

The Hindu Organ.

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HAS THE WIDEST CIRCULATION

ESTABLISHED SEPTEMBER 11, 1889.

(REGISTERED AS A NEWSPAPER.)

PUBLISHED EVERY MONDAY AND THURSDAY.

VOL. XXXVIII—NO. 53.

JAFFNA, MONDAY JANUARY 3, 1927

PRICE 6 CENTS

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THE HINDU ORGAN.

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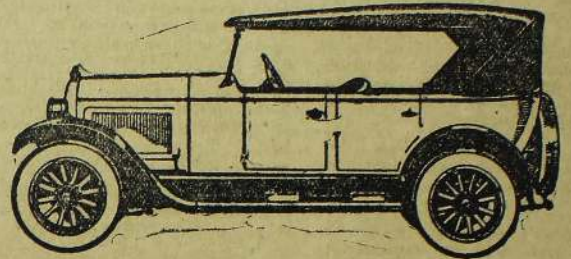
of the skin, loss of sensation in joints, black spots over the skin, swelling of the ears and nose, paleness and weakness of the body, dropsy, scales over the skin of the body, leprosy, ringworm, and other skin diseases, offensive smell throughout the body, dullness of spirits, tastelessness, itching sensation of the skin, etc. Our Raktha Sudhi is a potent remedy to remove the poison from the system. It purifies the blood, cures syphilitic eruptions, imparts tone and vigour to the weak system, revives lost appetite and permanently removes all affections narrated above due to impure blood; improve complexion and invigorates the nervous system. Price Rs. 2 per box covering medicine for 20 days. V. P. P. charges for 1 or 2 boxes As. 8 only extra.

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Q 77.

The Hindu Organ.

JAFFNA, MONDAY, JANUARY 3, 1927.

THE JAFFNA CAUSEWAYS.

THE ADOPTION OF A RESOLUTION BY the Ceylon National Congress suggesting the appointment of a Commission to examine the merits and demerits of Araly and Pannai Causeways are now prominently before the public. We thought that the controversy which had been going on for some time regarding the suitability of either of these causeways for immediate construction was set at rest by the decision of the Government to construct the Araly Causeway. It is very unfortunate that a public organisation like the Ceylon National Congress in which neither the Tamil community nor the Northern Province is represented should have thought it fit to reopen this question by suggesting the appointment of a Commission

The Causeway between Araly and Velaonai is not a subject which cropped up in recent times. So far back as the sixties of the last century the necessity of constructing this causeway has been regarded as a matter of great importance. The late Mr. A. Dyke, the Government Agent of the Province at that time, recommended this causeway as the most suitable one for connecting the island of Leyden with the mainland. Though his recommendation had received the approval of the Government, its undertaking had been postponed for lack of funds. The construction of the Causeway between Karainagar and the mainland was only intended to give better facilities of communication to the people of Karainagar. It cannot be by any stretch of imagination conceived that this causeway can in any way help the people of the islands other than Karainagar to have easy and convenient access to the mainland. The topographical knowledge of the various villages which compose Leyden and Valigamam North and West and of the roads situated therein will convince anybody of the correctness of our contention. That the Karaitive Causeway was not meant to serve the people of Leyden nor the people of Valigamam North and West was demonstrated by the fact that even after its completion repeated memorials and petitions had gone both from the islands and Valigamam North and West asking the immediate construction of the Velaonai-Araly Causeway. We remember the agitation carried on in its favour at the beginning of the present century. The introduction of a horse-boat at Kayts and then at Pannai has not proved to be a satisfactory arrangement. People of Leyden and Valigamam West have undergone a great deal of hardship by being compelled to make use of either these horse-boats. Even a few years back a petition largely signed by the people of Leyden and Valigamam West had been sent to the Government asking for the construction of this Causeway. It can never be said that public opinion either in the islands or at Valigamam West has not been in its favour. Nor can the comparative merits of either Causeways be judged from the present income of the ferries, as Araly was the most paying ferry before the introduction of the horse-boats at Kayts and Pannai.

In 1922 the Hon'ble Mr. K. Bala-singham who represented the Northern Province in the Public Roads Consultative Committee and who has personally known the advantages of the Araly Causeway got it included in the programme of public works of that year. It was one of the thirteen works sanctioned for the year. The comparative merits of both causeways were gone into and this decision was arrived at. The rough estimates for Araly Causeway with one opening

sixty feet in width for the passage of boats amounted to seventy five thousand rupees while the amount roughly estimated for Pannai with two openings, one sixty feet in width for the passage of boats and the other one thousand two hundred feet in width at the deepest portion of the lagoon, came to four lakhs. As the detailed estimates for Araly rose to two lakhs, its construction was not taken in hand in that year. Sir Cecil Clementi when he came to Jaffna in the early part of 1925 visited Araly and Pannai ferries, accompanied by the Government Agent Mr. Smith, the Provincial Engineer Mr. Rothwell and the Hon'ble Messrs. W. Duraiswamy and S. Rajaratnam. He too approved of the construction of the Araly Causeway. In the face of these facts no one can say that the Jaffna Councillors manoeuvred to get the Araly Causeway sanctioned.

Let us now examine the merits of these two causeways. The Araly Causeway is the cheapest. In 1922 the rough estimates for Araly amounted to Rs. 75,000/., while the amount for Pannai came to 4 lakhs. Now the detailed estimates for Araly have risen to 1 1/2 lakhs. It is more than certain that the detailed estimates for Pannai will exceed 6 lakhs. Further the opening at the deepest portion of Pannai is 1200 feet in width. Here the depth of the lagoon varies from 4 to 5 fathoms. This opening cannot be bridged without an additional expenditure of two or three lakhs. The Government cannot afford to waste public money in this project while another can be had very cheaply.

Secondly, the Araly Causeway affords through traffic. In this causeway there will be only one opening while in the case of Pannai there will be two openings, one of which 1200 feet in width. Our readers can very well imagine the delay and inconvenience which the travelling public will have to face if Pannai Causeway is to be constructed.

Thirdly, the Araly Causeway serves the needs of the greatest number of people. It is situated in the centre of the Peninsula as well as of the Island of Leyden. The inhabitants of Velaonai, Saravani, Naranthana and Karampan, numbering about 12000 people desire the construction of the Araly Causeway. At a public meeting held recently they passed a resolution in its favour. The people of Nainativu and Pungudutivu numbering 8000 prefer Araly Causeway. The only people in the islands who oppose its construction are those who live in the Allapiddy Udayar's Division numbering 3000. So far as the people of the Jaffna Peninsula are concerned, the Araly Causeway by its situation at the centre equally serves the needs of the people not only of the Jaffna town but also of Valigamam North & West. The Jaffna West Association representing the people of Valigamam West had passed a resolution asking for the construction of the Araly Causeway.

And fourthly, in the case of Pannai there are a good many engineering difficulties which are not found in the Araly Causeway.

In the face of these facts it is inexplicable how the Ceylon National Congress passed a resolution asking the appointment of a Commission. It may be that the Congress was not aware of all the facts connected with this matter or it may be that in its anxiety to retain at least a single representative from the Northern Province it yielded to the importunities of Mr. Thambiah. Whatever the motives may be, the action of the Congress will not find support in Jaffna.

There is another matter which we cannot pass over in this connection. That is the reference made by Mr. A. P. Thambiah to a speech made by the Hon'ble Mr. Rajaratnam at the Jaffna Association on this subject. The Hon. Mr. Rajaratnam is reported to have said that the Singhalese members are opposed to the construction of any public work in the Northern Province involving heavy expenditure. We were present at the meeting. Mr. Rajaratnam made no statement to this effect. How did Mr. Thambiah who was not present at the meeting come to know of this precious information? What Mr. Rajaratnam actually stated is this. A sum of one million rupees was available for expenditure on new public roads and causeways in the Provinces and the Northern Province cannot hope to have more than two lakhs. And we must suggest to the Public Works Advisory Board the construction of a public work which will not exceed this amount. Mr. Thambiah may have thought that he could stir up racial antagonism by making such irresponsible statement and exploiting it for his own purpose. It shows to what lengths the partisans of Pannai are prepared to go and what sort of tactics is being employed to further their object.

LOCAL & GENERAL.

CHRISTMAS DOWNS SPECIAL.—In addition to the daily down night mail a special train will run today from Kankesanural, leaving at about 5 p. m., to Colombo taking back the holiday seekers in Jaffna.

PLANTERS' ASSOCIATION FOR POONERI.—A meeting of those having interests in the Pooneri Division was held at 'Mahendra,' the residence of the Hon. Mr. W. Duraiswamy a few days back to consider the advisability of forming a Planters' Association for the Division. The Hon. Mr. W. Duraiswamy presided and Mr. C. T. Kumaraswamy was elected Secretary pro tem. It was resolved that an Association be formed. A Sub-committee was appointed to draft the Constitution of the Association. The report of the Sub-committee will be submitted at a meeting to be held in the same place on January 10, 1927. At the same meeting the office bearers of the Association will be elected and matters connected with the development of the Division will be discussed.

AYURVEDIC MEDICINE COMMITTEE REPORT.—It is learnt that the Committee appointed by Government to report on the encouragement of Ayurvedic Medicine has finished its report. The Committee has recommended (a) the creation of a Board of Ayurvedic Medicine (b) a Medical College (c) a Hospital attached to it and (d) the grant of Scholarships to suitable candidates to enable them to proceed to centres of Ayurvedic learning in India for training pending the establishment of the College and Hospital.

PERSONAL.—Messrs. V. M. Coomarasamy of the Land Registry, Trincomalee and N. Ramalingam of the Jaffa Kachcheri who were in Tangalle as the guests of Mr. R. Alvapillai, Government Surveyor, have left for Kstragama on a pilgrimage. —Cor.

MYSTERIES OF THE AMAZON VALLEY.—Among the mysteries of the Amazon Valley, is a tree which yields pure milk, and another tree which, when a hole is bored in it at the top, exudes absolutely pure turpentine from the bottom.

Leakage of Examination Papers.

AN INSTANCE IN SIAM.

Some time ago, it will be remembered, there was a leakage of examination papers in Ceylon. A similar case is reported from Siam. The "Singapore Free Press," of December 24th, states:— "The annual examination for the highest class of students in the Government schools are proceeding, and, as has so often happened in India and places nearer at hand, some of the papers have been in possession of the students, for a price, before the examination took place. Happily the leakage has been discovered in time and the students, with fore knowledge and without, have had to sit twice for examination in certain subjects. In years gone by examination papers were entrusted to foreign firms for printing, and the pains taken by them to ensure that contents of the papers did not become known before students assembled in the examination room, was responsible for high charges for printing. To avoid these, and also to enable the ordinary printing of the Ministry of Public Instruction to be carried out cheaply, the authorities mentioned established their own printing establishment. It is stated that the source of the leakage has been traced, and for some time at least there is little likelihood of a repetition, although, of course the danger is always present."

OBITUARY.

MRS. S. CHELLIAH.

We regret to record the death of Nagamuttu, relict of the late Mr. S. Chelliah, son of the late Mr. V. Sabapathy and grandson of the late Mr. M. Venkatasamy, the then Arrack and Toddy venter of Jaffna, at her residence "Kathakalkaran Walawa", Kaudaramadam, Vannarponnai East on Saturday last. The deceased lady who was ailing from general debility and minor complaints for the last two months passed away peacefully at noon on Saturday surrounded by her closest relations, in spite of the best available medical attendance and careful nursing. The funeral which was largely attended took place the following day, Sunday, and the remains were cremated according to Hindu rites at the Kombayammanal crematorium, the ceremonies being performed by her only son Mr. C. Sathasivam alias Mutunnamaru.

THE MAILS.

(G. P. O. Colombo) DESPATCHES

London Mails per the P & O "Mooltan" will close on Thursday, January 6th and per a P & O Steamer leaving from Bombay will close on Tuesday, January 11th.

Straits and China Mails per the M. M. "Sphinx" and per the P & O "Kashgar" will close today (Monday) and on Saturday, January 7th respectively.

RECEIPTS.

London Mails per the O. L. "Orsova" will arrive today (Monday); per the P & O "Nalders" on Saturday, January 8th and per the O. L. "Orvietto" on Saturday, January 15th.

Straits and China Mails per the M. M. "General Metzinger" will arrive today (Monday) and per the P & O "Khiva" on Wednesday, January 5th.

Banking in Jaffna.

Specially written to the Hindu Organ By Mr. C. N. DevaRajan

Banking is the life of the trade and finance of a country. A country with a well-developed banking system enjoys a superior and established position in the export and import trade of the world, and naturally the people of the country enjoy great prosperity and material well-being. A net-work of branch banks in a country linked with head-offices would give a powerful stimulus to the free flow of money for the commercial, industrial and agricultural requirements of the country. Next to education, perhaps banking is Jaffna's greatest need.

In these days of unemployment politicians and theorists are not wanting who would stand with their backs to the Wanni and cry "Back—back to the land". The Jaffnese, true to their traditions, are ever ready to emigrate, but where are they to find the money or the credit for such projects? Large batches of school boys are willing to go out and farm in any part of the world, but who is to finance them? There is no such thing here as the Public Schools' Employment Bureau of England or as the Board of Education of England to arrange for the settling of our boys as farmers in any part of Ceylon or any other country. It is the Nattukottai Chetty that the cultivator and the trader have yet to look to for finance. It is he that still helps the cultivator with advances on his tobacco crops and imports rice, paddy and other food stuffs. It is he that takes our deposits and lends our own money to the cultivator charging interest ranging from 18 to 60% and finally brings the cultivator to ruin. The Exchange Banks of Colombo have no interest in business of this kind. There are only two small local Banks—the Jaffna Commercial Corporation, Ltd. and the Jaffna Mutual Benefit Fund Ltd. The former is a trading firm which mostly deals in the importation and sale of cloth and the latter, a very young institution advances money for short periods the interest being payable monthly. Both these concerns are of no help to the agriculturists. There is not even one Agricultural or Industrial Bank in the whole Island. The indebtedness of the cultivator is so colossal that he can never emancipate himself from his slough. He is still impoverished and entangled in the clutches of the usurer.

Little have we realised that only a sound system of banking could strengthen the economic position of a nation. Our leaders have not yet paid their due attention to this vital question. Parents are yet making their sons lawyers, doctors or Government clerks. There has not been sufficient demand for commercial and technical education, and absolutely no provision has been made in our colleges for training youths in banking because there is no demand for men trained in that line. In England and Scotland, young men at the age of 17 or 18 begin a long period of training at bank offices and pass examinations held by the Institute of Bankers. In our country similar careers are non-existent. Many concerns started by our countrymen have come to grief for want of trained men at the rudder. The simple Balance Sheets of various undertakings that often appear in the newspapers are a positive disgrace to our country in as much as they betray an absolute ignorance of the A. B. C. of accounts on the part of those responsible. When such men are placed in positions of responsibility to guide the finances of any concern results should be what we expect them to be.

Banking for all practical purposes may be divided into four classes:—

- (a) the General Bank—the Exchange Bank we are familiar with, with which we keep our accounts and with which we overdraw
- (b) the Land Mortgage Bank
- (c) the Co-operative Bank and
- (d) the Industrial Bank.

The agriculturist is the backbone of our industry and trade. If our country should advance, we should first supply him with money at easy rates and improve his condition. In every Province of Ceylon there should be a Land Mortgage Bank—or Agricultural Bank, as we may call it—which could attract the money of the saving few, and, together with a portion of the Government's surplus funds which now lie in foreign countries, besides doing general banking business, could make loans to the agriculturist on long credit and easy terms.

Continued on p.

