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The Jaffna Catholic Guardian.

கத்தோலிக்குப் பாதுகாவலன்.

PUBLISHED EVERY SATURDAY MORNING.

"Nisi Dominus custodierit civitatem frustra vigilat qui custodit eam."

கையொப்பவிகிதம். ரூ.ச
இலம் க-க்கு முற்பணம்.....4-00
சு-மாசத்துக்கு முற்பணம்...2-00
இல-ம். க-க்கு பிற்பணம்.....6-00
சு-மாசத்துக்குப் பிற்பணம்...3-00
தபாஸிலவு { இலங்கைக்கு...1-00
 { இந்தியாவுக்கு...1-00

விளம்பர விகிதம்.

12 வரிக்குள் வரி-க-க்கு..... 16
12-க்குமேற்படிவ் வரி க-க்கு 10
கால் கொலத்துக்கு (28 வரி)3-00
அரைக்கொலத்துக்கு..... 5-00
முக்காற் கொலத்துக்கு. 7-00
ஒரு கொலத்துக்கு.....9-00

VOL. XVI.

JAFFNA, SATURDAY MAY 16TH 1891

NO 19

NOTICE.

MADHU CHURCH

The festivals at this Church will begin as announced on the First Sunday of May and close with the first Sunday of October. Every Saturday night a Novena will be celebrated at the Sanctuary, and every Sunday after Mass, the Statue of Our Blessed Lady will be carried in procession round the Church.

C. MASSIET O. M. I.
Administrator
Madhu.

Telegraphic Summary

The labor Demonstrations.—Yesterday, the 1st of May was celebrated by Labour organizations with demonstrations and fêtes of all kinds throughout the continent. Everything passed off quietly in Austria, Germany, and Holland, and in most of the other Continental countries no disturbance arose; but serious rioting occurred at Lyons, Marseilles, and Rome, where conflicts took place between the people and the troops, and shots were exchanged, many being injured. At Lyons the mob was only dispersed when the troops advanced with fixed bayonets and loaded cannon. The Labor delegates at Paris presented a memorial to the Chamber of Deputies in favour of the eight hour's movement. After the presentation of the memorial a large crowd assembled in the Place de la Concorde, the mob being finally dispersed by the Gendarmes and Cavalry.

Paris May 3.—Serious rioting by a number of strikers took place yesterday morning at Fourmies, a village in the department of the Nord, several of the most disorderly of the strikers being arrested. Later on in the day the comrades of the prisoners made an attempt to effect their rescue. The officer of the guard was seized, but the troops fired upon the rescuers, seven of whom were killed and ten wounded. The affair has created intense bitterness amongst the population. Two French Socialists, who were arrested for creating disorder at St. Quinton and Charleville during the labour demonstrations on May-day were sentenced yesterday to two years' imprisonment.

Brussels May 3.—Considerable excitement was caused here yesterday evening by the explosion of five petards in the public thoroughfares.

London, May 4.—Upwards of sixty-thousand workmen marched in procession yesterday to Hyde Park, with banners flying and bands playing, as a demonstration in favor of the eight hours' movement. Only a few police were present. Mr. Burns was chief speaker, and the proceedings were conducted throughout in an orderly manner. The Socialists also held a meeting yesterday, numbers of men wearing red shirts and carrying flags surmounted with Phrygian caps on which devices of a threatening character were inscribed. No disorder however arose, the crowd separating quietly at the termination of the meeting.

Brussels, May 5.—Altogether sixty-two thousand miners in various parts of Belgium are now on strike, and conflicts between the gendarmes and the strikers are constantly occurring. Dynamite bombs have exploded on the doorstep of the house of a capitalist at Liege and at houses of workmen residing at Mons and Roux who had refused to join the strike. In all three cases the fronts of the houses were shattered by the explosions.

Paris, May 4.—The funeral of the men who were shot at Fourmies when attempting to rescue their comrades from custody, which it was feared would lead to disturbances, took place to-day and passed over quietly. The funeral procession was over a mile and a half in length. Troops were held in readiness to suppress any disturbance.

The grand jury at New Orleans has refused to indict the men who were arrested in connection with the lynching of a number of Italians, giving as a reason for throwing out the indictment that the jury members before whom the murders of the Chief Constable of New Orleans were tried were equally divided in their opinion for and against acquitting the accused and that some of them were suborned. The grand jury also add that the lynching was a spontaneous act of the people, and it would be difficult to fix guilt upon any individuals.

A five-pound parcel of Ceylon Tea from Garmore estate has been sold in Mingling Lane at £25 15s per pound.

The influenza epidemic is spreading rapidly in London and the provinces.

Attempt to kill the Chilean Ministry.—An unsuccessful attempt has been made to kill the leading members of the Chilean Ministry, a bomb having been thrown into the street in Valparaiso where the ministers were assembled.

Extraordinary action of a Chilean insurgent steamer.—The Chilean insurgent steamer "Itata," whilst loading munitions of war at San Diego in California, was boarded by the United States Marshall at that port, who laid embargo upon the vessel. The captain, however, confined the Marshall in the ship until she was safe outside the harbour, and then landed him at a distant point from the shore. The pilot was not allowed to leave the vessel. Several United States warships have been despatched in pursuit of the "Itata."

The death is announced of Madame Blavatsky.

CHURCH NOTICE.

HOURS OF DIVINE SERVICE
TO-MORROW

(WHITSUNDAY)

AT OUR LADY OF MIRACLES.

Mass 6. 30. A. M.

" 8. 30. A. M.

" AT THE CATHEDRAL.

Mass 5. 15. A. M.

Communion,, 6. 00. A. M.

" 7. 30. A. M.

Benediction 5. 15. P. M.

Wednesday: Emberday.—Abstinence.

LOCAL & C.

Missionary Appointments: His Lordship the Bishop has been pleased to appoint the Rev. Fr. A. Henry, Parish priest of Valigam East and the Rev. Fr. J. Hyppolyte parish-priest of Anuradhapura.

A Spiritual Retreat is being preached to the Women since Thursday last and will conclude to-morrow morning. For the convenience of those who have joined in it a special Mass will be said in the Cathedral at 6. A. M.

The Annual General meeting of the Confraternity of the Sacred Heart will be held in the Hall of St. Patrick's College at 5. 30 p. m. on Monday evening the 18th Inst. A lecture will be read as usual and, in view of the very special favours with which the adorable Heart of our Lord has blessed the Confraternity and Jaffna at large, it is proposed to pass certain resolutions having for their object the further improvement and consolidation of the Confraternity. The occasion has also been deemed suitable for the taking of the Pledge by those who have already given their names to the Total Abstinence League. All the members, both active and honorary, of the Confraternity are expected to be present.

The Novena preparatory to the Feast of the Sacred Heart will commence on Thursday evening the 28th Inst. Every morning there will be a special Mass, at the Cathedral at 6 30 A. M. and in the evening a sermon, followed by the Benediction of the Blessed Sacrament. The female portion of the congregation having had a retreat preached to them during the present week, the men will have their turn during the coming Novena. All both young and old, are earnestly invited to avail themselves of the opportunity and make their peace with God or come closer to Him than they find themselves actually, through the Sacraments of Penance and the Holy Eucharist.

The close of the Month of May Devotions:—Sunday the 31st of May being the day on which the Feast of Corpus Christi will have to be celebrated, the Devotions of the month specially consecrated to Our Blessed Lady will be brought to a close on Sunday the 24th Inst.

The new Telegraph line. The work of connecting Kangesenturai, Valvettiturai and Pt. Pedro with Jaffna by telegraph has commenced and is progressing favourably. The palmirah posts & the wire necessary for the work have been taken to their appointed places along the route and a good many posts have already been tarred and planted. We have no doubt that the work will soon be over and the line be ready for service.—Cor.

A slight storm passed over Jaffna on Monday night. Something of the kind seems to have been experienced in other parts of the Island as well, among others Trincomalee.

Second Report on the Northern Railway.—We beg to acknowledge receipt from the Colonial Secretary's Office, of the Second Report sent in by the Commissioners on the proposed Railway to Jaffna. The document does as much honor to the commissioners as to the members of the J. R. Committee who have laboured so hard during so many years in the best interests of Jaffna. We publish in our present issue the conclusions arrived at by the Commissioners and reserve our remarks for our next.

Caimel: SINDATHIRAI.—The solemn feast of the First Communion of more than 50 children took place at the church of Our Lady of Good Voyage on Sunday the 3rd Inst. The happy company, which was composed of both boys and girls assembled in the school room at an early hour and filed into the Church in procession as the signal was given for the Mass. It was indeed a beautiful sight to see those young faces beaming with joy and so recollected as they awaited the moment when they were to receive their Lord into their breasts. They all seemed to understand the solemnity of the occasion and showed an ardent desire to present to their august Visitor hearts truly worthy of Him.—I can not here avoid making mention of the musicians of Tambaraville, who had come with such good will to offer their assistance to the singers of Sindathirai. Both the singing and the pieces of music performed were very nice and contributed their quota towards increasing the solemnity of a feast which is always imposing and leaves such profound recollections in the minds of the communicants and the spectators alike.—Cor.

CORRESPONDENCE

IS We do not hold ourselves answerable for correspondents' opinions.

ST. XAVIER'S UNION.

To the Editor, J. C. Guardian.

Dear Sir,

I was much surprised at the correspondence in your last issue referring to this club. The true nature of the "Union" seems to have been misunderstood by "An Inquirer." Although the association is placed under the patronage of a Saint and conducted on Catholic principles, yet it is not a religious one and no religious matters are ever discussed in its meetings.

I regret very much to see that you have been misinformed regarding the subjects that have been discussed.

I can assure you that the lectures delivered in our meetings did not contain any censurable statements and that nothing unbecoming has ever been said.

I am

Sincerely yours

SELYIAH JOHN

Secretary,

Jaffna 12th May 1891.

EXTRACTS FROM A SERMON
PREACHED BY HIS GRACE
THE ARCHBISHOP, ON THE OCCASION
OF THE FEAST OF BLESSED
JOHN BAPTIST DE LA SALLE.

His Grace said:

On the child's formation depended his future happiness and that of the Society of which he was a member. The youth of to-day was the ruling power of to-morrow. Hence the future of the Church on earth depended on the training of her little ones, whilst the eternal prospects of each individual were mostly determined and settled in the early stages of his life. Such were the issues hanging upon the training of youth.

No wonder then that the solicitude of this Church, the Spouse of Christ, had shown itself nowhere else with the same firmness and unrelenting vigilance as in what referred to those little ones of Christ. Church history offered us countless examples of holy men and women whose only object in life had been the nursing, feeding, teaching and training of the young ones of Christ's flock.

To teach children reading, writing and ciphering, to make them conversant with Geography, Geology and Astronomy, to make them pass with honours a public examination, even to qualify them for be-

ing a doctor, an advocate, a Mudaliyar or a public officer, was not the primary end of education; whatever good there might be in these things, they were matters of secondary importance. What was of the utmost importance, and what must always accompany the highest intellectual attainments under pain of converting them into a curse, was to know God, to love and serve Him here on earth and become worthy of possessing Him for ever in heaven. That was Catholic education.

Education had two fields: the mind and the heart. The mind's food, was it knowledge? No, it was truth; for knowledge of what is false and evil was not food, but poison. The heart was made good by a proper moulding of its feelings and inclinations; its bad instincts had to be curbed, its conscience awakened, and the fear of God had to be implanted into it. Thus shall we have sturdy Catholics, with a character, with principles that will be their beacons through life—Catholics honest, truthful, chaste and staunch in their allegiance to God and His Church; whom no prospects of worldly honour or emolument will ever cause to swerve from the line of duty.

All that ought to be commenced at home; for it was in the bosom of the family that the child received his great impressions; there also he should receive his first initiation to mental training; afterwards the school came in to supply the inability of parents to perfect the work of education.

Then the momentous question arose for each Catholic parent: to what school shall I send my child? Some neighbours would advise St. Thomas's, others the Royal College, as being the best roads to honours. You shrink from the former; it is heretical; your child would be taught Anglicanism there. But the Royal College tempts you, no religion being taught in it. No religion! then your child will learn to consider religion the least concern of life, and to prize only what can be valued by £, s. d. He may not become protestant, but he will be indifferent.

But he goes to the Sunday school! Do you think one hour a week of religious teaching will undo the mischief of six days' heretical or godless instructions? Don't you know that even pure secular teaching—history, science, reading books, literature—cannot be separated from religion? This kind of so-called secular education is what brings up a generation of lukewarm, half-hearted Catholics, who make no difference between one religion and another, ready to turn Anglicans, Wesleyans, Baptists, Salvationists or Theosophists, according as interest dictates—a worthless set of men, whose hearts are far from their pastors, from Church, from Christ and God.

His Grace entreated all by everything they held sacred not to commit such a fearful mistake as to send their baptised children into the poisonous atmosphere of those so-called seats of learning. He wondered how parents or guardians could so deceive themselves as to enter the tribunal of penance and receive holy communion whilst they deliberately exposed their children to eternal damnation. He declared that the absolution thus stolen was void, and the communion sacrilegious.

His Grace concluded: I forbid Catholics to send their children to non-Catholic schools. God is my witness that if your children are lost by being so sent the whole responsibility is on you.

Conversions. Mr. George Parsons Lathrop, an eminent American author, and his wife, the daughter of Nathaniel Hawthorne, were received into the Church on Thursday, March 13th, by the Rev. Alfred Young, at St. Paul's Church, New York, and two days afterwards received Confirmation at the hands of Archbishop Corrigan.

The Friess of Llanthony Abbey, Wales, an institution founded some years ago by the well known "Father Ignatius" (the Rev. Mr. Lyne) as an attempt to establish the monastic system in the Anglican Communion was, say the daily papers, on Holy Saturday received, with other members of the body, into the Catholic Church at St. Mary's Benedictine Abbey, Stanbrook, Worcester.

Weather.- காலநிலை—தென்றற்காற்று இன்னும் எழும்பவில்லை. கனலும்

கடித உத்தரம்.

THE Jaffna Catholic Guardian

May 16TH

MARKET ORDINANCE.

The recent agitation respecting the markets in the Jaffna Peninsula has had the unusual effect of attracting the attention of Government. Some of our Colombo contemporaries seem to insinuate that the Ordinance relating to the markets is devised by Government to put down the pride of the market agitators and give them a sound lesson. The new Ordinance, they say, will prove very oppressive on the market vendors, if passed into a law. As for ourselves, we have too much confidence in our present Governor to doubt of his good intentions and to look upon the Ordinance in question as a *petty revenge*. We think that those who drafted, or rather amended the market Ordinance that was rejected last year by the Legislative Council aimed only at giving the taxes levied in our markets the sanction of the Legislative Council—a sanction that they have not, as we have said in some of our previous articles: at redressing the grievances of the poor people and at putting a stop to the accusations directed against the local authorities. They intended, no doubt to do away with the irrational, unfair and arbitrary proceedings which have harassed the poor people in the past. But all the regulations laid down in the Ordinance do not seem to be conducive to the end they had in view. In the 1st subsection of section 3 it is said that the poor vendors of fish, fruits, vegetables etc. shall have space allotted to their use within the precincts of all public markets wherein they may expose their goods for sale—and that no rent, fees or charges whatever in kind or money shall be levied for or in respect of the use of such space or spaces so set apart. But the space set apart for the accommodation of the poor vendors is to be uncovered viz. the poor vendors will not be allowed to stand under the market sheds, but they will be compelled to carry on their small transactions under the canopy of heaven or shady trees. Here the Government has evidently overlooked the interests and welfare of the poor people and the recommendation of the cholera Commission which advised the construction of market sheds to afford the poor people a shelter against rain and the scorching heat of the sun. It is to be hoped that before the Ordinance comes into force, this section will be amended and that in every public market a wing shall be put apart for the poor vendors, as it has been done in the Jaffna Grand bazaar. The section 14. regulates that the "fund" created by the rents, fees, licenses and other means prescribed by the Ordinance shall be expended in the upkeep, improvement and maintenance of public markets or in the purchase of lands for the purpose of establishing and extending old markets, or for the payment of such costs, charges and expenses as may be incurred in raising or defending suits under the Ordinance. It is not clearly stated in this that the money levied in every market will be spent in the upkeep, maintenance and improvement of the same markets. It would be a kind of injustice according to our opinion, to spend, for instance, in building a market at Pallai, the money that was collected in the Grand Bazaar of Jaffna.

In the section 4 it is forbidden to establish a private market, and if established to make use of it after the coming into operation of this Ordinance without a license of the Board. The word "Market" should be well defined. The term "private market" is ambiguous. Do private markets include those small shops that are put up in private compounds along the roads. If these small shops are included, the Ordinance will heavily tell on the "hopper" women and the like.

We regret also that the Ordinance does not determine the amount of uncovered space to be set apart for the poor people, and the amount that is to be levied by the Board on the vendors that will occupy the market sheds. Too much is left to the discretion of the Board. We hope that the Ordinance will

be amended, before it is sanctioned by the Legislative Council. If it were enforced, as it is, it would fail to prove a boon to the poor people of the North.

RAILWAY EXTENSION NORTHWARDS.

SECOND REPORT OF THE COMMISSION

In our Preliminary report dated the 17th December, 1890, we had the honour to place before His Excellency the Governor the following conclusions, at which we had arrived regarding the best means of improving railway communication with the northern parts of the Island, viz:—

- (1) That of the several routes proposed for a railway to Jaffna, the line via Polgahawela, Kurunegala, and Anuradhapura would best serve the general interests of the northern districts and secure the largest traffic.
- (2) That the construction of a railway from Polgahawela to Kurunegala should be undertaken without delay.
- (3) That a survey of the whole line to Jaffna should be made immediately.
- (4) That accurate records of traffic should be kept both at the Custom Houses of Jaffna and on the roads between Jaffna and Kurunegala and Jaffna and Matale and be forwarded monthly for the information of Government.

2. Since agreeing to our interim report we have received from our colleague, Mr. H. Bois, a letter, dated December 5, copy of which is hereto annexed, in which that gentleman expresses his views on the questions submitted to us, and it will be seen that they are almost identical with those formally accepted by us after Mr. Bois had left the Island.

3. We now give briefly our reasons for the above conclusions; and in so doing, it seems convenient to deal first with the one which stands second in order.

(4) The railway returns of the Polgahawela station show that during 1890, 6,939 tons of goods were received and 14,156 tons forwarded, or a total of 21,095 tons dealt with. Of this to-morrow the Assistant Government Agent, Kegalla, claims 2,790 tons as the Kegalla traffic, which would not come over the proposed extension; but we are of opinion that the development of traffic on the Kurunegala side, which would assuredly take place as soon as the railway is opened, would fully amount to this quantity, and we have therefore entered 21,095 tons as available for the section between Polgahawela and Kurunegala.

So, with regard to the passenger traffic, the Polgahawela station returns show that 39,803 passengers were booked, from, and 36,266 to that station during 1890, making a total of 76,069, of which the Assistant Government Agent, Kegalla, claims one-tenth, leaving 68,450 passengers, who would be at once available for the railway; but as it is universally admitted that the opening of a railway largely develops passenger traffic, we have no hesitation in saying that, with a suitable train service, this one-tenth will be more than made good during the year of working. We have therefore credited the section with the full number, 76,069, and retained the classification shown for the existing traffic.

For parcels, horses, carriages, and other miscellaneous traffic we have assumed that the whole of the traffic now dealt with at Polgahawela station will be carried on to Kurunegala. An allowance has been made for mails and saving on upkeep of roads, making the total amount to be credited to this section Rs. 65,149.34.

The working expenses for this section furnished by the General Manager of the Railways are set out in detail in statements A. 1. They amount to Rs. 47,022.40, and the result shows a profit of Rs. 18,126.94.

It may be of interest to note that as early as 1877 (see Council Debates, December 12th 1877) without any reference to railway extension northwards, the Government admitted that a line from Polgahawela to Kurunegala ought soon to be constructed, the Colonial Secretary stating that it would prove not only a very great benefit to the natives, but an admirable investment from a financial point of view. He further promised that the Government would not lose sight of the question. In opening the next Session of the Legislative Council in 1878 His Excellency the Governor (Sir James Longden) spoke as follows:—

"Of the other extensions, the line from Polgahawela to Kurunegala has the first claim to consideration, both from the population and present trade of the district. There is every reason to believe that a branch line to Kurunegala will be both a financial success and will aid materially in the development of the industries of the North-Western Province, and I propose to cause a survey to be made with the view of submitting to the consideration of the Council, if the Secretary of State should approve of it, the expediency of proceeding with this work after the railway to Kalutara is completed and opened for traffic."

5. Having arrived at the conclusion that this extension should be carried out, we were led to the unanimous decision that the railway to Jaffna when undertaken ought to be extended from Kurunegala, and not from Matale.

In order to succeed financially, it is essential that a railway to Jaffna should secure a share of the seaborne traffic in addition to the present cart traffic, which it may be assumed would be transferred to the railway. To attain this end the line must be the best possible for cheap and speedy communication between Jaffna, Colombo, and Galle. The route recommended by us answers these requirements for while the traffic to Colombo and the low-country via Kurunegala would not be lifted higher than 450 ft. the same traffic if conveyed via Matale would be raised over 1,700 ft., merely to be brought down into sea level and moreover the distance from Jaffna to Colombo (236 miles) by the proposed Kurunegala route

is 38 miles shorter than by Matale (274 miles). We have not failed to bear in mind that the distance from Jaffna to Peradeniya by Kurunegala is 12 miles longer than by Matale, but the bulk of the traffic would be for Colombo, and any goods destined for Kandy or the Nanu-oya section, though they would be carried a somewhat longer distance, would not be lifted any additional or unnecessary height in order to reach their destination.

6. This route also offers the most favourable conditions for constructing a cheap line of railway, passing as it does, through the most level part of the country intervening between Elephant Pass and the existing railway system crossing the higher reaches of the rivers where the least amount of bridging is required. It passes, too, through a more populous part of the country, and will materially assist in developing the resources of the Puttalam District.

7. Our third conclusion that a survey of the whole line to Jaffna should be undertaken without delay, is one to which we attach very much importance. Without a survey it is impossible to decide on the class of railway to be adopted, or to make any reliable estimate of the cost. The Government has ordered that records of traffic should be kept, but when obtained they will be of little value alone; for though we shall then be able to fairly estimate the probable traffic, we shall still be unable to give any opinion either as to the cost of construction or the profits likely to accrue, until we are in possession of accurate plans. We feel therefore, that we cannot too strongly urge on Government the absolute necessity for ordering this survey to be at once undertaken by competent Railway Surveyors, and that every endeavour, consistent with careful work, should be made to have the survey completed and the plans prepared by the time the tallies of traffic now being taken are ready for consideration. The services of a large staff of competent Railway surveyors are said to be available, and Mr. Waring, the Chief Resident Engineer of the Haputale Railway, who has undertaken previous railway surveys in Ceylon, has intimated his willingness to enter upon the duty if the Government should desire it.

8. It is needless to dwell upon our recommendation that careful records of traffic should be kept, as His Excellency the Governor has already given effect to it.

9. Since our interim report was forwarded we have met several times, and have examined many important witnesses. We have also had the advantage of again conferring with the Chairman and some members of the Jaffna committee (whose indefatigable zeal in the interest of the people of the Northern Province is deserving of the highest commendation), and of reconsidering many of the points on which they were able to give us additional information. Although this additional information is of considerable value, yet we think it advisable not to say more at present than to reiterate the hope that the returns of traffic to and from Jaffna both by land and by sea may be carefully kept, in order to enable us to pass our final judgment on the conflicting opinions and estimates of the amount to be expected placed before us orally by official and unofficial witnesses.

10. We desire to call attention to the evidence of the professional witnesses and to the estimates submitted by them, and to point out that Mr. Price-Williams, Mr. Waring, Mr. Oliver, Mr. Pearce, and Mr. Cantrell are all strongly in favour of the existing gauge, whilst Mr. MacBride, Mr. Grinlinton, and Mr. Waddell generally advocate a narrower gauge, and have submitted papers in support of their views. All these gentlemen, however, agree that under certain favourable conditions a line could be built between Kurunegala and Jaffna for less than Rs. 40,000 a mile, excluding rolling stock, and the estimates for rolling stock vary from Rs. 1,760 to Rs. 6,700 a mile.

11. The lowest estimate for constructing the line on the broad gauge is that of Mr. Pearce, at Rs. 38,800 a mile, and Mr. Waddell's estimate for a line on the 3 ft. gauge is Rs. 31,827, showing a difference of only Rs. 6,973 a mile in favour of narrow gauge; but whilst writing this report we have received a memorandum written by Mr. H. J. Turner, in which it is stated on the authority of Sir Bradford Leslie that a steam tramway, such as would possibly suit this country, can be constructed for between Rs. 26,000 and Rs. 30,000 a mile.

12. The estimates for rolling stock differ very considerably, chiefly in the number of engines and vehicles deemed to be necessary. This number can only be fixed after the quantity of traffic to be conveyed and the points between which it is to be conveyed have been definitely ascertained.

13. The estimates of Messrs. Pearce (38,800) and Cantrell (Rs. 39,793) are based on the actual cost of the Bentota line, and that line having been constructed for less than Rs. 60,000 a mile, notwithstanding the heavy cost of land (Rs. 8,784 a mile), and stations and buildings (Rs. 8, 291 per mile.) fencing (Rs. 1,822 per mile) we see no reason why the economic anticipated by these officers should not be realised.

After hearing all the professional evidence available as to the cost of construction, and examining the estimates, we are of opinion that if, after consideration of the surveys, it is found that the present gauge can be continued beyond Kurunegala at a cost of about Rs. 45,000 a mile, including rolling stock, that gauge should be adopted. If on the other hand, the cost should be found to be above that sum and a metre or even narrower gauge can be constructed for the sum of Rs. 35,000 a mile, then we think it is worth consideration whether the cheapness of construction of a narrow gauge railway and consequent saving in prime cost would not more than counterbalance the undoubted disadvantages of break of gauge.

14. All the estimates given for the construction of a railway have been based on the hypothesis of the line selected presenting the most favourable conditions. It must however be borne in mind that the engineers examined are unanimous in saying that it is quite impos-

ssible to state whether these conditions exist, or not, without a survey such as that recommended by us.

15. We think it right to record our opinion that the period hitherto allowed for the repayment of railway loans is too short, and especially so in the case of a line like the proposed railway to Jaffna.

The railways hitherto constructed in the Colony have all tapped districts more or less developed; but a line to Jaffna, although it would connect a large terminal population with Colombo, passes for the most part through an undeveloped country, and it is neither reasonable nor just to burden the present generation with the whole cost of a work which in course of time will open up that large tract of country conferring incalculable benefits on future generations.

16. We would invite special attention to the evidence of Mr. Price-Williams, who impressed on the Commission that no Colony should undertake to repay money borrowed for railway purposes in less than fifty years, and explained that under a system of fixed annual payments for that period it would be quite possible to borrow Rs. 10,000,000, repayable by a fixed annual payment of Rs. 380,000 in fifty years, at the end of which time the Colony would possess its railway free.

17. We are of opinion that if the construction of a line from Kurunegala to Jaffna costing Rs. 10,000,000, including cost of surveys and all charges to date of completion, were decided on, it would be well to borrow this sum in the manner suggested by Mr. Price-Williams; and in view of this satisfactory state of the Railway revenue it should be quite possible to devote a sum annually to the repayment of this loan especially if reasonable grounds exist for believing that a portion of the annual payment may in a few years be recovered from the profits of the Jaffna line itself.

18. We annex copies of the evidence taken before the Commission and of those papers which appear to us to be of special interest.

F. L. SAUNDERS, G. S. WILLIAMS,
P. RAMANATHAN, THOS. NORTH CHRISTIE,
WM. BOWDEN SMITH,
Colombo, February 16th, 1891.

The endorsement in this report of the recommendations made in the first report is in my case qualified as it was in that original report
THOS. NORTH CHRISTIE.

MISCELLANEOUS.

Two Oblates of Mary Immaculate and six Sisters of the Holy Family of Bordeaux have sailed from Southampton for the Vicariate Apostolic of Natal.

Very Rev. Aime Martinet, Assistant General, O.M.I., sailed from Liverpool on April 9 for Canada, where he is to make the periodical visitation of the houses of the Oblates of Mary Immaculate. Father Martinet was accompanied to the steamer by Father Gaughran (Provincial) and other Fathers from the Holy Cross Church.

The Death is announced on April 12th of the Rev. Ch. Comberbach, one of the oldest priests in England. He was born the youngest of 19 children in 1801 and was for the last 25 years chaplain to Lady Holland at Chertsey.

Messrs. John Brinsmead and Sons, of 18, Wigmore-street, London W., have just sent a pianoforte of a very costly description to his Holiness Pope Leo XIII. The instrument is a full-sized Concert Grand, with all the many improvements this firm has patented from time to time. The case, painted most elaborately by a well known artist, is in an *Verins Martin* style, and is gorgeously decorated and finished. Messrs. Brinsmead are presenting it free of all cost, and have spared no pains to make it worthy the Holy Father's acceptance.

Nineteen Chinamen were beheaded recently at Kowloon, near Hongkong. A portion of these criminals had taken part in the terrible Namoa piracy case.

Mgr. Anzer in Berlin.—Mgr. Anzer, the Vicar Apostolic of Schantung, was received with extraordinary honours during his sojourn in Berlin. He was entertained at the Emperor's table among the potentates; ministers ranged for his recognition; the reporters crowded his anti-chamber, and the papers of all parties devoted long columns to his praise. On his departure William II. sent him again as a sign of his friendship one of the highest Prussian decorations. From Berlin Mgr. Anzer betook himself to Bavaria, his native land, where a like triumph awaited him. The Prince Regent and the Ministers received him with open arms. Luitpold presented him with a gold cross of the Order of St. Michael of the second class.

Arbitration. The Portuguese Ambassador to the Holy See has left Rome for Lisbon, in order to receive the instructions of his Government, with reference to the proposed submission of the dispute with Belgium to the arbitration of the Pope. The dispute has arisen with regard to the southern portion of the Congo State.

The wreck of the Nepaul. The speculator who bought the wreck of the P. and O. steamer *Nepaul* at Plymouth, for £1,000, has so far made £15,000 out of his bargain, and hopes to place quite £20,000 to his credit, before he finally leaves the old ship to the sea waves.

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