

MORNING STAR.

Jaffna, Thursday, May 12, 1853.

RAILWAYS IN INDIA AND CEYLON.

The project of a railway from Colombo to Kandy has lately been revived with much interest. Public meetings have been held, and very long reports have been presented, and also printed in the colonial newspapers. So heartily has the business been taken hold of that the Friend of India says of the matter: "The island of Ceylon is determined not to be left behind its continental neighbors in physical advantages, and particularly in the improvement of the means of communication. An electric telegraph from Galle to Colombo is already, we believe, in course of rapid construction, and the planters are now determined to have a railway. The projected line is to run from Colombo to Kandy in the center of the coffee producing districts." There is reason for hope and expectation, but as the increase of this tropical climate is great, and the go-ahead spirit is not over-abundant in Ceylon, one can hardly be very sanguine in the belief that he shall hear the shrill whistle of the iron horse in the "Cinnamon Isle" within five or ten years even.

The railway at Bombay, which was so far completed as to have a locomotive put on and set at work nearly a year ago, much to the "astonishment of the natives," has just now been opened to the public. It was regarded with so much interest that the Governor of the Bombay Presidency authorized the keeping of Saturday, the 16th of April, the day of opening, as a public holiday. The distance thus thrown open to the public is about twenty-five miles and is from Bombay to Talimāh. The fares for this distance range at about 5s., 2s., and 8 pence for 1st, 2nd, and 3d class, which rates appear reasonable enough. For further particulars of the opening of this railway, see an article in another column.

On the great line of railway from Calcutta to the north of India, progress is decidedly marked. The Friend of India says: "We are, at present, only conditionally that the first section will be open and in full operation by the cold weather of 1854." This first section is 121 miles in length—no small distance by any means, especially in a country which is described as a "continuous chain of tanks and creeks."

The same paper of March 31, makes the interesting statement that "old Indian residents, whose ideas of rail are as indistinct, as ideas derived solely from books generally are, will not, however, be compelled to postpone so long (till the cold weather of 1854) their desire for a ride on the rail! Fifteen miles of the permanent way have been already completed, and by the cold weather of the present year, the first twenty-five miles from Howrah, to Serampore, Chander-nagore, Chinsurah, Hoogly, and Bandel will be opened for passengers. Five passenger engines, and five goods engines have been ordered from England, and some of them are on their way out, together with the iron work for carriages, vans, and trucks, all which it is intended to put together in Calcutta." It is stated that the extent of the earth works for this 121 miles will amount to 289,000,000 cubic feet, costing about £120,000. The "ballasting" is burnt clay, and is laid upon the top of the earth to the depth of about two feet. In this burnt clay the wood or iron sleepers will be embedded. This ballasting alone costs more than the earth works. The number of water-ways and openings in this distance is, upon an average, not less than 16 to a mile, or nearly 2,000 in all! These vary in width from 2 feet to 24. Of those which are 12 feet wide there are to be 1,385! Besides all these, there are two "grand bridges and two heavy viaducts," so that the engineering difficulties, it may be seen, are not small. These 100 miles of railway will cost about £9,000 per mile, which is not a very high sum, and is just about the average per mile of some of the largest American railroads. The above average of £9,000 per mile is said to include "engines, carriages, wagons and other rolling stock, sufficient for the opening of the line," and the remark is added, that so low a rate is a "result as gratifying as it was unexpected, and one which will go far to secure the early extension of railway communication throughout the East."

A FEW WORDS ABOUT SLEEP.—No person of active mind should try to prevent sleep, which in such persons, only comes when rest is indispensable to the continuance of health. In fact, sleep once in twenty-four hours is as essential to the existence of mammalia, as the momentary respiration of fresh air. The most unfavorable condition for sleep cannot prevent its approach. Coachmen slumber on their coaches, and couriers on their horses, while soldiers fall asleep on the field of battle, amidst all the noise of artillery and the tumult of war. During the retreat of Sir John Moore, several of the British soldiers were reported to have fallen asleep on the march, and yet they continued walking onward. The most violent passions and excitement of mind cannot preserve even powerful minds from sleep; thus Alexander the Great slept on the field of Arbela, and Napoleon on that of Austerlitz. Even stripes and torture cannot keep off sleep, as criminals have been known to sleep on the rack. Noises, which serve at first to drive away sleep, soon become indispensable to its existence; thus a stage-coach stopping to change horses, wakes all the passengers. The proprietor of an iron forge, who slept to the din of hammers, forges and blast furnaces, would awake if there was any interruption to them during the night; and a sick miller, who had his mill stopped on that account, passed sleepless nights till the mill resumed its usual noise. Homer, in the Illiad, elegantly represents sleep as overcoming all men, and even the gods, excepting Jupiter alone.

The length of time passed in sleep is not the same for all men; it varies in different individuals and at different ages; but it cannot be determined from the time passed in sleep, relative to the strength or energy of the functions of the body or mind. From six to nine hours is the average proportion, yet the Roman Emperor, Caligula, slept only three hours. Frederick of Prussia and Dr. John Hunter consumed only four or five hours in repose, while the great Scipio slept during eight. A rich and a lazy citizen will slumber from ten to twelve hours daily. It is during infancy that sleep is longest and most profound. Women also sleep longer than men, and young men longer than old.—Scientific American.

POSTAGE IN INDIA.—It is understood that the Court of Directors have sent out orders for the immediate introduction of an "uniform postage," the uniformity to consist of a marked distinction, and that distinction against the newspaper press. Letters are to be carried through the country at one anna each; newspapers at two annas. This is a cruel mockery and conceived in a narrow and most unworthy spirit. Two annas is the existing rate for all distances under four hundred miles—the rate for distances beyond that being at present three annas—as many an unhappy subscriber knows.—Bombay Gazette, April 14.

THE ELECTRIC TELEGRAPH.—We hear that Dr. Lamprey has obtained leave of absence from his duties to complete the arrangements for the telegraph to Galle. It is also stated that the government is prepared to give £500 for the construction of the line to Kandy, if the planting and other portions of the community will contribute an equal sum, or an equal proportion of the outlay required. Of course the matter will remain in statu quo until the Galle and Colombo line is in operation, when we have no doubt the necessary funds will be forthcoming.

Ceylon Examiner, April 23.

FIRE AND LOSS OF LIFE NEAR WHAMPOA, CHINA. A fearful loss of life by fire lately occurred at the Chinese Theatre, when no fewer than sixty females were burnt to death, many others being severely injured. It is supposed that a spark from one of the crackers set fire to the mat roof, and from the combustible nature of the materials, the flames spread so rapidly, that in little more than a quarter of an hour, the whole theatre was in a blaze.—China Mail.

THE EXAMINER.—The statement which has appeared in both the Times and Observer, to the effect that the Examiner has changed its ownership is undoubtedly correct. To prevent mistakes or inconvenience, we desire to advertise our friends, that the interest of the present proprietor will not cease until the 30th of June, until which time he will also continue to occupy the editorial chair.—Examiner, April 30th.

THE OVERLAND.—We can give no "Overland Intelligence" as the overland mail of March 24 is not yet in, though it should have been twelve days ago. The Colombo Observer says: "There can be no doubt that some serious accident or obstruction has interfered with the progress of the steamer." The mail of April 3d will probably be in soon, and the cause of the detention of the present mail will then be known.

BIRTHS.—At Point Pedro, April 21, Mrs. Ernestina, wife of Mr. J. L. Claasz, and daughter of Mr. R. De Hoedt, of a daughter. At the same place, April 25, Mrs. Martilda, wife of Mr. J. W. Claasz, Medical Sub-assistant, of a son.—Com.

The communications of "A Lover of Consistency" and "A Testotaller" are too late for this issue, but will probably appear in our next.

The following is a pretty piece of selected poetry, and we think nearly all who read it will be, by association, carried back to their younger days, and will have their countenances irradiated by a cheerful smile of pleasure.

I LOVE MY MOTHER BEST.

I have a father, good and kind
As father need to be;
And though so tall I do not mind,
I sit upon his knee,
And listen while he loves to tell
Of days long since gone by;
Of persons, 'tis he knew full well,
When he was young as I;
And I am sad when he's away,
And smile when he is near;
Yes, my good father, truth to say,
Is very, very dear.

I have a sister; she has grown
Past me three laces high,
And ten times is, 'twas ever known,
More beautiful than I;
And sweet and pleasant is her voice,
And gentle still the same;
Nor ever vexed, nor ever cross,
We have no need of blame;
Never, never, and as mine, I guess,
I have no need to tell,
Of my dear sister's love,
Which is as true as well.

With
And so
And mischievous
His face bright
When doing what he likes
The little saucy boy
Yet in my heart I cannot
To check his rough glee
Dear little Charley, brother mine
How precious is to me.
These friends have I, and yet one more,
Still dearer than the rest;
Though I should count them o'er and o'er
I love my mother best!
Let others love me as they will,
Be gentle as they may,
My mother holds me dearer still,
And kinder is than they;
In saying so, I never thought
'Twas speaking 'gainst the rest;
I'm sure my father knows I ought
To love my mother best.

DID NOT KNOW HIS OWN HEART.—"After all, I do not hate God. No, sir; you will never make me believe that. I am a sinner, I know, and do many wicked things; but, after all, I have a good heart—I don't hate God." Such was the language of a prosperous workingman. He was sincere, but sadly deceived. A few months after, that God who had given him so many good things, crossed his path in an unexpected manner. A fearful freshet swept down the Miami valley, and threatened destruction to this man's large flouring-mill. A crowd were watching it, in momentary expectation of seeing it fall, while the owner, standing in the midst of them, was cursing God to his face, and pouring out the most horrid oaths. He no longer doubted or denied that he hated God. But nothing, in that hour of trial, came out of his mouth which was not previously in his heart. God's account of the unrenewed heart is true; it is "deceitful above all things," as well as "desperately wicked." He who is wise will believe God's account of the state of his heart by nature, rather than the deceitful heart's account of itself.—American Messenger.

TUSCANY.—The work of persecution still goes forward in Tuscany. Not long since, a person of respectability, the cashier of a bank, who, to avoid detection, was in the habit of rising every morning at 4 o'clock to read his Bible, was removed by his own servant, and was seized and cast into prison. The confession is made the agent of tyranny. Every person is required to come to confession at least once a year. The omission is presumptive evidence that he is a dangerous person, and a sufficient warrant for his arrest. The secrets of the family are wormed out of women at the confessional, and wives, mothers, and sisters are made to impeach their husbands, sons, and brothers. The present Grand Duke is an intense bigot, as well as an unmitigated despot. He is ruled too by a bigoted sister, and by a wife, who like Herodias, atones for her adulterous amours by the sacrifice of the saints.
Rev. J. P. Thomson, Rome, Dec. 29.

COLD BATHING.—Cold bathing, as a preventive of consumption, is most valuable. Persons who bathe in cold water every day, rarely ever take cold, or are liable to consumption. It is one of the most valuable preventives. I knew a case of a lady who lost all her family, father, mother, and seven brothers and sisters, by consumption. She was the last. She bathed her chest freely in cold water, in all seasons, and at all times, from seventeen to thirty-five, the age I saw her; and although at times a little troubled with colds, yet had entirely escaped consumption, and when I saw her, was enjoying good health. It is much more valuable in cold and variable weather, with the coldest water than in warm weather, and consequently moderately cold water.—Dr. Fitch.

NATIVE EDUCATION.

In the Colombo Observer of March 14th, 1853, we have a notice of the proceedings of a meeting held in Vannarponne, Aug. 11th, 1852, for the purpose of petitioning Government for a pecuniary grant in aid of a Tamil institution, known by the name of "Sevapirahasa Vittiassaly," under the superintendence of Mr. C. Arumugam of Nellore.

We hail with interest and with pleasure every movement of this nature, in which we can discover a wise adaptation of appropriate means for the accomplishment of desirable ends, bearing upon the well being of the native population. But we do not discover this cheering feature in the proceedings to which we have above alluded. It seems rather to be a retrograde movement towards the dark ages of Hinduism.

Mr. Arumugam in his petition to His Excellency the Governor, expresses "his own conviction that had the influence in the missionary schools been less exacting of the renunciation of conscientious attachment to the religious predilections entertained by the Tamil youths instructed therein, the latter would have derived morally greater advantage from the tuition imparted to them."

We have sought with much earnestness for the "conscientious" in the Tamil character, ever treating it with the greatest tenderness and respect. It has indeed been doubted by some, whether conscience be a faculty appertaining to the Hindu race.

At no time was the speed above five and thirty miles an hour, and generally it was much under that. The time taken to reach Tannah (24 miles,) including the stoppage at Sion, was fifty-five minutes. The return trip occupied only forty minutes.

OPENING OF THE FIRST INDIAN RAILWAY.—STURDAY, the 16th of April, 1853, was a memorable day henceforth forever in the annals of India, memorable as the greatest of battles, and surely more glorious, for peace hath its triumphs as well as war, and this is of them.

At half past three o'clock in the afternoon a royal salute was fired from the Ramparts of Fort St. George, immediately after which the well filled train, consisting of fourteen first, second and third class carriages, drawn by three locomotive engines, and containing in all, it was said, about five hundred persons, started from the terminus at Boree Bunder.

Tens of thousand of persons surrounded the spot: and as the moving mass swept along the way, still there were tens of thousand looking on,—men, women and children,—perched on wall tops, on the branches of trees even on the masts of Arab Baglas along the harbor; from windows and from the tops of temples and of houses from every eminence around the town; finally, when the train had passed the more densely populated parts, still the surrounding fields were studded with spectators:

"The thronging multitudes increase; But still above the noisy crowd, The engine's cry is shrill and loud."

Besides the inhabitants of Bombay proper, and the neighboring country, there were in those crowds people from Scinde, from Cabul, from Afghanistan, from Central Asia, from the Persian Gulf, from Arabia, from the east coast of Africa, and one might say literally from all the ends of the earth.

At no time was the speed above five and thirty miles an hour, and generally it was much under that. The time taken to reach Tannah (24 miles,) including the stoppage at Sion, was fifty-five minutes.

AIR.—To the consumptive, the air is a vast medicine. It is far more valuable than all other remedies. It is the grand agent in expending the chest. It was a fashion, sometime ago, for all consumptives to be housed up, or sent either to a warm climate, or at a very early day in the fall to their warm rooms, and kept there until the next summer, or late in the spring.

TELEGRAPH IN INDIA.—News was received by the last mail of the progress making in England in preparations for the electric telegraph. The Madras party consisting of eight men, were to sail on the 11th of last month. The Bengal party of forty men were to embark on board the Gloriosa on the 15th of February.

AUSTRALIA.—The Englishman publishes a number of extracts from Australian journals, containing the most astonishing accounts of the wealth of the Melbourne diggings! At one place, called Canadian Gully, near Geelong, a mass of gold has been discovered, weighing 120 pounds, and worth merely as gold £5,400.

LEAVE THY GIFT.—Leave your gift, and go, take your brother by the hand. Has he wronged you? Forgive him, even as God for Christ's sake hath forgiven you. Christian forgiveness is not a formality, or a profession, or a transient feeling; it is operative.

THE CAPE.—Natal is a source of anxiety. There, 6,000 Europeans are talking coolly of removing from their locations a population of 120,000 Zulus, settled so densely as to number 50 to the square mile.

NOTICE

IS hereby given that the annual meeting of the Jaffna Total Abstinence Society will be held on Friday evening, the 20th instant, at 7 o'clock in the Police Court House at Jaffna.

It is hoped that some of the Missionaries and other members, connected with the central and other branch societies, will address the meeting in Tamil and in English. P. PARINPANAYEGA, MOON. Jaffna, May 6, 1853. Sec of J. T. A. S.

FOR SALE.

AT Manaar, 446 lbs. of very superior bell metal, of European composition. Application to be made, if by letter, post paid, to the Rev. R. EDWARDS, Manaar. Manaar, 3d May, 1853. 1p

FISCAL'S SALE.

In the District Court of Jaffna, Supernumerary chitty, copartner of R. Morgappa chittiar of Natookotta, residing at Vannarponne, plaintiff, No. 6104, vs. Nagremotto chitty Sinnatambiy of Vannarponne, Defendant.

NOTICE is hereby given that on Saturday the 25th day of May, at 11 o'clock in the forenoon of the said day, will be sold on the spot the following property of the defendant.

Situated at Vannarponne east—Registered in the thombo on the name of Chrisophel Mooyaart, Esq. A land called Marroottoovoul tiddel in extent 22½ lachams varrego culture, bounded on the east by property owned by Sinnatambiy, on the north by property owned by Government, on the west by road, and on the south by property owned by P. A. Dyke, Esq.

விலைக்கேடுவான.

சீர்மையில் ஏறோப்பாப்பட்டணத்தாரால் சேர் மாணித்த வெங்கல மணிச்சூடு மிகவும் வெல்பட்டிருக்கின்ற சாசனக் இருத்தலையுள்ள வெங்கலம் மன்றில் விற்க இருப்பதால், மன்றிலிருக்கும் கையாடிகள் ஒருவாடையோடுள்ள ஏன்பவரிடம் இயக்குகோள், காசித்தாராண்டு, தபால்ச்சீலவு இறுத்த அறிந்துகோள்வாம் வேண்டும். மன்றில் துசாருகம் னு. வைகாசிமீ. ரு. வ.

Printed and published at the American Mission Press, Manep, Jaffna, Ceylon, by THOMAS S. BURNELL.

DEAR SIR:—Please put the following in your Star. It is an inquiry respecting the imposition practised by scant measures in the sale of paddy, rice, &c., and is worthy the attention of the Government Agent, or Police Magistrate of Jaffna. A bushel or parah contains 32 measures or seirs, according to the established standard. But when we buy paddy or rice by the parah in the town of Jaffna, we find, on measuring it by the standard measure we keep in our houses, that there is not more than from 24 to 25 measures. Is there no way of remedying this evil? AN INQUIRER.