no, would be far greater than on an up and down line. I mention these points not as an insuperable objection, but merely to point out that there will probably be differences in the actual line which do not exist in the experimental one. When such cases arise, I believe they may be met by judicious arrangement, though of course by some increase in expense.

The total length erected on the Brighton Downs is, in my opinion, too great to be worked from a single engine. I think that 2 1/2 to 3 miles on each side of the engine (and even less in the case of continuous inclines) will be found to be the outside length that can be worked satisfactorily and permanently. This would in ordinary cases give an engine station every 5 or 6 miles. The greatest defect in the experimental line is the want of means for periodically oiling the bearings of the pulleys. This is not of much consequence on the downs, where there is no jangle to be kept down, because a man can easily climb the standards for the purpose of oiling the bearings, but in many places under this difficult and expensive. Still this is matter of detail, and arrangements may be made to meet the difficulty. It will also be necessary that permanent line, in Ceylon should be furnished with some self-acting apparatus for taking up any slack in the rope, whether caused by the sudden changes of the temperature or by the wear of the pulleys, but this again is a matter of detail not difficult to arrange. The boxes must also be constructed in such a manner as to protect their contents from the sun and rain, and this will probably increase their weight somewhat. The bearings for a permanent line will, I think, require some improvement and some means of adjustment for wear; there is a considerable jar and concussion when the boxes pass the supports, but this is due to the fact that the supports are not perfectly level, but to the fact that the boxes are not perfectly level. I presume that it is the intention of His Excellency the Governor, that my Report should refer more particularly to the line of Wire Tramway which it is proposed to construct between Badulla and Kandy. I regret that I have not access to data connected with the traffic of the district and the features of the proposed line, to enable me to report fully on this subject. So far as my recollections of the country serve me I doubt whether the line could be constructed through that district for less than £1,700 or £1,800 per mile. I believe the cost of working such a line would be from 6d. to 8d. per ton per mile, according to the proportion in which the up traffic could be worked in combination with the down. I presume that the total up and down traffic of the Kegonsa, Badulla, Hewell, Elyan, and Maduruf, would not exceed 20,000 tons per annum, so that the average would not be more than from 30 to 35 tons per day each way, though the maximum one way in the height of the coffee season might double the average (or amount to 60 to 70 tons). A Wire Tramway with 30 boxes per mile capable of carrying 1 cwt in each box, and travelling at 5 miles an hour, could deliver 75 tons each way in a day of 10 hours, and in cases of emergency there would be no difficulty in working for more than 10 hours per day.

In conclusion, I think that the Wire Tramway is decidedly suitable for many of the mountain districts of Ceylon, as by judicious arrangement a means of transport may be constructed at a low rate; and even though the cost of working per mile may be expensive, the distance saved in the mileage will be practically equal to the rate when the total length is compared with that of a road between the same points. In all cases, however, such an undertaking requires to be carefully considered in its details, and in stating that I consider it suitable in some cases, I wish to guard against the supposition that I recommend it for universal adoption. Each locality requires special consideration. In some districts a first class railway is the most suitable means of transport; in others a Light Railway will have its advantages; and though I am not in a position to report fully on the question of not between Badulla and Kandy, I am of opinion that it is an instance in which the Wire Tramway may be adopted with advantage. A Light Railway is not applicable, and would not be justified by the traffic. A road winding up the ravines would be very long, and costly. The present route via Nuwara Ellia is effected in the length by the cable, and the saving in the length by the adoption of a Wire Tramway would be considerable. So far as engineering is concerned, the introduction of the Wire Tramway between Badulla and Kandy. How far it would succeed as a commercial undertaking is a point on which I am not in a position to express an opinion; but the present state of affairs renders it imperative to substitute some mechanical contrivance in lieu of cattle, and no other means of transport except the Wire Tramway appears to be applicable to the district.

The Cable may be made so strong as to enable you to determine whether the traffic of the district will justify the outlay necessary for the erection of a Wire Tramway.

I have, &c.,
GUILFORD L. MOLESWORTH.

GAMPOLA, October 19th, 1870.

The weather has been variable since I last wrote, though plenty of rain has fallen. The health of the people is good, but a painful disease of the mouth prevails, principally amongst children: colds of course are in vogue, owing to the weather. Estates are looking well, but in many places weeds, owing to all spare hands being picking, which is going on briskly, but not heavily—say from three quarters to one and half box per cooly per day, according to quantity on the trees or altitude, the natives too are picking, but I am sorry to observe a falling off in their efforts to produce clean parchment: they seem to be in too great a hurry to pocket the money and pick half ripe, which will cause a good deal of the old style of native coffee to come into the market. The trees are making wood fast, and show well for next season, if not too heavily handled. Besides picking and other crop works the eternal weeding, with here and there handling, is all we can do just now. Labor is far from being too plentiful, but sufficient to pick the crop and secure it. Crimping is on the decrease, as I suppose the coolies have settled down for this season, as they generally do, at this stage of the crop, and Superintendents are too busy to go to Court, besides by this time they have closed their advance account. Parchment is coming on very slowly, as though stores are full, it cannot be dried, and distant managers find it difficult to transport heavy parchment; only one estate has sent in any considerable quantity. Carts are plentiful at one penny half penny to the Peradenia Station for dry parchment, and 3d. for rice back. The roads are anything but first-rate, owing to the rains and heavy traffic. One small piece in the town immediately opposite the Chetties Boutiques demands immediate attention, as it is very much cut up, and owing to deficient drainage the mud and water lies stagnant and may be the cause of an epidemic: the traffic here (only two or three hundred yards) is so very heavy that extra metal should be put on, and that at once. The best rice is to be had at 7s. 3d. cash. No news stirring; but another suicide has taken place, under very painful circumstances. Vana Rana Carpen Chetty, the head of the company of that name, was suffering from a cancer on his back, and was under medical (native) treatment; he seems to have suffered greatly, and being told there was no hopes, he came to the resolution that death was preferable to such pain, and quietly in the dead of the night dyed himself of his ring, ear ornaments, waist band and other jewellery, stealthily left the Kintanay and disappeared. The first thing next morning the townspeople came to awaken by the noise of crowds rushing hither and thither in pursuit of the unfortunate man.

The Singapore Modallay "Abram Appoo" headed his people, Slesma Lebbe the Moors, and the Chetties without a Leader went bell-mell in every direction, but failed to find the fugitive. Three days after the mystery was solved, the body of the unfortunate man was found at Ellipit, some four miles down the river, it was swollen and decomposed, insomuch that it had to be buried on the spot: the poor fellow was long and favorably known as a banker and a merchant amongst the Planters, who will miss the jolly old "ebony" face, from its usual mat in the counting room.

If our Magistrate is otherwise lenient, he certainly is not so to boutique keepers who defraud Government and poison poor people by privately selling adulterated track: some days ago he sent a man from Cooruvay to jail for three months with five pounds, and yesterday a noted dealer in fine contraband spirit was brought up, and notwithstanding the able defence made by his Gampola Proctors and eloquence of his Gampola Advocate, is now undergoing the same punishment. I believe the apprehension and conviction in both cases was owing to the perseverance of a Planter in the neighbourhood, who no doubt has suffered greatly by the existence of such shops!!!

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LETTER TO THE EDITOR.

CRUELTY TO ANIMALS.

SIR.—The "Matale coach" is proverbial I believe in connection with anything dirty, wicked, and comfortable on wheels, and was it to complain of the ill-assorted combination of old coach, wagon, and dog-cart, in which I had the ill-luck to be jolted, lately, I might be told that those who object to this nondescript vehicle are not compelled to travel by it. But I wish to protest strongly, against the positive inhumanity displayed by the proprietors of the so-called coach, running between Kandy and Matale, in using horses fit only for the Knacker's Yard, and which are obviously tortured by being worked when old, diseased and incapable.

It is indeed high time that a Society for the Prevention of Cruelty to Animals was formed in Ceylon, but I would remind those whose duty it is to guard against the barbarism I have referred to, that the absence of such an institution, in no way destroys the moral obligation of kindness towards dumb animals, and that the lawlessness of the mail contract, is no excuse for cruelty.

Nobody hopes to find Cinderella's coach upon the North Road, but a clean and commodious conveyance, horses fit to pull it, the public have a right to expect.

I am, &c.,
M. L. H.

Matale, 11th October, 1870.

THINGS IN GENERAL.

DEAR SIR,—I read in a late issue of the *Observer* what appeared to me a rather strange statement. If correct it is calculated to cast a shade of some what doubtful hue over the subject of it: and yet it is published with all due solemnity. It is stated that among the purchasers of land in the Maskelya Valley is a certain Mr. J. Gray; who decided on "building his place by the first boat from the East" and that he gives as a reason for so doing the fact that "a number of pilgrims, on their way to 'Adam's peak, pass annually thro' his land'!" As the object in attaching such a name to landed property seemed to me unintelligible I looked into Webster in the meaning of the word, and there had all my fears confirmed. "A *Dunlop*, he says, is 'a name given to the great low, commonly called a *corn*.' We are to suppose, that Mr. Gray's properties are of so *Pedantic* a character as to induce him to spend his hours (during the pilgrimage season) in examining the 'Great Toes' of all the natives on their way thro' his place? I see no other way out of the difficulty: for it is a difficulty to account for the selection of such a name for what may be, naturally, considered his future residence. Whether such an occupation is the special duty of the gentleman is an opinion I will keep to myself; but I think his family should, for their own sakes, try and induce him to give up a habit which, however entertaining and possibly remunerative, cannot raise his own name very much in the estimation of either natives or friends, at least for delicacy. I feel only too glad that my small share of land does not add to it; for I should be necessitated to add to it my own name, and to his, if I did not wish him to say that I was trying to tread on the tail of his coat!

I have not that confidence in the Maskelya Valley that some people have. My views are my own, and I have no intention of disclosing them for two reasons: one is that I want to sell out; and another is that I might be charged with doing injustice to an untried district.

What a jolly good address that was from the Governor to the Legislative Council! It cheers one's heart, in those times of depression and mourning, to read of the good prospects held out to us, especially through the long desired extension of the Gampola and Nuwara Ellia railway. There is no plan so likely to advance the interests of the country in general, and of the central province in particular as that of opening up for transport its commercial resources, and a railway company will be found both the best paying and the most economical in the end. As the same time the encouragement given to native agriculture by opening up the "deserted Tanks," and by opening up the "native population" (as it is feared) to the "general," and also the "superior advantages" of the "robbery." Idleness, Drunkenness, Sensuality, &c. &c. &c.

By the bye, what has become of the "mission report"? Has it ever seen the light? I only have been asked "After all the expense the mission has been put to it seems hard to the public that nothing has ever come of the proceedings of the mission, and that our cattle are to get sick and die without an effort to save them. If I am not mistaken the mission report is something of the sort to the commission. Surely you ought to be able to inform your readers about it. I have not heard of your having received any government appointment to insure silence! Do tell!

Is the Editor of the "Examiner" the same as of old? I now and then get a sight of it, thro' a Burgher acquaintance, for few others take it which would be a pity if its tone suited European ears. I have been acquainted with the Editor and his noble elbow for many years, in speaking to his mind on the subject. Some time ago, in speaking to his mind on his Irish friend, he told me that in his opinion "he was not only by the best educated but in general literature and in manners and views, of his community, but considerably advanced beyond most of the European residents; as well as being strongly imbued with English principles and feelings. How is it therefore that he has no articles to appear in the paper that bears his name (it is always called "Mr. Lorenz's paper") which give utterance to his talents and language so far beneath his reputed talents? I cannot understand it and I asked my friend about it, but as he gave me no reply I conclude there is some mystery.

The abuse of the present government and its arrangements for the welfare of the colony I could never understand from the pen of a man who twelve months ago was back in the powers that were; whose dicta were the watchwords for official advancement and whose table was wont to be honored by persons in high places: the loss of all which must be more or less galling to an ambitious and sensitive mind. But then the condemnation would have been couched in a style becoming a scholar and a gentleman, not in miserable schoolboy verbiage and low satire!

By the bye, I propose to deny that the proceedings of the Legislative Council do require a strict scrutiny at the hands of the public press; but there is a certain mode of conducting it which Mr. L. possesses, which the writer of his leading articles most decidedly does not: and how much more difficult would be the task to the Editors of the other papers were the watchwords for official advancement and whose table was wont to be honored by persons in high places: the loss of all which must be more or less galling to an ambitious and sensitive mind. But then the condemnation would have been couched in a style becoming a scholar and a gentleman, not in miserable schoolboy verbiage and low satire!

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