

Hindu Organ

VOL IX. } JAFFNA, WEDNESDAY } திந்துசாதனம். } NO. 22
கம்புத்தகம். } JULY 6, 1898 } அகசு குகைக் கல் } இலக் ௨௨.

PUBLISHED EVERY OTHER WEDNESDAY.

புத்தகக்காருமுறை புதன்கிழமைகளிற் பிரசுரிக்கப்படும்.

NOTICE.

Tenders for provisioning the different hospitals and Asylums in the Island during 1899 are due at this office on Monday the 25th July 1898 For further particulars see Government Gazette of 17th June 1898

ALLAN PERRY
Principal Civil Medical Officer
and Inspector General of Hospitals
Colombo 28th June 1898.

IN THE DISTRICT COURT OF JAFFNA.
ORDER NISI

Testamentary } 909
Jurisdiction }
Class II }

In the Matter of the Estate of the late Murukesar Channukam of Vannarponnai West

Deceased
Channukam Chuppiramaniam of Vannarponnai West Petitioner

Vs

Marimuttu widow of Channukam of Vannarponnai West Respondent.

This matter of the Petition of Channukam Chuppiramaniam of Vannarponnai West praying for Letters of Administration to the estate of the abovenamed deceased Murukesar Channukam coming on for disposal before C. Eardley Wilmot Esquire, District Judge, on the 26th day of May 1898 in the presence of Messrs Casipillai & Cathiravelu Proctors on the part of the Petitioner and affidavit of the Petitioner dated the 26th day of May 1898 having been read, it is declared that the Petitioner is one of the heirs of the said intestate and is entitled to have Letters of Administration to the estate of the said Intestate issued to him unless the Respondent or any other person shall on or before the 11th day of July 1898 show sufficient cause to the satisfaction of this Court to the contrary.

Signed this 26th day of May 1898

C. EARDLEY WILMOT
District Judge.

THE HINDU ORGAN.

JAFFNA, WEDNESDAY JULY 6, 1898

THE NORTHERN RAILWAY.

This railway which has been the subject of agitation for the last thirteen years is now within measurable distance of being actually constructed. The first meeting of the inhabitants of Jaffna asking for the boon of railway extension to the capital of the Northern Province was held in the District Court House on the 14th November 1885 under the presidency of Mr Cross, then Agent of the now defunct O B C. The agitation has since been kept up by the Railway Committee appointed at that meeting, with unabated ardour, until its labours are now, we may say, crowned with success. There were times when the prospects of this railway seemed doomed, if not for ever, at least for a generation. Sir Arthur Gordon (now Lord Stanmore) in reply to an Address of the Committee presented to him in Jaffna in 1887 said: "I fear that for many a day to come the scheme will remain but a tantalising vision, awaiting future realization by other hands than ours." Sir Arthur was, however, unable to refuse the request of the local Committee, ably seconded in Council by the then Tamil Member, Mr. Ramanathan for the appointment of a select Committee of Council to report on this project. The report of this select Committee made in 1889 based on the evidence of Mr. (now Sir) W. O. Twy-

nam, was so adverse to the cause of railway extension to Jaffna that almost everybody here despaired of seeing the Iron Horse in this Peninsula during his life time at least. There was one man, however, the Rev. Father Lytton, who was not disheartened by these reverses. He went to Colombo on a special mission to agitate this question at the seat of Government. The result of his labours there was a grand and representative meeting held in the Colombo Library on the 5th August 1889, under the presidency of the late Mr. A. M. Ferguson C. M. G., at which resolutions were unanimously passed urging on the Government the necessity of reconsidering the question of Railway extension to Jaffna. It was said of that meeting that it was "one of the most emphatic expressions of public opinion that had been witnessed in Ceylon." This was followed by a long debate in the Legislative Council on the motion of Mr Ramanathan for the re-appointment of a select Committee to consider this question. But the Tamil Member's motion was defeated by a majority of one, all the unofficial members voting for it, and the officials against it. But Sir Arthur Gordon was obliged before he retired from the Government of this Colony to appoint a Commission to investigate the question of railway extension to the North afresh.

Sir Arthur Havelock took up the question in right earnest and appointed a fresh Commission with Mr. Ramanathan as a Member. This Commission consisting of Mr. (now Sir) F. R. Saunders, Mr. Williams, Mr. Christie, Mr. Ramanathan, Mr. Bowdwin Smith, and Mr. Henry Bois, after visiting Jaffna in September 1890, recommended to the Government the survey of the proposed route, which was carried out with the sanction of the Secretary of State. But when the Chairman of the Commission and two other Commissioners were absent in England, and without consulting the convenience of Mr. Ramanathan and in defiance of his wishes, Messrs Williams and Christie made an adverse report in the name of the whole Commission. On the strength of this report Sir Arthur Havelock, on whom the hopes of Jaffna were at one time centred in regard to the extension of this railway, not only gave up the project as impracticable, but also sounded a note of warning to his successors, in his Farewell Address to the Legislative Council, in 1895, not to undertake this work, as it would, in his opinion, prove a financial failure and a burden on the Colony. Sir Arthur Havelock had thus done greater harm than even Sir Arthur Gordon to the cause of Railway extension to the North.

It was left to His Excellency Sir J. West Ridgeway to leave an imperishable name in Ceylon as a far-seeing statesman and a bold administrator, and to earn the undying gratitude of the people of the North, by obtaining the sanction of the Imperial Government for the construction of a section of the line and promise of further sanction of the remaining portion of the railway which Sir Arthur Gordon pronounced to be a "tantalising vision," and which was but two years back given up by Sir Arthur Havelock as an impracticable project. His Excellency's great abilities, his training as a soldier, and his vast Indian experience stood him in good stead, in speedily coming to a favourable decision on this question, and doing everything in his power to make this great Northern Railway a fact accomplished during his administration of Ceylon. The Jaffna Railway Committee approached His Excellency with a fresh me-

morial on the subject soon after his arrival in the Colony, and he visited Jaffna in January 1897 in order to become personally acquainted with the place and to decide as soon as possible, if railway extension was really necessary in the interests of the people here. His Excellency sent a Despatch to the Secretary of State dated May 6, 1897 recommending the construction of the section from Kurunagalla to Anuradhapura on a light broad gauge, and the section from Kankasanturai to Elephant Pass on a narrow gauge of 2 feet 6 inches. This Despatch is a remarkable document, generally admitted to be one of the ablest despatches ever sent from this colony to the Imperial Government on the subject of railway construction in Ceylon. His Excellency's earnest advocacy of this cause resulted, as our readers are aware, in the sanction being accorded to the section from Kurunagalla to Anuradhapura on the standard gauge of 5 feet 6 inches, on the condition that one third of the amount required for the construction of this section should be defrayed from the general revenue of the colony. As to the Peninsula section, the Secretary of State decided that it should also be constructed on the standard gauge of 5 feet 6 inches, and he withheld his sanction to it until he and his expert advisers were satisfied that this section, if constructed on 5ft 6 in gauge, would pay *ab initio*. This decision of the Secretary of State in regard to the section from Kankasanturai to Elephant Pass did not give general satisfaction here, as it was believed that His Excellency would be obliged, in view of the clamours of the European Planters for special privileges to them in regard to railways for planting Districts, to allow this section to wait for another decade or so, more especially as it was thought that it was not easy for His Excellency to satisfy the Secretary of State that the Peninsula section would in itself pay *ab initio*.

But His Excellency was equal to the occasion. He was determined that Jaffna should have Railway, and, immediately on the receipt of Mr. Chamberlain's Despatch on the Northern Railway, appointed a special Commission consisting of Sir Fredrick Saunders, Mr. Ievers, and Mr. Cantrell, to proceed at once to Jaffna and report whether a line of 5 feet 6 inches gauge costing Rs 58 000 a mile would pay *ab initio*. This commission arrived in Jaffna in March last and after taking evidence locally and after a full consideration of the returns of the probable traffic of the Peninsula section prepared for the Jaffna Railway Committee by Mr. M. Chinnappa of Moolay, whose valuable services in this connection we commend, has made its report showing that the line will not only pay *ab initio* but will leave a net profit of Rs 5259 annually. We give the concluding portion of the report in another column. His Excellency has now sent this report of the Commission to the Secretary of State to satisfy him and his expert advisers that this section will pay *ab initio*, and he has, in the Despatch that accompanies the report of the Commission, asked the permission of Mr. Chamberlain to commence the construction of the two sections simultaneously—from Kurunagalla to Anuradhapura and from Kankasanturai to Elephant Pass or Paranthan. We have now little doubt that this permission will be granted.

The Secretary of State has now revised his decision in regard to the amount that should be voted out of the revenue of the Colony for the construction of the section from Kurunagalla to Anuradhapura. In his Despatch of the 14th

(continued on the 4th page)

பெண்னைப் பற்றிகளும் பின்புதான் கணவன்
அவர்களின் மகனாக பிறிததன்னைதான் பற்றித்
ளையுள்ளோர் கப்பிரிவகொட்டிற்றுப் பார்ப்பதற்குப்
பட்டியல்பற்றினைக் கணவன்
களவு—கொட்டி கணவன் பற்றிதான் தான் அரிசித்
கலையில் கொட்டிதான் கொட்டி களவன் புருத்
தான் அரிசிபற்றிபற்றிதான், கணவன் பற்றிதான்
கணவன் பற்றிதான் கொட்டிதான், கொட்டிதான் பற்றிதான்

January last Mr. Chamberlain ordered that one third of the amount required for the section, that is about 15 lakhs, should be defrayed from the Island's revenue. He has, however by a subsequent telegram and despatch requested that "in view of extraordinary surplus of last year and large revenue estimate for present year... 25 lakhs of rupees must be now or during construction found out of revenue." "Result of this will be" Mr Chamberlain adds, "that according to estimates furnished by you, this section will from its opening pay working expenses, together with interest and sinking fund on loan of 15 lakhs of rupees, which is all that will have to be paid."

If His Excellency has not by his Despatch of 6th May last to which we have already referred convinced the Secretary of State of the justice and necessity of extending the railway to Jaffna, although it may not be a paying concern at the outset, as a work to which the commercial test of "will it pay" should not be applied, the Imperial Government would not have sanctioned it, much less to its construction partly out of the revenue of the Colony. The people of Jaffna cannot be sufficiently thankful to His Excellency Sir J. West Ridgeway for what he has done earnestly and zealously to give to them the boon of easy and ready means of communication with the other parts of the Island and we feel sure that his name will be remembered here with great veneration and gratitude not only by the present generation but also by future generations.

We hope to deal with the interesting Railway debate that took place in the Legislative Council on the 22nd ultimo in our next issue.

THE GLENOMERA ASSAULT CASE.

This was a case tried in the Police Court of Hattori by Mr. Freeman, Police Magistrate, in which two coolies, Sinna Ramasamy, a Kanganai, and Arumugam, a cooly, were convicted of assault on Mr. Charles Carmichael, the Assistant Superintendent of Glenomera estate and sentenced to three months imprisonment each. On reading Mr. Freeman's judgment, at the time it appeared in the Colombo papers, we thought that, according to the Magistrate's finding of facts, the accused should have been acquitted. Mr. Freeman adverted strongly, and we think rightly, against the conduct of Mr. Carmichael who began the quarrel by mercilessly assaulting the cooly Arumugam. The Magistrate, however, convicted the accused as they, in his opinion, exceeded the right of self defence by cutting the complainant with knife. The accused appealed to the Supreme Court against this decision, and Mr. Justice Laurie has affirmed the judgment of the Court below. We publish his Lordship's judgment below, as His Lordship's pronouncement on the rights of master and servant deserves to be widely known. We are bound to accept His Lordship's assurance that he was not importing into his judgment any feeling of race or country. But we do not think that there will be general approval of the law laid down by His Lordship that the cooly who speaks insulting words to his master deserves to be kicked and that no young Superintendent with his salt could listen to such insults without rising to try his strength with a man who purposely insulted him in presence of the coolies, men and women looking on and listening. The effect of this judgment will be, in our humble opinion, to encourage Sinna Durais like Mr. Carmichael to illtreat coolies and take the law into their own hands at the slightest provocation, which is not calculated to establish good and satisfactory relations between planters and coolies. The "Times of Ceylon" in commenting on this judgment writes:—"Moreover he (Mr. Justice Laurie) goes further and says that Mr. Carmichael was justified in assaulting the coolies in the manner he did, when they grossly insulted him. The judgment in another column will be read with great interest. And the S. D. can now breathe more freely as he musters his coolies in the grey of a moonish morning, and bless the name of Mr. Justice Laurie."

The following is Mr. Justice Laurie's Judgment:—

This is a case in which two Tamil coolies have been charged with causing hurt with a knife to their master. It was urged that Arumugam used his knife under grave and sudden provocation, Mr. Carmichael having run after him and having kicked him on the bottom so that he fell, but Mr. Carmichael had himself been provoked by Arumugam, who had insulted him personally using a word addressed only to inferiors and by speaking of the estate in the most contemptuous way. The insolence of Arumugam was intended to provoke, and no young Superintendent worth his salt could listen to such insults without rising to try his strength with the man who purposely insulted him in the presence of the coolies, men and women looking on and listening. Arumugam ran away, but Mr. Carmichael overtook him and kicked him as he well deserved. The evidence

does not lead me to think that Mr. Carmichael behaved badly; he was not armed—not even with a stick. Arumugam had two knives: there was the risk of the rest of the coolies assisting Arumugam. I do not think that Mr. Carmichael took undue advantage of his position, if indeed at that place, and in these circumstances the fact that he was Superintendent alone among a lot of ill-disposed coolies was not a disadvantage, placing him on a most difficult position when it was absolutely necessary to show he was not afraid, if he ever hoped to be obeyed again. Arumugam, when stopped by the kick, turned round on his master and they came to close quarters, when according to the Magistrate, Arumugam cut his master twice on the nape of his neck with a pruning knife, and then the first accused, (the head kangany) came up and struck his master with a cane and cut him with a pruning knife on the back. These two men showed no injuries. Mr. Carmichael was unarmed. This seems to me a bad case. I trust I am not importing into my judgment any feeling of race or country. I feel sure I would have written the same words had this been a case where a Sinhalese labourer had cut his Sinhalese master. In my opinion the case was one which should not have been tried by a Police Magistrate, but by a Higher Court. These men have to my mind been very inadequately punished but in appeal I have never enhanced a punishment, being doubtful that the Code permits it and being unwilling to make a man's position worse on his own appeal.

I have said enough to show that I disagree with the view so emphatically expressed by the Magistrate of the respective conduct of the complainant and the accused.

I affirm the conviction and sentence

LOCAL AND GENERAL.

Hindu College—Six of the students of this College who went in for the F. A. Examination of the Calcutta University—A. Visuvanathan, Hannibalze, A. Chinnacutty, V. Saravanamuttu, S. Thorralappa, and N. Valupillai—have come off successful.

The Graduation exercises of the College takes place tomorrow, when a large number of friends and well-wishers of the Institution is expected to attend.

Mr Advocate Kanagasabai—This gentleman who is acting as Police Magistrate of Point Pedro and Chavakacheheri, has been Gazetted to be a Member of the Board of Health of the Northern Province in the place of Mr. A. Sinnatamby, deceased.

The Abduction Case—It stands postponed for the 9th Instant. The case book has been returned, we understand, by the Solicitor-General with instructions to commit the accused to stand their trial before the Supreme Court.

Sale of Coconut Estates—We learn from notices appearing in the Government Gazette of the 25th ultimo that all the estates which belonged to Mr. J. P. Todd and which were transferred by him to R. M. A. R. A. R. Supramanian Chetty by deed dated 28th April 1893 and bearing No. 319, attested as notary by Mr. T. Changarapillai J. P. Crown Proctor, are to be sold by the Fiscal of Jaffna on the 16th and 18th Instant under writ No. C/10964 D. C. Colombo for the recovery of Rs. 90,598. We understand that these estates were sold to the Chetty subject to mortgage to the Plaintiff in this case, and that the Chetty has gone to Colombo to settle this debt and to free the estates from this encumbrance.

A Lecture—Mr. H. A. P. Sandrasagara Advocate, delivered a lecture at the Hindu College Hall on Saturday the 25th Ultimo at 6-30 P. M. before a large and appreciative audience on International Morality. Mr. Advocate Tirunavukarasu presided. The lecture was really a very learned and interesting one. All the speakers that were called upon to make their remarks on the lecture—Mr. Changarapillai J. P. Crown Proctor, Rev. D. P. Niles, Mr. Proctor Carpenter, Mr. Chelvarayan, Ellankaynayaga Mudaliyar, Mr. K. C. Kadramer, Mr. N. Chelvadurai, and the Chairman—admitted the lecture to have been an intellectual treat to them and highly complimented the lecturer. There was an interesting debate as to the justice of the action of the European powers including Great Britain in their interference with China, which the lecturer denounced in strong terms as a breach of all international law and morality. Most of the speakers concurred in the view expressed by the lecturer.

"Museum"—This is the title of a monthly periodical which has just made its appearance in Jaffna. It is devoted to wit and humour, science and literature. Great credit is due to Mr. Chelvarayan, a young and intelligent Tamil gentleman with the advantage of European residence and education, under whose auspices it has been started. We extend to it a hearty welcome and wish it a long and useful career.

Obituary—We deeply regret to have to record the death of Mr. Sittambalam Kantapillai, ex-Udaiyar of Vannarponnai West

which occurred at Vannarponnai on the 4th Instant of heart disease. The deceased was a well-known native Doctor, and in deference to the wishes of his numerous patients and friends he resigned his Udaiyarship and devoted his latter days entirely to the practice of the medical profession. He was a son-in-law of Mr. S. Ramupillai, the renowned native medical practitioner, and father-in-law of Mr. S. Sinniyah, Travelling Agent of the New York Life Assurance Company. We offer our heartfelt condolences to the bereaved ones.

A New Mudaliyar—Mr. Frank R. Sandrasagra, Assistant Science Master, St. Joseph's College, Colombo, 3rd son of the late Mr. P. S. Sandrasagra, the popular and trusted Agent of the B. I. S. N. Co. Ltd. has been appointed to the Mudaliyarship of Vavonia North, which has been vacated by the retirement of his predecessor, Mr. R. W. Ievers, the Government Agent, could not have made a better selection for such a trustworthy appointment than in the person of Mr. Sandrasagra. Mr. Sandrasagra is a scion of the Sandrasagara family of the Northern Province with an ancient lineage and honorable traditions. He is a grandson of the late Chevalier Sandrasagra Mudir: Saverimuttu Mudir: and a relation of the long line of the Chief Mudaliyars of the Jaffna Kachcheri, who rendered signal and faithful services to the English Government. We tender our heartfelt congratulations to the Mudaliyar and hope to see him rise in the Department—Cor.

The late Mr. Windus—We deeply regret to have to record the death of Mr. Windus, Editor in-chief of the "Ceylon Standard" which occurred in Colombo on the morning of the 26th ultimo. His death was rather sudden and unexpected, as it is said that he wrote the leader for the morning issue of the Standard of the 25th ultimo. During his short stay of six months in the Colony Mr. Windus made many friends and was deservedly held in the highest esteem by the public as a journalist of wide sympathies and great abilities. His death is undoubtedly a great loss to Ceylon journalism. We offer our heartfelt condolences to the staff of the "Ceylon Standard" on the great loss they have sustained.

The "Ceylon Independent"—This paper completed the tenth year of its existence on the 2nd Instant, and we congratulate our contemporary on its success in the field of journalism and wish it many years of usefulness in the Colony. The "Independent" has every reason to congratulate itself on its achievements, the chief of which was the abolition of the paddy tax under the Editorship of that philanthropist, Mr. George Wall, for which the Ceylon public should always be thankful to the Independent and its late Editor.

It must also be observed in this connection that our contemporary is now doing a great service to the people of Jaffna by its able articles on the necessity of Government introducing into this Province improved methods of cultivating tobacco and curing it to suit European markets, for which our warmest thanks are due to our contemporary.

REPORT OF THE COMMISSION ON THE PENINSULA RAILWAY.

ESTIMATES OF TRAFFIC.

We have gone as carefully as possible into the estimates of traffic on the spot, and have dissonsed with the inhabitants and traders the description of traffic and the chances of its finding its way to the railway.

On our arrival in Jaffna we found that there was a strong feeling of dissatisfaction amongst the people, because they were under the impression that the peninsula railway was to be regarded as a section by itself, and that it might be many years before it would be connected with the main line. They pointed out what little advantage this would be to them, and what they say on this point has much weight with us.

Great as is the desire of the people for speedy locomotion in and throughout the peninsula, it is as nothing compared to the urgent and pressing want of finding some outlet for the superabundant population, and of enabling them to find land to cultivate and to get their labourers easily to and from it. The people must have an outlet, and from every point of view it is essential that the railway should be carried on from the peninsula through the Wanni to join the main line at Anuradhapura with the least possible delay. Not until this is done will the people or the Government reap any real or appreciable benefit from railway communication throughout the peninsula.

As regards the estimates, it will be remembered that the last Northern Railway Commission framed an estimate of receipts and working expenses for a line from Jaffna to Kankesanur. The receipts were based on the passenger receipts of Panadura, Wadduwa, and Kalutara in 1893. This section was adopted because the population and distance were much the same as the Jaffna Kankesanur section, and the receipts were taken as Rs. 8,051 per mile.

(Continued on Supplement)

In 1896 we find that the coaching receipts of the three stations in question had risen to the equivalent of Rs. 10,850 per mile, and as the commissioners added nothing for goods traffic, it would appear that, compared with the results given by other sections of open line, their estimate was not excessive.

We feel, however, that it would be unsafe to make so large an estimate for the coaching traffic of the whole railway from Kankesanur to Elephant Pass, or rather Parantan.

We find that the coaching receipts from passengers, parcels, mails, &c., of the Kurunegala line in 1897 were Rs. 2,160 per mile, the population of that district being only 115 per square mile. Again, the receipts from passengers, parcels, and other coaching traffic of the Matale line in 1897 were Rs. 3,546 per mile and on the Galle-Matara line Rs. 5,030.

After weighing carefully the evidence given by the different people examined, we have come to the conclusion that Rs. 5,000 per mile, giving a total of Rs. 205,000, would not be an excessive estimate for the coaching traffic of the Jaffna peninsula railway, passing, as it will, through one of the most thickly populated districts in the Island (573 to the square mile), provided always that the rolling stock is sufficient to carry the traffic on the numerous occasions for special pilgrimages which so constantly arise in the Northern peninsula.

As regards goods traffic, no official tallies of the road traffic have been taken, but the Jaffna Local Railway Committee have collected statistics of the existing trade and have handed in statements showing how this traffic is distributed between the different stations.

After comparing these tables with the tally taken by the last Commission at Elephant Pass, the Customs records of imports and exports, and the toll rents of Uppar and Kodikamam, and allowing for a reasonable increase since 1893, we find them to be fairly correct, and, generally speaking, in accordance with the evidence given before the late Commission. We have, however, considered it necessary to deduct the traffic travelling over distances of less than 10 miles as unlikely to come on to the railway for such a short distance, and have arrived at the sum of Rs. 79,388 as the probable annual value of the existing traffic which would be secured by the railway.

We would again point out that in order to secure a large portion of this, the terminus must be at Parantan and not Elephant Pass. It will also be necessary, we think, to have the road between Parantan and Anuradhapura kept in excellent order, and the means of road transport improved. At present the arrangements are so disgraceful that it is practically impossible for people to travel between Elephant Pass and Anuradhapura except on foot or by bullock cart, at the rate of 2½ miles an hour, there being no public horse coach between these points, a distance of 80 miles, and no carriage is obtainable for hire.

WORKING EXPENSES.

We have obtained from the Railway Department an estimate of the cost of working the proposed railway, and this for 41 miles amounts to Rs. 184,009 per annum.

The annual contribution to sinking fund and interest on the capital cost of the line at Rs. 53,000 per mile would at 4 per cent amount to Rs. 26,120, making a total yearly outlay of Rs. 270,129.

The total receipts as already shown above are estimated at Rs. 284,388, leaving a net profit of Rs. 5,259.

These figures show that the projected line will pay its working expenses and interest and sinking fund, and we have no hesitation in recording our opinion that the line will pay an *INTRO*, assuming those words to mean, when the railway has been opened throughout the whole section and is in through settled working order. It is quite possible that in so thickly populated a place each sub-section—such as from Kankesanur to Jaffna, Jaffna to Charakachcheri, Charakachcheri to Pallai—will pay as soon as opened, but, as we have before stated, it is not until the whole section to Parantan is completed that the benefit of a railway will be felt by the people and a fair profit accrue to the Government. We also most strongly advise that the railway should not stop at Parantan, but should be pushed on as speedily as possible to join the main line at Anuradhapura. In considering whether the line would pay an *INTRO*, we have not been unmindful. Though we have not given it a money value in our account of the great saving in cost of construction of the line between Anuradhapura and Kankesanur by carrying the railway material from the latter seaport instead of from Colombo, a saving of 130 to 235 miles of rail transport for the equipment of every mile of line laid north of Anuradhapura. If it were not for this great economy, and if we were not convinced that the Government would push on the line from Parantan southwards as quickly as possible, we should hesitate to recommend the immediate construction of the peninsula section; for, as the people themselves very plainly put it before us, "if the Government can only make a certain number of miles of railway each year, and the making of the peninsula railway will retard the making of the railway between the peninsula and Anuradhapura, then do not undertake the peninsula railway, but push on from Anuradhapura through the Wann to Elephant Pass—it is far more important for us to have the railway from Elephant Pass to Colombo and wait ten years for the peninsula railway than to have the peninsula railway at once and wait ten years before we are connected with the main line."

COBRAS AND POISONOUS SNAKES

Jaffna 24th June 1898

The Editor Hindu Organ

Dear Sir,

With reference to a notice in the "Independent" of 6th inst. "wanted Cobras and Poisonous Snakes" I enclose copy of a printed letter which I sent to each Hospital and Dispensary Medical Officer in the Northern Province in August 1897; since when I have received and forwarded to Professor Fraser the glands and gall bladders of some 80-90 Cobras and Polongas, which, Professor Fraser says, have been most welcome to him; and he asks me to get him as many more as possible and says he is willing to pay Rs. 1 for each live or freshly killed Cobra or Polonga brought to the Medical Officers here provided the Heads and Gall-Bladders are not crushed.

Independent of the benefit of thus enabling Dr. Fraser to complete his experiments and to prepare a large amount of Antivenene, there is the further benefit to this province resulting from the destruction of so many poisonous snakes.

I hope, therefore, that you will publish this notice and letter and that it will result in many Cobras and Polongas being killed and brought fresh to the various Medical Officers in this Province, who, I hope, will pay one Rupee for each, extract and dry the glands and gall bladders, as indicated, and forward them to Dr. Santiago, Jaffna, who during my absence on leave, will pay all charges for me and forward them to Professor Fraser.

Yours faithfully,

HAYMAN THORNHILL

(Letter Referred to)

Jaffna Ceylon 6th August 1897

Dear Sir,

I have been asked by Professor Fraser of Edinburgh to procure for him the poison glands and gall bladders of venomous snakes which he is much in want of to prepare a sufficient supply of Antivenene to be available for the Colonies for use in cases of snakebite. Will you kindly assist me in getting these for him by yourself offering a reward of Rs. 1 for each Cobra or Tic Polonga brought to you alive or freshly killed i.e. before decomposition has begun.

1. 2 am asking the Govt. Agent N. P. to instruct the Headmen to inform Villagers of this Province that this sum will be paid by you (for me) for each live or freshly killed Cobra or Tic Polonga so brought to you.

3. When such are received would you then kindly proceed as follows,

(1) With a curved needle and thin ligature first tie the ducts of the Glands and that of the Gall Bladder at both ends and then dissect them out (this can easily be done with a sharp pen-knife).

(2) Tie the Venom Glands and Gall Bladder of each snake, together, but not touching and attach a label with the name of the snake, the date and your name.

(3) Hang up the Glands and Gall Bladder in a dry, warm place, but not in the Sun till quite dry.

(4) When quite dry, place them in a wide-mouthed Bottle with a piece of paper between each and keep in a dry place.

(5) When you have some 6 or 12 such in the bottle pack it up carefully in a tin and then in a wooden box, and send the box to me by Post, or otherwise, if convenient, and send a Memo of all amounts paid by you for rewards and postage.

4. I will refund all costs to you and will forward the Glands and Gall Bladders to Professor Fraser with your labels, showing him how many have been collected by you.

5. You will see a very interesting article by Professor Fraser on "Antivenomous Properties of Serpent's Bile" in the British Medical Journal of 17th July 1897.

6. Hoping you will assist in this matter and will see that only Cobras or Tic Polongas Glands and Gall Blanders are sent.

I remain

Yours faithfully

HAYMAN THORNHILL

Senior Medical Officer, N. P.

P. S. The heads and middle of the bodies of the snakes must not be crushed.

During my absence from Jaffna, Dr. Santiago will receive and pay for the snake Glands.

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