

The Ceylon Times

WITH WHICH IS INCORPORATED
THE KANDY HERALD.

COLOMBO: FRIDAY, NOVEMBER 25th, 1870.

No. 924

SHIPPING ANNOUNCEMENTS.

SERVICES

Compagnie Maritimee.
PAQUEBOTS POSTE FRANCAIS.

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

Ship	Leave	Arrive
For Pondicherry, Madras, and Calcutta.	22	21

Passengers for London can obtain at Marselles Railway tickets direct, either via Calais, Boulogne or via Dieppe and Newhaven at the following rates:

Via	Rate
Via Calais or Boulogne Frs. 175.	26 12 0
Dieppe and Newhaven.	25 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 days:

Ship	Leave	Arrive
For Marselles and Southampton.	30	28
Bombay.	29	27
Madras and Calcutta.	29	27
Straits and China.	30	28
Australia.	30	28

Rates of Passage Money.

From	To	Rate
Suez	King George's Sound	£30
Southern Ocean	Melbourne or Sydney	40
Madras	Panama	30
Calcutta	Hong Kong	54
Calcutta	Shanghai	74

Transit through Egypt £3 extra.
Children above 3 and under 10 years—half of first class rates.
One child under 3 years, (if with Parent) free.

To Marselles. To Southampton
2nd Class Passengers..... £48 £50
European Servants..... 48 50
Native do..... 24 25

Transit through Egypt £2 extra

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 by vessels employed for the purpose, they also book goods on through Bill of Lading to Trieste, Venice, Genoa, Barcelona, Marselles or Havre.

For rates of freight and further particulars, Apply to
F. BAYLEY, AGENT.
Point de Galle.

THE MESSAGERIES MARITIMES.

THE FOLLOWING reduced scale of charges from Galle to Marselles is now adopted by this Company:

First Class (ordinary cabin).....	£75 0 0
Second Class.....	£50 0 0
Third Class.....	£25 0 0
DECK PASSENGER.....	£23 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.

British India Steam Navigation Company (LIMITED.)
ONE OF THE COMPANY'S STEAMERS WILL LEAVE COLOMBO

FOR CALCUTTA—Calling at Galle, 3rd 17th and 31st Oct. 14th 28th Nov. 12th & 26th Dec. 1870.

FOR BOMBAY—Calling at Tuticorin, Cutch, Calcutta, Beypore, Cannanore, Mangalore and Calcutta, 13th and 27th Dec. 1870.

ALSTONS, SCOTT & Co., Agents.

NOTICE.

The Fine Barque "LADY RAWLINSON," 391 Tons, J. BROWN, Commander.

HAS FINE ACCOMMODATION for Passengers.
For Freight or Charter to any Port on the Coromandel Coast.

Apply to
GUTTO VENCATAREDDY, Agent.
Colombo, No. 3, First Cross Street, PETTAH.

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Colombo, No. 3, First Cross Street, PETTAH.

PASSAGE FOR LONDON.

Calling at the Cape of Good Hope, for fresh provisions.
To Sail about the end of December.
Messrs. GREEN'S fast sailing and well-known Passenger Ship
"LADY MELVILLE."

966 Tons A. I.
N. HEDGES, R. N. R., Commander.

THIS Ship like the whole of Messrs. GREEN'S noble fleet is noted for her beautiful Cabin accommodation, offering a splendid opportunity for families and invalids.

The ship has a MILCH Cow on board, and there is a PIANO in the Saloon for the use of the passengers.

For plans of Cabin, and for Passage. Apply to
FRYER, SCHULTZ & Co. Agents.

Colombo, 15th November, 1870.

NOTICE.

THE S. S. "BREDALEANE," to replace the "Scotland" via Suez Canal, expected to arrive about the 17th or 18th instant, will have room for 400 Tons cargo to Calcutta.

Apply to
LEE, HEDGES & Co. Colombo, 22nd November, 1870.

FOR LONDON DIRECT.

THE "LINCOLN" A. I. 15 Years.
HAVING a full cargo engaged will sail early in December and has splendid accommodation for Passengers. For a plan of the Cabin and terms Apply to the Agents
BARLEY, BUTLER & Co.

SALES BY AUCTION.

THE STAFFORD ESTATE.
WILL be sold by public auction, in January next, if not previously disposed of by private bargain. The Estate is situated in the Elephant Plains near Udappussellawa, a fine healthy climate. The extensive Patnas in the neighbourhood afford great facilities for measuring. Average consists of about 80 acres fine coffee in full bearing, 41 acres of heavy jungle and 20 acres Patna. There is a comfortable BUNGALOW on the property and 32 head of cattle.

For further particulars, Apply to
Messrs. GEORGE WALL & Co., Colombo or KANDY, on the Estate.

A. BULLOCK, Esq., Auctioneer.

THE UNDERSIGNED is instructed to sell by public auction, on Monday the 28th instant:

THE HOUSEHOLD FURNITURE, AND OTHER EFFECTS, belonging to
SIR E. S. CRESSY, Auctioneer.

Newera Elia, 16th November, 1870.

AUCTION SALE OF SUPERIOR NELLORE AND SURAT COWS WITH AND IN CALF, and also Nellore and Surat Heifers.

THE undersigned is instructed to sell opposite his Rooms, on Saturday, the 10th of December next, at 11 A. M.
A Superior Lot of Nellore and Surat COWS WITH AND IN CALF, ALSO NELLORE AND SURAT HEIFERS.

H. D. GABRIEL.

MERCANTILE ANNOUNCEMENTS.

ON SALE By the Undersigned:
BAIS' BEER IN HHDS.
BARCLAY, PERKIN'S PORTER IN HHDS.
do do C. B. do in quarts and Pints.
R. DAWSON.

EX S. S. "STATESMAN."

CARGILL & Co. have received via Suez Canal by above Steamer a supply of
EXTRA SUPERFINE FLOUR IN BARRELS.

Prime York and Belfast Hams
Prime Wiltshire Bacon in Tins
Prime North Wiltshire Cheese
PRIME DUTCH CHEESE
Patent Preserved Ox Tongues in Tins
1 lb. Tin Soups assorted
Salmon Cutlets in Indian Sauce
Finch Haddock
COD ROES, WHITEBAIT,
Rock Island Fresh Lobsters
Herrings a La Sardines
Truffles, Champignons
Pate de foie Gras
Pate de foie d'Oie
Pate de foie de Canard
Petits Pois an naturel
Petits Pois an Beurre
Potted Meats assorted

LIEBIG'S EXTRACT OF MEAT
Moore's Chocolate and Milk
Epps' prepared Cocoa
Maccaroni and Vermicelli
Zante Currants and French Plums
Mascated Raisins and
RAISINS AND ALMONDS
Crystallized Desert Fruits
Bonbons, Lozenges and
Assorted Confits
Calf-foot Jelly
French Olives and Capers
Pickles assorted

GENERAL WAREHOUSE,
COLOMBO AND KANDY.
8th November, 1870.

NEW STATIONERY.

FANCY GOODS.
CARGILL & Co. have received ex "S. S. STATESMAN" via Suez Canal, a large and well selected assortment of the above, comprising
STATIONERY.

Water lined O'Land Note paper, assorted Colours.
Egyptian O'Land do.
Water lined O'Land do.
Cream and Blue laid Note paper.
Blue Wove Bank Post, ruled.
Faint and Double & s. d. Columns.
Blue and Cream Laid Fools a.

Superior Music Paper.
Cream laid Envelopes, all sizes.
8vo. and 4to Carbonic Books, for Manifold Writers.
Stationers Rubber, Ever-Pointed Pens and Pencils, Propelling and Repelling Pencils, TARTAN PEN, PENCIL, AND KNIFE, Tartan Pen-Holders, Fancy Bone Pen-Holders, Silver Mounted Pearl Pen-Holders, Silver Mounted Ivory do.

Mahogany, Walnut, and Leather Date Cases, Walnut Ink-Stands, Flowered Walnut Ink Stands, Ivory and Gilt Mounted Ink-Stands, Branded Ink Stands, Pewter Ink-Stands for Office use, Patent Glass, and Spring Ink-Stands, EBONY RULERS, Oak Stationery Cases of sizes, Duns' Circular Time Tables, Ladies and Gents Visiting Cards, do. do. Black edge.

A very large assortment from DE LA RUE & SON.
Purses and Pocket Books, Red and Black Sewing Wax, Cut and uncut Quills and Quill Nibs, Waverly, Pickwick and Owl Pens, Waverly Barrel Pens, Gillott's Steel Pens, various numbers, Gum Mangle with brush complete, Faber's Lead Pencils.

LETTER FILES ASSORTED.
Memo Books, Metallic Note Books, Blank Books and Office Books of all sizes and descriptions, Blotting Pads, single and double, WRITING DESKS, BEZIQUE, in sets for 2 and 4 with quill and markers complete, Besique Guides, by "Cavendish," Whist Makers, by do.

ALSO
LETTS' DIARIES 1871.
FANCY GOODS.
Ivory and Gilt mounted Walnut Glove Boxes, do. do. Card Boxes, Papier Maché Work Boxes, Mahogany Kettles, Stand, Morocco Handkerchief Boxes, do. Glove Box with Ivory Stretcher complete, LADIES COMPANIONS, Ivory Glove Stretcher, Branded Watch Stands, Fancy Watch Stands with glass shades, Metal Drinking Cups, Wilson's Patent Egg Beaters, Fancy Pin Cushions and Ring Stands, Glass Toilet sets in 2, 3, 4, 5 pairs, ALSO A few really first-class PERAMBULATORS, of the best English make, specially imported. CARGILL & Co. COLOMBO & KANDY. Colombo, 15th November, 1870.

NEW PERFUMERY EX S. S. "STATESMAN."

CARGILL & Co. are now showing an assortment of the above, received by this steamer, via Suez Canal, consisting of
Moelline, Golden Oil.
Quinine Cream, Brilliance, Limes and Glycerine, Rose Glycerine, Flang-Flang, Frangipanie, Philliconie and other Pomades.
HAIR OILS ASSORTED.
Rowland's Macassar Oil.
Rowland's Kalydor
Rowland's Odonto.
Tooth Powder Assorted, Violet and Rose Toilet Powder, Powder Puffs in Boxes, COLD CREAM OF ROSES, Perfumed Spirits of Lavender, Lavender-Water, ROSE WATER AND FLORIDA WATER, RIMMEL'S TOILET VINEGAR, Perfume Fountains, Assorted Essences in Fancy Boxes of 3 and 6 Bottles each, VOLATILE SALTS.

FANCY SOAPS INCLUDING New Court, Marlboro, Brown Windsor, Elder Flower, Musk Rose, Fancy Almond, Petrolene Cosmetic, Glycerine and Wall Flower Soaps.
MEDICATED SOAPS, Carbolic Acid and Tar Soap, Juniper Tar Oil Soap, Petroleum Soap, Rock Oil Soap.

ALSO "BABY'S SOAP" IN TABLETS and Nalidres Tablets for Washing Dops. COLOMBO AND KANDY. 15th November, 1870.

SNUFF.

A Fresh supply of the above just to hand Ex S. S. "STATESMAN" Via.
HIGH DRIED WELCH, MACCAUBA, ROB ROY, RAPPEE, NO. 1, AND LUNDY FOOTS SNUFF. CARGILL & Co. GENERAL WAREHOUSE, Colombo and Kandy. 15th November, 1870.

EX "OCEAN BEAUTY," AND OTHER LATE ARRIVALS.

ALLSCOPP'S PALE ALE £7 Cash per Hhd. £3 Cash per Kilderkin.
Reid & Co's London Stout £6 10s. Cash per Hhd.

ALLSCOPP'S BOTTLED ALE E. B. in 4 dozen Barrels Quarts £2 Cash. do Pints 7s. per dozen Cash. C. B. Quarts 9s. 6d. per dozen Cash. do Pints 6s. 6d. per dozen Cash.

REID & CO'S STOUT E. B. in 4 dozen Barrels Quarts £2 Cash. do Pints 7s. per dozen Cash. C. B. Quarts 9s. 6d. per dozen Cash. do Pints 6s. 6d. per dozen Cash.

GUINNESS'S DUBLIN STOUT E. B. in 4 dozen Cases Quarts £2 Cash. do Pints 7s. per dozen Cash. 1st November, 1870. CARGILL & Co.

QUININE. FRESH SUPPLY of the above to hand in 4 ounce and 1 ounce Bottles. CARGILL & Co. Colombo & Kandy.

THE LONDON GUINNESS SHERRY. Per Oz. Case, Ten Guineas Per Dozen, One Guinea.

A FIRST SHIPMENT of this most pleasant Wine, now so popular in England, has arrived per "Seaford." J. R. BELL & Co. Colombo, 21st November, 1870.

BRANDIES IN one dozen Cases. FINEST SPARKLING MOSELE a 60s. per dozen. from A. Jordan, Coblenz. J. P. GREEN & Co.

E. J. BRAND & CO'S WINES CROWN SHERRY, Pale and Dry, n quarter Casks Do. M. BEIRA Do. CLARET, Superior Do. PORT, fine old VINESS VERMOUTH Do. CURACAO Do. CROWN WHISKEY J. P. GREEN & Co.

La Grande Marque Cognac. THE UNDERSIGNED having been appointed agent for the sale of the above Cognac, in Ceylon, are prepared to supply it in large or small quantities. Orders from out-stations must be accompanied by a reference. J. P. GREEN & Co. Colombo, 19th May, 1870.

Barclay Perkin's BROWN STOUT PORTER £6 10s. per Hhd. J. P. GREEN & Co.

FOR SALE At the Godowns of the Undersigned. A Fresh Supply of the FINEST AUSTRALIAN FLOUR in 50 LB. TINS at 16s 6d. LEE, HEDGES & Co., Trenchmore Street, Kandy, 14th November, 1869.

VIA SUEZ CANAL. JUST OPENED EX S. S. "EVORA." GENTS' SHOOTING, Emperor and Blucher BOOTS Gents' Drab Melton Hats. do do HELMETS. do do Drab Tvel and ALPINE HATS do do Black Oxonian HATS. do do Melton HATS on Cork. J. LAWTON & Co. Kandy, 10th September, 1870.

EX "OCEAN ROVER." A LARGE ASSORTMENT OF LADIES', GENTS' AND CHILDRENS' 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.

WHYTE & 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. WELL SELECTED ASSORTMENT. WHYTE & Co. Apothecaries' Hall, Kandy.

TAXIDERMISTS' INSTRUMENTS. AND REQUISITES OF ALL SORTS. WHYTE & Co. Apothecaries' Hall, Kandy.

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. CHURCH OF SCOTLAND. Hole's "Book about Roses." BAKER'S "ALBERT NYANZA" ALSO WINDOW TATS, HAVANNAH CIGARS, Bacon in Fitches. Apothecaries' Hall, Kandy.

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 Hoop Iron 1 1/2 in, 1 1/4 in, and 1 1/2 in. KEIPEL JONES & Co. Colombo, Feb. 10, 1870.

FROM Messrs James Macmickan & Co. ELEMINGTON BONE MILLS. Melbourne. Australia. THEIR AUSTRALIAN BONE DUST. £ 9 per ton. THEIR SUPERPHOSPHATE OF LIME. £13 per ton. LEECHMAN & Co., Sole Agents for Ceylon.

FOR SALE At the Godowns of the Undersigned: BEST STAFFORDSHIRE HOOP IRON 1 1/2 INCH, 1 1/4 INCH and 1 1/2 INCH. Just landed ex "A. O. A." from London. LEECHMAN & Co. Colombo, 18th July, 1870.

ENGLISH GOODS. (VIA SUEZ CANAL.) AT CHEAPEST RATES. D. NICHOLSON & CO. SILK, WOOLLEN AND MANCHESTER GOODS. (Wholesale and Retail) India, Colonial and Foreign Outfitters 50 to 52, ST. PAUL'S CHURCHYARD, (CORNER OF CHEAPSIDE), LONDON. Established 1843. Invite the attention of OFFICERS of both SERVICES, and FAMILIES residing in India, Ceylon, to their Illustrated 120 page Catalogue, containing full particulars as to Woolen, Silk and Cotton Goods of every description.

Ladies' Clothing, Linens, Hosiery, Gloves, Ribbons, Haberdashery, Jewellery, &c. Contractors for Military and Police Clothing and Accoutrements.

Household Furniture Musical Instruments. Ironmongery Fire-arms Agricultural Implements Carriages Saddlery & Harness. Boots and Shoots Wines Ales Beers Preserved Provisions. Stationery Books Toys, &c. &c., SHIPPED AT LOWEST EXPORT PRICES. Sole Agents for the "Wanzer" and the "Britannia" Sewing Machines for the City of London. Foreign Produce Disposed of for a Commission of 2 1/2 per cent. Price list can be had of Messrs. WHEATLEY & Co. Bombay.

D. NICHOLSON & CO. 50, 51, & 52, St. Paul's Churchyard, London. Terms.—Not less than 50 per cent. to accompany Indents and Balance against Bills of Lading.

BONE DUST. FRESH GROUND BONE DUST, FOR SALE. @ 47 1/2 TON. C. SHAND & Co.

WHYTE & CO. HAVE RECEIVED BY LAST OVERLAND SEEDS FLOWER AND VEGETABLE. Apothecaries' Hall, KANDY. 22nd July, 1870.

SUPERPHOSPHATE OF LIME. THE UNDERSIGNED have received per "Caroline" from JAMES MACMICKAN & Co., Melbourne, a trial shipment of the above valuable Manure, price here £15 per Ton. It is packed in bags. LEECHMAN and Co. Sole Agents in Ceylon. Colombo, 21st June, 1869.

Manures and Chemicals. JOHN BENNETT LAWES, F. R. S., 59, Mark Lane, London, has ready for delivery—Superphosphate of Lime. Dissolved Bones. Cane Manure. Coffee Manure. Sulphate of Ammonia. Nitrate of Soda. Peruvian Guano, and all Chemical Manures of Value. Manures can be prepared and shipped in small or large quantities for experiments, if required, also Tartaric, Citric and Sulphuric Acids.

GENERAL NOTICES. ALL PARTIES who do not within a fortnight pay and settle the amount due by them to the Insolvent Estate of MESSRS. LEONARD & Co., will be put in Court without any further notice. FRANCIS SCHULTZ, Assignee. Colombo, 26th October, 1870.

WANTED. A STEADY YOUNG MAN as ASSISTANT PHOTOGRAPHER, and to make himself generally useful. Apply to J. LAWTON & Co., Kandy.

FOR SALE.

At our Godowns: QUART BOTTLE CORES. LEE, HEDGES & Co. Baile Street, Colombo, 7th November, 1870.

Colombo Boat Company, Limited. NOTICE. A MEETING OF SHAREHOLDERS of the Colombo Boat Company, Limited, held at their Office No. 37, Chatham Street, Colombo, on Thursday, the 10th instant, a call of £2 per Share on Shares Nos. 156 @ 400 being 245 Shares, was made and is now due, and the holders of these Shares are hereby required to pay the amount of this call at the Company's Office No. 37, Chatham Street, Colombo, not later than Monday, the 14th December, 1870.

By Order of the Directors, ROBERT DAWSON, Secretary. Colombo, 18th November, 1870.

ALL CREDITORS IN CEYLON OF THE ESTATE of the late firm of DICKSON, TATHAM & Co., are requested to send in their claims to the undersigned on or before the 30th instant. THOMAS HELMER, Attorney of the Inspectors. Colombo, 9th November, 1870.

Oriental Bank Corporation. INCORPORATED BY ROYAL CHARTER. PAID UP CAPITAL £1,500,000. RESERVE FUND £444,000. Head Office:—Three Old Street, London. OFFICES IN CEYLON. COLOMBO, KANDY, GALLE, JAFFA, MADRAS, NEWERA ELIA, and HADDONVILLE. THE CORPORATION are prepared to issue and purchase at any of the above offices Drafts on the following places at rates that may be ascertained on application: Bombay, Calcutta, Ceylon, Hongkong, Madras, Mauritius, Melbourne, Singapore, Pondicherry, Shanghai, Swatow, Suez, and Yokohama. They draw on the Bank of England (on demand), Union Bank of London, Bank of Scotland, London, and the National Bank of Scotland, Provincial Bank of Ireland, Commercial Union Bank, National Bank of India, and on Paris and Calcutta. They also issue Circular Notes and Letters of Credit for the use of travellers. No Drafts are issued on Mail Lines. The following are the latest rates for Family Remittances by the next mail to England. 6 months' sight 3 1/2 per cent. Demand 4 1/2 per cent. They receive money from Depositors on current accounts and at 1, 2 and 6 months' notice of withdrawal. They are prepared to discount at current rates all bills of exchange, approved Local Bills of Exchange, and promissory notes, payable to the order of the Corporation, or to the order of any of the Branches, if sent in later than 10 days before the date of payment. They are also prepared to grant advances on Cash Credit Bonds, collateral security, on terms specially adapted to the requirements of Planters and Agents. Particulars may be obtained on application at the Colombo Office. R. V. DUNLOP, Manager. Colombo, 7th November, 1870.

Chartered Mercantile Bank of India London and China. CHIEF OFFICE, 65, OLD BROAD STREET, LONDON. OFFICES IN CEYLON. Colombo, Kandy, Galle and Matale. INTEREST. Money is received on Deposit on the Following terms: On Current Accounts at the rate of 2 per cent. per annum on the Minimum monthly Balances credited Half Yearly if the balance during the Half Year has not fallen below £100. On Fixed Deposits for 12 or 6 months 5 per cent. per annum, or shorter periods at rates to be ascertained on application. DISCOUNT. Approved Bills not having more than 4 months to run discounted at current rates for Customers. EXCHANGE. The Bank purchases Bills and grants Drafts payable in London, India and Ireland, Ceylon, India Straits, China, Japan and Mauritius at Current rates. Drafts granted payable at the Branches of the Bank of New South Wales, Circular Notes issued negotiable in Egypt, Syria and the principal towns in Europe. JAMES ROBERTSON, Manager. Colombo, 1st January, 1869.

BANK OF MADRAS. (Incorporated by Charter of the Imperial Government.) PAID UP CAPITAL.....Rs. 56,25,000 RESERVE FUND.....5,62,500 The Hon'ble Alexander Forrestor Brown of Messrs Parry & Co., President. F. Lushington, Esq., Accountant General. Col. A. C. Orr, Esq., R. E. R. W. Lodwick, Esq., Deputy Accountant General. Hon'ble W. H. H. Arbutnot, of Messrs. Arbutnot & Co. E. Leont, Esq., of Messrs. Leont & Co. T. H. Allan Esq., of Messrs. Bainbridge, Byars, Gair & Co. C. A. Ainslie Esq., of Messrs. Binny & Co. Col. John Campden, Royal Engineers. LONDON BANKERS, BANK OF ENGLAND. MADRAS. BRANCHES—BANGALORE, BELLARY, BIRMINGHAM, CALCUTTA, COCHIN, COLOMBO, KANDY, OOTACAMUND, PUNJAB, TRICHINOPOLY, NERATAMP, ALEPPY, BENGALPORE, GUNTOOR AND MANGALORE. Colombo Branch, Rules and Rates of Business. THE Bank will negotiate Bills, and issue Drafts drawn on demand on the above places, and on the Head Office and Branches of the Banks of Bengal and Bombay, at rates to be ascertained at the office. The Bank will also discount approved local Bills, having more than four months to run at current rates. The Bank receives money from depositors on Current Accounts, upon which interest is allowed at the rate of 2 per cent per annum on the minimum monthly balance, provided the same has not fallen below £100 during the half year. Fixed Deposits are also received, upon which interest is allowed as follows: for 1 month at 2 per cent per annum. " 2 months " 3 " do do " 3 months " 4 " do do " 6 months " 5 " do do " 12 months " 6 " do do The Bank receives for safe custody Government securities, Bank and Railway Stock, purchases and disposes of the same, and realises and remits the dividends, interest and proceeds of sale, as co-constituents may direct, on the following terms: On receiving charge of securities or Shares—Renting interest on dividends on do 1 per cent. Bidding or Selling do 1 " do " Returning to constituents do 1 " do " A. RIACH, Agent. Colombo, 31st March, 1870.

NEW ADVERTISEMENTS.

NOTICE.

THE SCHOONER "GERALDINE."

HAVING arrived at this Port yesterday, will receive Cargo, and will sail with despatch, for Mannar, Jaffna and Trincomalee.

Please apply to
N. M. ROCHE VICTORIA.
Colombo, 25th November, 1870.

For Galle, Hambantota and Trincomalee.

The Clipper Schooner "EMILY."
WILL receive cargo on the 15th of December.
For freight or passage, please apply to
N. M. ROCHE VICTORIA.

For Manar, Jaffna and Trincomalee.

"GERALDINE ALEXANDRINA ROCHE."
EXPECTED HOURLY FROM MANAR.
And will sail with despatch.
Two Cabin Passages already engaged.
Please apply to
N. M. ROCHE VICTORIA.

SECOND HAND SADDLES.

A Few first-class "Pants"
GENTLEMEN'S RIDING SADDLE AND BRIDLES
ALSO
A LADIES' RIDING SADDLE.
Price Moderate.

J. AUWARDT.

Messrs. Venn & Co.

ARE instructed by the Provisional Assignee of the

INSOLVENT ESTATE OF

GEORGE JOHN, ESQUIRE,

OF COLOMBO,

Under an order of the District Court of Colombo.

TO SELL BY PUBLIC AUCTION,

At their Rooms, on Saturday, the 3rd December

AT NOON,

ALL HIS PERSONAL PROPERTY,

consisting of

HORSES, CATTLE,

OFFICE FURNITURE,

PLATE, &c.

Colombo, November 25th, 1870.

73rd Regiment.

BAND AMATEUR SOCIETY.

BY THE KIND PERMISSION OF

LIEUT.-COL. S. M. CLARKE

The members of the above will give a

Vocal and Instrumental "Negro

Entertainment"

AT THE GARRISON THEATRE

IN AID OF THE

FRIEND-IN-NEED-SOCIETY.

On Tuesday, 29th November, 1870.

PART I.

Songs by Messrs. Turner, Ingram, Bull and Mackey.

PART II.

"Othello" Burlesque.

PART III.

"The Negro Minstrels."

PART IV.

Comic Dialogue "Dandy Kate."

ADMISSION.

RESERVED SEATS..... 6s.

FRONT do..... 4s.

Tickets can be obtained at Messrs. Nicholson & Co. where a plan of the house may be seen.

Carriages may be ordered at 11:30.

AUCTION SALE

OF

CHAMPAGNE.

THE UNDERSIGNED will sell at his Rooms,

on Saturday, the 26th instant, at 12 o'clock:

About 20 Dozens Champagne,

slightly ullaged.

ALSO

A FEW DOZEN OLD MADEIRA.

J. AUWARDT.

TEAS.

BEST ASSAM in 5 lb.

Packages @ 4s. per lb. Cash.

CHINA do. @ 5s. per lb. do.

J. AUWARDT.

FOR SALE.

THE COOPE & Co.'s PALE ALE in 4 dozen.

RONALDSON'S PORT AND SHERRY in 1 do.

do do Quarter Casks.

CARSON & Co.

CHARLES ASHBY & CO'S

INDIA PALE ALE.

FOR SALE IN HHDS. @ 15s.

CARSON & Co.

ESTATE SUPPLIES

FOR SALE.

PORTLAND CEMENT,

GLASS TILES,

ELWELL'S AXLES

CATTIES,

PLANTING BARS,

CART AXLES AND BUSHES,

GALVANIZED IRON,

ROOFING TILES,

CORRUGATED SHEETS,

and

RIDGE CAPS AND GUTTERS.

GALVANIZED FENCING WIRE

In Coils of

600, 1000, and 2000 feet

GALVANIZED STEEL WIRE

In Coils of 1000 feet

guaranteed to carry 120 lbs.

and of 2000 feet

guaranteed to carry 80 lbs.

HOOP IRON

14 to 2 in.

PURE PAINTS

Blue, Red and Green,

COAL TAR,

CALCUTTA BAGS

2 and 3 Bushels.

DUNDEE COOTY SACKS.

A 16 foot Water Wheel.

SULPHATE OF AMMONIA.

BOLIVIAN GUANO.

GEORGE WALL & Co.

FINEST EDINBURGH ALE,

and

EXPORT STOUT

in Bottles of 12 and 24.

GUINNESS STOUT

in Bottles of 12 and 24.

in Wood and Bottles.

VINE GROWERS' BRANDY

in one dozen cases.

NEW SHAMPAGNE

in one dozen cases.

OLD PORT

in one dozen cases.

BURGUNDY AND CLARET.

in one dozen cases.

Pommes Rognes,

ST. EMILION

in one dozen cases.

HOWARD'S QUININE.

GEORGE WALL & Co.

NOTICE

THIS HERBY GIVEN, that the Provisional Road Committee will on Friday, the 18th December, 1870, at noon, at their Office, proceed to assess the following Estates, for the extension of the Dimbula road, from the Nana Oya junction to the Tillochur Estate, a distance of 4 miles:—

Barwell.....	842
Conon.....	242
Lamelle.....	493
Langdale.....	303
Lindoola.....	252
Mattakelle.....	350
Ratnagiri.....	280
Somerest.....	240
Agrakanda.....	300
Belgavia.....	297
Caledonia.....	249
Combewood.....	326
Tallankande.....	265
Diyenelle.....	267
Fassifern.....	277
Milidol.....	250
Newton.....	319
Tillicultry.....	397
Wallah.....	290
Lot 76,116, Rosseter's.....	277
Waltrim.....	436
Lot 4,299 Smith's.....	247
" 4,296 Hunt's.....	255
" 4,297 Smith's.....	255
" 4,298 Smith's.....	155
" 4,300 Henderson's.....	315
" 6,124 Elphinstone's.....	264
" 4,298 Rosseter's.....	158
" 5,125 Lawrence's.....	227
" 5,126 Paterson's.....	298
" 5,127 ".....	217
" 5,128 Saunders'.....	188
" 5,129 Stevenson's.....	193
" 5,130 Elphinstone's.....	189
" 5,145 Saunders'.....	251
" 5,146 Stevenson's.....	258
" 5,147 Thomas and Carey's.....	242
" 5,148 ".....	163
" 5,149 Francis.....	210
" 5,150 Elphinstone and Sinclair's.....	218
" 6,152 Francis.....	275

together with the Lots Nos. 5,248, 5,250, 5,251, 5,252, 5,253, 5,254, 5,255 and 5,256, that may be

Sorghum.—A Variety Called, Imphee. A larger and lofter sort of sugar Millet than the last, but more tender in respect of cold, and coming to maturity later. Sir William has had only the experience of one year with this variety, and only to the extent of about half an acre, and this limited quantity was greatly damaged by floods, but so far as his present experience goes he prefers the black Sorghum.

Sorghum.—The Planter's Friend. A shorter-growing and stiffer sort than either of the preceding, much less productive in bulk of stuff, but to be the richest in sugar. It is grown in drills three feet apart. The stalk appears to be richest in sugar at the time the seed ripens.

Sorghum.—White Tatarian Millet. A variety with a twisted neck and close compact head, grain being white and large. Sir William has only grown it for one season, and the experiment has been defective, as the heads have been greatly damaged by the continued rains. The seed was drilled in about eight feet apart.

Panicum Italicum.—Small Yellow Italian Millet. A hardy and productive grain, much cultivated in North Italy. The sample is from a plot of one-third of an acre, which produced 32 bushels. It was sown in drills 30 in. apart, in September, and reaped early in December.

Buckwheat.—A Polygonum. An excellent grain for a "match" crop. The exhibit was from a plot of four acres, which had been just previously cleared of a crop of mangos. It was sown broadcast in September, with a bushel of seed to the acre. A late spring frost did some damage by cutting off many young plants. The crop was mowed in November, and yielded 160 bushels of clean grain.

Haricot Beans.—The exhibit is from a plot of half an acre and was much damaged by dry weather, having been sown too late. This is an excellent pulse for cottagers to raise for their own use on account of its nutritive flesh-forming qualities.

White Lupin.—A very productive crop rendering heavy strong soil mellow, and much more easy to work. It is much used in Italy to plough in for manure, and is also for fodder.

THE GALLER EXPRESS.—A sheet of Telegraphic and other news is shortly to be published in Galle, the subscription to which will be £1 per quarter. We are informed that "The primary object the Proprietor of this Journal has in view is to supply the Public with the latest Telegraphic information, the want of which he believes is generally admitted, not only by residents themselves, but also by those who are only connected with this cheerful little place of 'Rendevous' (assemblies of separation) on the highway between the East and West; and indeed it is but natural that Passengers should expect at such an important place of call, to be able to obtain the latest Telegraphic Commercial and Political news from Europe immediately on their arrival, but hitherto nothing in the shape of a newspaper giving such intelligence has been procurable." The Editor ignores the existence of the Colombo Papers which with Extras, appear daily.

JAFNA.—From a letter received dated 15th November, we (Examiner) learn that the case of *Dunlop v. Gould* is just being investigated in Chambers, and that the Forger Case is to come on to-morrow—33 witnesses have already been examined, and the evidence of the remaining 12 will be taken to-morrow. Weather very pleasant—rain in abundance.

THE LEGISLATIVE COUNCIL.

Wednesday, November 23.

Present all the members except the Government Agent for the Central Province, the Collector of Customs and Mr. Dehigama.

The Colonial Secretary laid on the table a Report of Light Railways by Mr. Molesworth: a Report upon Railway extension to Nawalapitiya, with abstracts of estimated cost by Mr. E. G. Strong; and the plans and sections of the proposed line of Railway. The abstracts in that report were based upon the declared estimates of quantities and prices, and although it was not possible to publish these prices in the interest of the Government, there would be no objection to placing them in the hands of members in confidence. He also laid upon the table in manuscript Papers relating to Light Railways in India, and further correspondence relating to Galle Harbour.

Mr. Harrison agreed in the judicious course it was proposed to adopt in laying prices in detail on the table without making them public. But he was desirous to see in the estimates laid on the table not only the quantities, but the price per mile of the line, that was to say, the already known that the 17 miles 5 chains of line would cost £26,000, and what he wished to know was the price of the first mile, the second mile, the third mile, and so on, so that in case any of these miles might be omitted they might know what he gained by their omission. He did not require the prices in detail—simply the price per mile, and hoped that there would be no objection to furnish such an estimate.

The Colonial Secretary intimated that Government had not the slightest objection to supply the information required by the hon'ble member.

Mr. Wilson said that he wished to modify the motion of which he had given notice. He understood that the preparing of a plan which he had suggested should be given to each purchaser of along with the receipt on a ss. 6d. stamp setting forth Crown land the name of the purchaser and other particulars would give extra labor to the officers of the Surveyor General's Office. It was, therefore, proposed that the present form of Cutcherry receipt should embrace more detail and particulars respecting the purchase, as inserting the name of the District, the payment of full amount &c. The following was the motion he now proposed:—

"That on payment of the last instalment of purchase money and fees for Government Land a purchaser setting forth the name, number of acres, amount of money and fees paid that should be granted to the purchaser. This receipt to be returned on the title being granted."

Mr. Molesworth had much pleasure in seconding the motion and present a great deal of inconvenience was felt by the purchasers of Crown lands, who, after having paid the full amount, frequently wanted to put into transactions and could not, because they had not got their title deeds. If particulars were given as to the number of allotment and boundaries upon the receipt, it would satisfy the purchasers and would avoid much inconvenience.

The Colonial Secretary said he saw no objection to the information required being furnished.

The Government Agent, W. F. said there was not the slightest objection to the motion, but he thought the present form of receipt contained all that was required, the number of lot was given and the fact of "final payment" was inserted.

Mr. Harrison wished to know whether under the circumstances the ss. 6d. stamp would be required.

Mr. Wilson said that he proposed the ss. 6d. stamp for furnishing the plan, but that would not be required now as the motion was modified.

The Surveyor General said that a plan could be furnished for a shilling.

Mr. Oomaraswamy thought that if a plan could be furnished for a shilling, it would be well to have a plan of acreage, boundaries, and in the absence of a plan he did not think the mere receipt would be of any use to the buyer.

The Colonial Secretary promised that Government would attend to the matter.

The Colonial Secretary moved the first reading of an Ordinance to amend the Ordinance No. 17 of 1869. Application he said had been made to the Government to procure the sanction of the Legislative Council to the issuing by the Collector of Customs of negotiable Dock Warrants. The only obstacle in granting the application was that the Govern-

ment could not assume a greater responsibility in reference to the custody of goods than they had under the existing law, which rendered them only liable to losses arising through the dishonesty of their officers. This restriction was one which was provided for in the measure which they now brought forward. Government therefore introduced this Ordinance to enable the Collector of Customs to issue Dock Warrants for goods warehoused in the Queen's Warehouse, a practice which prevailed in other ports in England and India. Application had also been made on the part of the owners of private bonding warehouses for the same privilege; and provision was accordingly made for it, by the third clause. Under the seventh clause a penalty was directed to be inflicted on any keeper of a bonded warehouse, who should act fraudulently in the issue of warrants. This provision was necessary as opportunities for fraud existed, in private bonding warehouses. Advantage had been taken of the introduction of the Ordinance to amend the Customs Ordinance of 1869, and power was given to the Collector to make regulations respecting the storing of inflammable substances and to prevent obstructions arising in the traffic, occasioned by the delivery and receipt of goods by carts at the Wharf.

The Queen's Advocate seconded the motion and the second reading was fixed for Wednesday. **The Queen's Advocate**, in introducing an Ordinance to amend the Ordinance No. 17 of 1869 (relating to Kandyan Marriage), said the schedule for that Ordinance had been taken forward from the schedule of the Ordinance of 1869, touching the same subject. On directions being given for the carrying out of the Ordinance, the Government Agent at Manar brought to the notice of Government that two Sinhalese villages, had been omitted from the schedule. Inquiries were made, and the Government Agent, in reply, stated that the omission arose from an oversight.

To enable the Ordinance of 1870 to be put into operation in these villages the present measure was introduced.

The Colonial Secretary seconded the motion, and on the motion of the Queen's Advocate the second reading was fixed for Wednesday next.

The Auditor General had to move the first reading of "An Ordinance for raising £150,000 on Debentures for the Extension of the Railway from Peradeniya to Nawalapitiya." He said that the principle of the extension of the Railway had already been mentioned in His Excellency's opening speech to the Council, and as by their reply the Council had expressed their satisfaction at the project, he thought it unnecessary to trespass upon the time of the Council by entering into a discussion of the principle of the project. He then proceeded to consider the question of the 'ways and means.' Honorable members would doubtless have observed that the amount which they are now requested to sanction by this Ordinance, to be raised by means of debentures, was somewhat larger than the sum named in His Excellency's address. The reason which he would presently explain, was very important, and he asked the particular attention of honorable members to his explanation of it. At the time when Council was opened, only a mere cursory examination of this line of railway had been made by the engineers, and the examination showed that the line was perfectly feasible; but that the cost of the system on the narrow gauge would not be excessive, and that it would come well within the amount at which the profits of the transaction would make it remunerative to Government. It was thought at that time, looking at the supposed excessive cost of broad gauge railways, that the narrow gauge would be more suited in this instance, as it was estimated that the proposed line of the cost of the broad to the narrow gauge, was as three to two. Presuming that the narrow gauge would cost £220,000, it was thought that the cost of the broad gauge would be £330,000, and the difference was so large that the Government did not hesitate to adopt the narrow gauge system. Since that time the survey had been completed, and estimates both of the narrow and upon the broad gauge system had been laid before the Council, and those estimates showed that the excess of cost of the broad gauge system over the narrow was only £24,000: the line on the narrow gauge costing £224,000 and on the broad £250,000. Now that sum of £24,000 only represented an annual charge to the Colony at five per cent of about £1,200 and therefore the questions to be decided were whether it was necessary to make a break of gauge, and whether the annual cost that would be entailed by transferring the traffic at Peradeniya would not more than equal the saving which would be effected by adopting the narrow gauge. The opinion of professional men has very great weight on this last question and it would be seen that the opinion of both the professional advisers of Government was in favour of the broad gauge; and under the circumstances and in view of the small extra cost, the Government had no other alternative but to adopt the broad gauge. Therefore they asked for authority to raise £150,000 on debentures. As already intimated £100,000 will be contributed from the revenue of the years 1871-72 and from the surplus funds of the Colony. And it would be for the Committee to consider whether the line shall be laid on the narrow or broad gauge system. With reference to the mode of raising the loan, it would be seen that the powers asked for were large, and therefore it behooved him to enter into the reasons for asking for those large powers. Two amounts only were fixed in this ordinance, one the amount of the loan which it was proposed should be £150,000, and which would have to be modified if the Council determined to adopt the narrow instead of the broad gauge; and the second, the amount of the debentures, £100 if placed in England and 1000 rupees if in Ceylon or in India. There was a maximum rate of five per cent interest and a second maximum limit on the amount was to be annually set aside for the purpose of extinguishing the loan. Hitherto no debentures for the loan had been raised in England on the principle of the sinking fund, but supposing the Colony were to wish to borrow money in England at the present time, persons wishing to invest wanted to ascertain what the already existing liabilities of the Colony were, they would find an apparent debt of £700,000, though £350,000 was simultaneously invested in Government securities for the liquidation of that debt. The borrowing powers of the Colony would be prejudiced by this system. It had been also proposed to borrow this money in India. Government securities ruled very high at the present current rates in the Indian money market and shewed the rate of interest to be only 4½ per cent, and therefore he thought that at the present moment money could very advantageously be borrowed, for the circumstances were very exceptional in view of the rate of exchange, though it was very doubtful how long these circumstances would continue. With regard to the issue of the debentures in Ceylon, it would be advantageous to the public and very convenient to many people of small means in the Island to have Government stock floating about the colony. There were a number of bodies, such as the Savings Bank, the Loan Board and the Pioneer Fund, with large trust funds in their possession, and for investment of which they could not find adequate security. They could not go to India to invest their money for the ruling rates of Government securities in India were exceptional, on account of the rate of exchange. If there were Government stock it would be an immense convenience, and as a trustee of some of these bodies he should be very glad indeed to have such a means of investment. But if the stock were issued in Ceylon, a

system of repayment by annual drawings would become necessary, involving the issue of that stock at a rate of interest which would secure its quotation at a slight discount. This principle was found to work with great success in the case of the New Zealand loan. It was rather a complicated matter, and he did not wish to occupy the time of the Council by describing it. This money, however, was not likely to be raised for some fifteen months or so, as the debentures will bear interest, the loan will be issued only when the funds already in the Treasury have been exhausted, and in the meantime the rate of exchange for India may be very much changed and money may become more in demand. He could not therefore, now say in what manner it would be best to raise the loan, and therefore it was, why he asked the Council for large powers. For the repayment of the loan, provision was made by the seventh clause. Ten per cent was to be set aside and the annual amount, after paying the interest as it fell due, will repay the loan in about fourteen and a half years. It would be easy by reducing the annual amount to spread the loan over a longer period, but he thought it was hardly becoming this Colony to make a paltry annual payment to liquidate so small a debt as £150,000. It would have a better influence upon the Island credit, and would be much easier to undertake these large and productive works, which will have to be commenced in the next few years, if any debt that was incurred was paid off, than if it took 30 or 50 years or more to liquidate it. This was a point on which the Council would be asked to decide in committee. Of course as this repayment is to be made out of the general revenue of the Island the receipts of the railway are proposed, by the last clause of the ordinance, to be carried to the general treasury. If the estimates are at all right, the receipts will be quite sufficient to pay the interest and to leave a balance every year. He asked the honorable members to consider what will be the best way of carrying this bill through the Council. This bill was one of three measures all having the same principle involved in them. One of these measures, which he would presently have the honour of submitting to the Council, appropriated £50,000 from surplus revenue for this project, and there was a provision in the Supply Bill to vote £25,000 for this work. As there is no wish to hurry members in a matter involving such important measures, it is intended to postpone the second reading of the ordinance for three weeks in order to give them ample time to make themselves acquainted with the whole subject. As regards the question of gauge itself, he thought it would be more convenient to discuss it in Committee.

The Colonial Secretary was anxious to ascertain the exact date as to when the principle of the bill was to be discussed, and he thought the time mentioned by the hon'ble Auditor General—three weeks—was not too much to consider such an important matter. It would be well then to discuss the gauge question. **The Auditor General** thought it better to consider the narrow and broad gauge question in Committee.

Mr. Harrison said the principle of the bill was the extension of the railway, with regard to which, he believed, there would not be any disagreement. It would however, be desirable to discuss the ways and means, and the question of gauge, a matter of detail, in Committee, and he suggested that instead of deferring for three weeks the second reading of the ordinance, that it be read a second time next week, so that the Committee might have a longer time to consider it.

The Governor thought it would be better to take the reading of the bill next week and refer it to the Committee of the Council or a Sub-Committee as may then be thought best. The bill was then read a first time and the second reading fixed for the next meeting of Council.

The Auditor General moved the first reading of "an Ordinance to apply a portion of Surplus Revenues to the extension of Railway communication," and directed the attention of the Council to an extract from a despatch authorising the Government to introduce this measure. It was written by the Duke of Buckingham and was dated the 3rd March, 1868. "Your Government will, however, avail itself of the available balance, should prove to amount to a large sum than £83,000, on striking the balance of assets and liabilities for the 1st January, 1868, to increase the contribution to the work from balances beyond £83,000, in substitution for debt or contribution from current revenue, provided a balance of £60,000 is left free. You will understand that this amount would be available in the future always to be reserved, and not appropriated without previous sanction from the Secretary of State, your Government being free to appropriate from time to time any available balance in excess of that sum in the same manner as ordinary revenue is appropriated without waiting for such sanction, such appropriation of the balance of £60,000 by specific vote of the Legislative Council, embodied as usual in an Ordinance on estimates of the works, and services duly submitted to that Council."

In speaking of the available balances he wished it to be understood as referring to those which may be made available at any moment. There were he said ordinary assets which were not available for colonial services; and assets which were available at a moment's notice. I had already been intimated by the Colonial Secretary that the balance of available assets at the end of last year was £84,000 of which £34,000 were available for appropriation. The statement of revenue for the first ten months of the current year shows that there will be at the end of the year a small amount of revenue over that estimated. It was impossible to say what the surplus will be—it may be more, there would at least be £6,000. The actual expenditure is below that estimated, and he believed that the available assets for appropriation will be at least £100,000. There could be no objection either on the part of the Home Government or of this, to appropriate one-half of this sum for the purpose of railway extension leaving the other to provide for contingencies which may arise.

The Colonial Secretary seconded the motion, which was passed.

The Auditor General moved the second reading of the bill for prolonging the duration of the ordinance No. 12 of 1869 relating to traction engine.

The Queen's Advocate seconded the motion.

Mr. Harrison thought it the proper time to call attention to the proclamation of the 24th October last, under which were imposed some extremely heavy tolls upon these traction engines. By that proclamation every traction engine was to pay 2s. 6d. for each load, 4s. 6d. for each load, 2s. 6d. while the engine was drawn, and 1s. 6d. for each load, and 1s. 6d. for each load. One of these traction engine wagons held at the outside 200 bushels of coffee, ordinarily, however, only 180; and the load of an ordinary cart was 100 bushels, and often 120 and 130. On four wheels with 6 inch tires 200 bushels were loaded, whilst on two wheels with 2½ inch tires were loaded 100 bushels, and yet a distinction was made in the rates which he considered manifestly unfair. The motive power of the traction engine was taxed and did not escape as the bullocks did; and yet the wagon carrying two cart-loads was charged as much as four carts. The damage done to the roads by these wagons was infinitely less than that taken away by the narrow-tired wheels of the cart. These matters should have been taken into consideration by His Excellency and the Executive Council when these tolls were imposed and a little more leniency might have been extended to the experiment. Some already shrugged their shoulders and said it was a failure; if that was so, there was no reason why they should pour water upon the drowning rat. If the experiment should prove successful, and advantage to the country would be very great, and he thought they should rather encourage the experiment than stamp it out by the imposition of such heavy tolls. He hoped the Executive would reconsider the matter and give the experiment a

fair trial. If it succeeded, it would be a benefit to the country; if it failed they would not then have themselves to blame for having been to a certain extent the aiders and abettors in making it fail.

Mr. Wilson agreed with the hon'ble member who had just spoken. It was an injustice to charge the wagons at the rate of four cart loads; and besides the wheels were not so harmful to the roads as those with narrow tires.

Mr. Oomaraswamy asked the hon. gentleman whether the wear and tear on bridges would be the same as that on roads.

Mr. Harrison replied that the roads did not in any degree suffer, but on the other hand the broad wheels of the Traction Engine acted as rollers and helped to maintain the roads. With regard to the wear and tear on bridges, if bridges were strong enough to bear the load they certainly would not be injured in any degree by traction engines. The wear and tear would not be greater than considerably less than that from a large number of small carts, carrying loads.

Mr. Oomaraswamy wished to know whether the bridges would bear such a weight as that of Traction Engines.

The Colonial Secretary said that so far from the Government being open to a charge of not treating these traction engines with leniency, they were rather open to the charge of showing leniency to them. The engines were for a long time exempted from any toll, whatever, except what the engineer in charge chose to give to the renter, and it was only when the renters showed the Government that they were suffering a loss from the quantities of produce being conveyed by the traction engine instead of by carts that the toll was imposed. The matter was considered very carefully and the rates were fixed with the view of obtaining an equivalent to the tolls which would have been levied had carts been employed. There was any anomaly in the rates charged, the matter should be brought to the notice of Government, who could not be fairly charged with endeavouring to stamp out the experiment.

Mr. Harrison had given, he said, facts which were within his personal knowledge. He hoped that the tolls would be adjusted to the proportion of goods carried.

The Colonial Secretary remarked he did not dispute the hon. gentleman's figures, but said that when the matter was under consideration the Government were informed that the wagons contained four times as much as an ordinary cart. With regard to bridges, he had to say that they were not strong enough to bear the engine.

Mr. Harrison then asked whether he was to understand that this question would be enquired into and a revision of the tolls be made if the facts he adduced were correct.

The Governor observed that the Directors proposed to carry four times as much as the carts.

Mr. Harrison assured him that they did not carry so much.

The Governor said that he believed that they stated so in their advertisements.

Mr. Harrison could not say if they did or did not; his calculations were based on actual experience.

The bill was then read a second time, and the Council adjourned till Wednesday next.

LEGAL.

A person calling himself an "INDIGNANT LAW-STUDENT," has sent to this office a number of what he chooses to call "Law Reports," and on the strength of these complaints of the manner in which business is done in our highest tribunal. MUNIANDI admits that, as Chief Magistrate of this Colony, he has the right to review the proceedings of all the Courts; but he cannot see in any of the reports forwarded to him, any thing either undignified or irregular. He looks upon it as great fun. And why should not judges have fun of their own occasionally? The following, for instance, is amusing, and at the same time, instructive.

Wednesday, October 16, 1872.

Present, DIMPLE, C. J., and FLUTTER, J.

This was an action of ejectment, brought by an executor against two trespassers and three vendors. The defendant pleaded *nuncquam inhabitavit*, and *ne unquam ultra*. The adjoining co-proprietor, in his right of his wife, intervened and claimed an *anathema* over the property.

The Court below, after hearing evidence, non-suited the Defendant, and absolved the Plaintiff from the instance, condemning the intervenients in damages *pro tanto*. The intervenient thereupon moved for a *mandamus de providendo*, and brought the present appeal.

Particulars for the appellant: The decision is contrary to law and—[DIMPLE, J. Wait a minute, I've lost my notes.]—contrary to law and evidence. [FLUTTER, J. Whom do you appear for?] For the appellant, my Lord. [DIMPLE, J.—Oh! I thought you appeared for the intervenient.] The intervenient is the appellant. [DIMPLE, J.—I thought he was respondent. Let me see: Oh! here are my notes. Well, Mr. Ferdinands, do you think the judgment is wrong?] I was going to urge, my Lord, that—[DIMPLE, J.—I think it is quite right.] But the Court below has refused to hear our witnesses, [FLUTTER, J.—Wasn't the Police Magistrate quite right?] This is a District-Court case, my Lord. [DIMPLE, J.—But isn't the District Judge also a Police Magistrate in that District?] Yes I believe so, but the present case is from the ruling of the District Judge. [FLUTTER, J.—What do you complain of?] I complain of the judgment, my Lord. [FLUTTER, J.—Any appearance for the respondent?] I believe not, [Cayley, I appear for the respondent] I beg my learned friend's pardon, [DIMPLE, J.—Well, Mr. Cayley, don't you think costs ought to have been divided?] **Cayley for respondent:** Costs divided, my Lord! It is my client who has been condemned in costs. [FLUTTER, J.—But you haven't appealed.] I am perfectly satisfied with the judgment; but if your Lordships will—[DIMPLE, J.—I think Mr. Ferdinands is right, d'ye know. The land never vested in the administrator.] My learned friend's client is an executor. [FLUTTER, J. Have you proved the Will, Mr. Ferdinands?] **Ferdinands, in reply:** Do your Lordships think the judgment ought to be affirmed. [DIMPLE, J.—Let me see. Whom do you appear for?] For the appellants, my Lord. [DIMPLE, J.—Oh, I thought you said defendant.] May I be allowed to mention—[FLUTTER, J.—The case had better stand over till my brother Lawkin returns.] *Cur. adv. vult.*

MUNIANDI thinks this a very business-like affair. What the Judges seemed to want principally was information; but somehow they did not get it. The next case is more suited to his taste.

Saturday, October 15th, 1872.

Present.—DIMPLE, C. J., FLUTTER, J. and LAWKIN, J.

This was an action of Trespass to Land. The plaintiff sued as Curator *ad litem* to his deceased wife's sister. The defendant claimed as son of Bastian's brother, by a deega marriage with his step-mother's niece by her first bed. The plaintiff put in a replication *in plus ultra*, and prayed *oyer*. The defendant rejoined, claiming the *voir dire*, and insisting on his right of adiation.

The Court below condemned the defendant in *compensation*, and issued writs of *faciatis* to compel the plaintiff to attorn.

Hence the appeal.

Lorens for the appellant was not called upon. FLUTTER, J. was about to deliver a written judgment, when Cayley remarked that he appeared for the respondent. [FLUTTER, J. The judgment is clearly wrong.] Does your Lordship mean the judgment of the court below? If so, I submit, that the appellant has no *locus standi*. [DIMPLE, J. Whom do you appear for?] For the respondent, my Lord. [DIMPLE, J. Who's read the case? FLUTTER, J. It's my case. DIMPLE, J. Oh, ah!] The defendant's proctor held no proxy. [FLUTTER, J. But the defendant claimed under Thepanis.] Thepanis never signed a proxy. [FLUTTER, J. But he was a party to the planting-voucher of 1853.] That was not proved, my Lord.

[FLUTTER, J. It is in the case. How could it come there? It must have been *find*.] Filing is not *proof*. [DIMPLE, J. Have you taken the objection in your petition of appeal?] I am not the appellant, my Lord. I appear in support of the judgment. [FLUTTER, J. How can you reconcile Bastian's evidence in 5312 with Thepanis's deed?] I was going to observe, my Lord, that if—[DIMPLE, J.—Wait a bit. Mr. de Saarnu, I wish you'd look for my notes in the next case. I can't find them here.] I was going to say—[LAWKIN, J.—I observe this case was decided in November 1868, and sent up only in January 1870. The District Judge must be written to on the subject. (FORKS, Registrar, said that the District Judge was dead.) DIMPLE, J.—What did he die of? (FORKS.—Jungle-fever, my Lord.) DIMPLE, J.—H'm. The appellant, as I was observing, my Lords, appears to have—[FLUTTER, J.—I think my brother Lawkin had better read the case.]

Lorens said he was entitled to costs. [DIMPLE, J.—Oh, all costs will stand over. I think this is your book, Mr. Dias. I think you lent it me. Call up the next case. Wait a minute. Oh, I've got my notes. Now then.] *(Muniandi.) Cur. adv. vult.*

RAILWAY COLLECTIONS.—Abstract of Traffic for the week ended 13th November 1870.

Passengers	531 7 6
Horses	9 7 5
Carrriages	5 7 6
Dogs	1 5 0
Live Stock	7 7 6
Mails	25 5 6
Parcels	29 10 0
Merchandise	3998 19 6
Total for the week	4608 19 11
Do. corresponding last year	4743 9 8
Increase	—
Decrease	134 9 9
Train Mileage—4251.	—

LETTERS TO THE EDITOR.

DEAR SIR.—While your correspondent "Clearing Bill" is undignifiedly exposing the rotten state of things in the Customs Department, it will not be out of place to suggest the desirability of appointing a Commission to enquire into the true state of affairs.

Facts are stubborn things. What has the Customs Authorities to say to the following display of favoritism, and thereby to the public?

Philip Candjemaden, Sheriff, do Son.
Gabriel Candjemaden, Counter, the Sheriff's Brother, do Son.
Francis Candjemaden, do do Nephew.
F. Salis Candjemaden, Supt. officer, do Son.
Louis Candjemaden, Tide Surveyor, do Son.
M. Candjemaden, Entry Clerk, do Son-in-law.
Cassie Chetty, do do Son-in-law.

The above individuals are very closely connected to one another, and they each hold very responsible posts in the Customs, and yet it is strange that none but the Sheriff is on security, I impute nothing against the others, but this is a sad state of things; where such appointments made to impair the efficiency of what was once a model department.

Yours &c.
LANDING ORDER.

SIR.—An attempt to justify one's conduct through the medium of a local journal is what can be termed "upright," but to defend one's guilt in the manner attempted by "Thimmo" in last night's issue of the *Examiner*, only procures room for clearing Bill or any other dirty to explain matters more fully, and thereby fill the public with a strange doubt that "Thimmo" had written his explanation of the instance of somebody connected with the Customs, and if he were a right-minded Officer, he should and would have remained silent, when such startling undeniable disclosures are brought to light, and there can be no doubt, that the public would arrive at a conclusion when comparing the facts set forth in the two articles of Clearing Bill with the latest defence of Thimmo; for I suppose the contents of the cases were unknown, the only remedy the authorities should have had is to have opened and examined, before they were advertised for sale, and then Thimmo would not have had to witness the combination of Hawkers, but the presence of honest purchasers, who would no doubt have been better bidders, and thereby increased the Government Revenue, than what had been done in case, when the Customs and Officers' *traders* presume had purchased them at 6d. the pair.

Thimmo in his second paragraph sets forth the following remarks "seizures of late are so large, &c."

Although I can readily admit that seizures of late have been many, yet I am placed in a position to deny that the Officers have at all benefited by them: For the only Officer rewarded, and the only instance of seizure on record of some importance, has been that of the watches, thereto he gained very little, for the money would hardly have been sufficient to have enabled him to put an outer Verandah in his house, which he was greatly in want of; but then, whence does the money come, to say I am not paid and display extravagancies &c? may be a question put forth by a strange mind. To this I can only answer: Sir, if the Wallama system continues in existence, what fear have they for money. In what Government department in this Island, do we find such extravagancies displayed by subordinates, save that in the Customs; and is it not high time for the authorities to open their eyes when they see men of £50 or £60, or say a £100 a year, in wondrous. Look for a moment at the 9d. Tide-water, it is ridiculous for one to say that a man can put up his days with a 9d. for his daily expenses, especially now when every article of food and clothing is so costly. I shall comment at length on this subject another occasion; but I defy "Thimmo" to deny that the Wallama system is not in existence.

Ere I conclude, it is necessary to bring some more instances as to how business is done in the Wharf.

Amongst other seizures, I have observed that of the Boats used for the purpose of Shipping and discharging Cargoes. The eyes of the Members of the Chamber of Commerce should not be opened, for you will observe that Boats are not being seized from time to time merely for the sake of getting a share. It happens that Boats are sent off at 6 in the morning with a cargo of Coffee or Oil, and if the ship is not ready to take it, the Boat is detained till afternoon, and do not return till after hours; and are being seized on one of the following days; now Mr. Editor, I recollect of one particular instance when three Boats were detained for returning after hours, but very fortunately released by the Collector, for fear that the Chamber would interfere in the matter, and thus represent to Government the stumbling block they have in the way of progress in doing business at the Wharf. (The Chamber of Commerce should not be allowed to protect the Boat Company.)

Then, again, if a stranger would be good enough to call at the Customs, he will observe the great difficulty Wharf Clerks and others have to cope with to have their Entries values approved. These are left for hours together in the Deputy Collector's Table and on enquiry from the Pen, as to their Entries, the only reply they get is—He is at the Collector's room. I am sure the authorities are well paid for the little they have to do, and if they cannot by their conduct and due attachment to their business set an example to their subordinates, we can expect for nothing better from the latter, who are disposed to carry out the "Wallama system."

Yours faithfully,
CLEARING BILL.

Colombo, 18th Nov. 1870.

SIR.—Those interested in the Jayelle Assessment and Police Petitions, presented to the Governor, before the Legislative Council, will be surprised at the statements of Mr. Layard, the Government Agent, denying the main facts, and asserting that had Mr. Wilson not had property at Jayelle, no complaint would ever have been heard, is a statement of that is wrong, well as unjust. I can assure you on my own knowledge, that Mr. Wilson presented those petitions, other Members of the Council would have done so, and Mr. Layard's statements should not be allowed to go unchallenged.

Mr. Layard states, appeals and complaints had received immediate attention. Now what are the facts upon the subject? Mr. Wilson received notice of Assessment on the 14th of May, for property, for £3,000, and to be situated within the Free boundaries (it

