

**WHY SHOULD NOT CEYLON HAVE A LAND MORTGAGE BANK** like Bengal and Madras?—is a question that may well be asked. In the latter Presidency an Institution of this kind has just been established with a capital of only a lac of rupees, to commence with, divided into 400 shares of 250 rupees each.

**COLOMBO: EASTER MONDAY HOLIDAY OF A SUNDAY SCHOOL.**—Perambulating the streets of Colombo on Easter Monday with plenty of leisure, all offices closed and nothing doing, bent on feasting my sight with the holiday makers, I followed a merry group of youngsters in holiday attire marching with hasty strides towards the Kollupitiya Railway station. There, sure enough, is "something up." So the station is "chock full" with merry little boys and girls, some anxious papas and mamas, relatives and friends, waiting for the train—(en passant I would call the attention of the Railway authorities to the want of accommodation at the station especially for the ladies and children. Surely, the cost of a few rough seats would be but a drop in the mighty ocean of the revenue from railways.) There is the genial countenance of Parson Scott looking down upon the Sunday school children of the Sunday school of which he is the chief. The Sunday school children are going under the guidance of their teachers to enjoy a holiday at Moratuwa. Until the train arrives the teacher keep watchful eyes over their young charges. Some over the boys, some over the girls, and one is particularly attentive to a family of young ladies; but here is the train Moratuwa-wards. The children are carefully packed in, the teachers jump after them. I would not miss the treat, so I jump in too; off goes the train puffing and groaning—cheered all the way with the noisy mirth of the merry urchins, with music and with songs, Moratuwa is at last reached and the children are marched to the hospitable mansion of an English lady who from all accounts, is admired and respected for her endearing qualities, and for her efforts towards "the good cause." Heartily welcomed by the good hostess the children sat down to a magnificent repast of tea and cakes, to which with appetites whetted by the journey they did ample justice. Any quantity of "modest water" was there, streams of tea and milk, but not a drop of "the cratur." Your humble servant would have preferred a glass of something (to him) more bracing but he is nothing. He is not of the party but only a distant looker-on, on the holiday making. Ample justice then having been done to the tea and cakes so liberally provided (for what boyish taste would cake despise, what girl is averse to tea) "they rose up to play." The weather having been unfavourable to out-door amusement, the children contented themselves with such games as they could carry on within doors until at 4 p. m. the weather permitting they wound up their games with that of "Joe the Miller" in which a young padre took an active part. The closing scene, the dismissal of the party was the most delightful. The children marched back to the house and engaged themselves in singing spiritual songs led by the Superintendent of the Sunday school. An earnest prayer was then offered by the Rev. Mr. Nathaniel, the benediction pronounced by Mr. Poulter, and the children turned their march towards the station, not however before they rent the air with three cheers and one more for the good lady who contributed so much to their enjoyment. As at the beginning at the Kollupitiya station, so at the close again at the Moratuwa station, I saw the good parson at the Chief of the Wesleyan Mission, watching to see that all was right. All the children safely packed again, we mounted the Iron Horse, and we all had a ride to Colombo, which was reached at 6 p.m. The thanks of the community are due to the Wesleyan Missionaries and their assistants who thus train the young blending amusement with instruction and teaching them—to read without tears.—*Palmarum qui meruit ferat.*

**THE HON. A. N. BIRCH** leaves Colombo tomorrow afternoon along with His Excellency the Governor and Satff.

**ELKADUWA, April 16th.**—Very much too much rain daily. Hopes which were sometime since entertained of a large April-May blossom have almost vanished.

**HOW THE RITUALISTS** feed the Romish Church may be learned from the following from the *Madras Mail*:—

Three of the five English ladies who lately arrived and joined the Cowley Fathers sisterhood in Bombay have, we learn, already joined the Church of Rome as nuns. It was, they doubtless found, better to be veritable than mere make-believe sisters-of-mercy.

**MAN-OF-WAR "ARAB."**—This steamer touched at Galle on her way to the Maldivé Islands; she goes there to enquire into the cause of the death or otherwise of some of the crew of a French vessel that some time ago was wrecked there. She called at Galle as she wanted to take an interpreter to communicate with the officials of those Islands. —*Cor.*

**SCIENCE LECTURE AT GALLE.**—Rev. S. Langdon is to deliver his second lecture on Saturday next, Subject "Chemistry of Combustion with experiments." This will be a very interesting lecture, and students of chemistry and science generally should avail themselves of the opportunity of seeing the experiments and be present. —*Cor.*

**SALE OF A COFFEE ESTATE.**—We hear that Mr. John Mailand has sold his estate of Lillywatte in Rakwana to Mr. Churchward for £6,000. There are 135 acres of coffee and 125 acres reserve. The place was on firm offer for three months back at £5,550 under a guarantee of £250, but the applicant being unable to close had to forfeit his guarantee. Strange mismanagement somewhere, for surely an application to a Broker would have made the "firm offer" not only safe but profitable.

**FRENCH TRANSPORT "SARTHE."**—Galle, April 17.—This is not an iron steamer and that was a very fortunate circumstance, else the bumping on the rock would have hopelessly damaged her, as happened to the *Arcturus* and *Oristes*—but the *Sarthe* was able to steam into the harbour. Some anxiety was excited when the gun of distress was heard, and the flag was observed on the mizen half up. Mail steamer *Peiho* signalled to tow her, but the offer it appears was declined. 800 troops are said to be on board. —*Cor.*

**HOLIDAY-MAKING.**—We may hint at the desirability of cheap return tickets by steamship from Madras to Ceylon. Nuwara Eliya ought to offer a very pleasant change to holiday-making Madras-sees from those eternal Neilgherries. In the first place, Mofussil leave-takers would get a whiff of the briny in the short sea voyage down to Ceylon, which is a matter of some consideration to persons enervated and withered by up-country hot winds. In the second, the climate of Nuwara Eliya is pleasanter and more wholesome than that of Ootacamund. In the third, there is far better sport to be had in Ceylon than on the much-poached Neilgherry hills; and in the fourth place, novelty is always delightful in travelling. Expense is at present much in the way of Nuwara Eliya as a rival to old Ooty, but if the Mail and other steamers were good enough to grant return tickets at moderate charges from Madras to Ceylon during the months, say, of March, April and May, it is not improbable that many persons would avail themselves of the privilege. A route once started by sea would become popular, for the land route from the shores of the Island to its Sanitarium is there already more than half of the way by railway, and we might expect to see, in a very short time, the route from Colombo to Adam's Peak made as smooth for the tourist as that from Madras to Ootacamund. Any way, it is satisfactory to be able to believe that there is some animation now apparent in what was once rather stagnant—the homeward bound steamship traffic, and an enterprise like the Goa Railway cannot but help to enliven it still further.—*Madras Times Cor.*

**ELEPHANT KEDDAH OPERATIONS.**—The aggregate amount spent on Keddah operations from January 1875, the date of commencement up to this time is a little above R100,000. This includes first the original cost of constructing three Keddahs, and subsequent cost of keeping them in repair; and, second the feed and keep of not only the captured but also of the Commissariat and the Keddah Department elephants as well as shikaris, beaters, elephant trainers, &c. I would here remark that the feed and keep of this large number of elephants will naturally cost a large amount; that I had to keep the captured elephants sometimes for six months and more before they were ordered to be sold, and that the Commissariat Department elephants would have cost Government just the same amount whether employed in the Keddah or not, and in all fairness I think the whole amount should not be put down to Keddah operations. I have made seven captured between August 1875 and February 1877, numbering in all 75 elephants. Of these 36 sold and realised R43,275 6 died from sickness, 8 died from accident, 5 died from gunshot wounds, 20 remained hand and in good health. Those that died from accident were in most cases babies, which were trampled by the large ones while in the Keddah. The mortality from gunshot wounds, and that during one capture only, was caused by some of the mischievous men who were watching the Keddah. I don't intend to dispute the point about Beauty's height &c, but I must say that she is one of the largest female elephants I have ever seen. The measurement I took of her was according to the Commissariat standard, which is the one recognised by Government, but measured by the common rule she stands

fully 8' 4". Of the 15 elephants brought out alive from the Coimbatore Keddah in 1875, six were delivered to the Commissariat Department. These when given over were in good health, but I believe they all afterwards died. The Commissariat Department is of course responsible for this. Out of the remaining nine, three have died, and six are now in good health, and in working condition. These facts speak for themselves, and show that while with me the mortality were at minimum. There is one sickness named "zarbad" that almost all newly captured elephants are subject to unless due care is taken to prevent it. This sickness once taken death is certain. "Prevention is better than cure," and this has always been my motto with the newly captured elephants. G. A. MACKENZIE.—*Madras Mail*, March 28.

**THE CINCHONA FEBRIFUGE.**—We have just examined a sample of the Cinchona Febrifuge, an alkaloid offered by Government to the people of this country as a cheap and efficient substitute for quinine, and we believe it ought to be brought prominently to the notice of the public. Government established the Cinchona Plantation in the Darjeeling district some years ago, with the object of supplying "the fever stricken population of India with an efficient febrifuge cheap enough to be acceptable to the poorest," and the result is that the febrifuge is now offered to the general public at R.20 per pound tin and the wholesale purchasers of twenty pounds at a time and the public officers for charitable institution at R.16 8. he is considered that quinine is now selling wholesale at, we believe, about R.8 or 9 per ounce, the enormous difference of price makes it of the utmost importance to ascertain whether the substitute now offered by Government is capable of superseding quinine to any considerable extent. From the evidence before us, we have no doubt that it is. Dr. King, of the Botanical Gardens states that he has given hundreds of doses of it and it appears to him to be quite as efficient as quinine. Dr. Chevers, after careful experiment pronounced it a very useful anti-periodic but requiring to be taken in somewhat larger quantities than quinine as it is not quite so powerful, "I noticed," he says, "that there was nothing unpleasant or in any way to be objected to in the operation of the alkaloid." Dr. Ewart also reported of it very favourably. He wrote:—"I shall endeavour to introduce it into the practice of the General Hospital both among the in and out door patients, as I feel convinced that a preponderating majority of cases of malarious fever will be found to be perfectly manageable under treatment with the mixed cinchona alkaloid." Dr. Robert Bird and Dr. French have also borne strong testimony with regard to the efficacy of the alkaloid. We may mention that the taste bears a close resemblance to that of quinine. The price asked by Government is very little above cost price, and there is a prospect of an abundant supply. About 4,000 lbs. can be manufactured from the bark crop of last year and the yield is expected to increase until 10,000 lbs. or about 4 1/2 tons, can be produced annually. It ought to be an immense boon to the public especially to the mass of poor people to whom the price of quinine is prohibitive. The febrifuge can be obtained from the Superintendent of the Botanical Gardens, Horah. The postage for a tin is one rupee.—*Indian Statesman.*

**FROM THE CEYLON OBSERVER.**  
April 19th, 1877.  
**EDITORIALS.**

**PROGRESS!**  
The first reading of the Matale Railway Extension Bill ought to raise yesterday's meeting of Council out of the ordinary category in the estimation of a large portion of the community. The bill marks a distinct and important step in advance—a new departure—and it may well be hailed as such by those who prefer to see measures enacted leading to actual practical works of improvement than to note long discussions on abstract questions of it may be only a limited sectional interest. It was a great feather in the cap of Sir Hercules Robinson that just as he was leaving us he should have been able to set at rest all public anxiety about the Colombo Breakwater and the Nawalapitiya Railway Extension, and it would be ungenerous to say the least, to grudge Sir William Gregory all the satisfaction that may be derived from closing, as we hope, all public discussion on a railway work more extensive, if not more important, than that which fell to the lot of his predecessor in the case of the Peradeniya and Nawalapitiya line. With the second reading of the present bill in the Legislative Council we may consider that the financial provision for the Matale line is secure and all British taxpayers know that the question of "ways of means" is always the most ticklish one to handle. In fact Engineers uniformly aver that with money they can do anything, and in the present case the Government make provision for the maximum amount asked for. Nevertheless, too much importance must not be attached to the introduction or passing of the present bill. It is only a preliminary step, and some months may elapse before it is followed by an advertisement to intending contractors calling for tenders for the actual construction of the Matale line.

**CEYLON GOVERNMENT RAILWAY.**

*Abstract of Traffic and Tonnage of Goods forwarded by Rail for the 8 days ended 8th April, 1877.*

	REVENUE.	
	R.	C.
Passengers .....	18,197	66
Horses .....	465	—
Carriages .....	150	—
Dogs .....	52	—
Live Stock .....	343	10
Mails .....	352	59
Parcels .....	1,265	80
Merchandise .....	52,949	71
<b>Total for 8 days</b> .....	<b>73,775</b>	<b>86</b>
do. corresponding last year.....	47,313	8
<b>Train Mileage, 11,509]</b> Increase...	26,462	78
	1877.	1876.
<b>PARTICULARS.</b>	<b>Tons.</b>	<b>Cwts.</b>
First Class Goods .....	86	15
Coffee .....	1,058	11
Rice .....	1,310	16
Other Second Class Goods	1,342	10
Manure .....	318	11
Railway Material .....	136	7
Other Third Class Goods	175	19
Stone for Breakwater.....	844	3
<b>Total</b> .....	<b>5,773</b>	<b>12, 3,623</b>
	(Signed) E. ROBINSON,	
	<i>Traffic Manager.</i>	
<b>Total amount for 14 weeks of 1877...</b>	<b>R1,123,027</b>	
Do. Do. 1876.....	797,605	
	Increase	R325,422

**CEYLON GOVERNMENT RAILWAY.**

**MORATUWA SECTION.**

*Abstract of Traffic and Tonnage of Goods forwarded by Rail for the 8 days ended 8th April, 1877.*

	REVENUE.	
	R.	C.
Passengers .....	4,249	56
Dogs .....	13	—
Parcels .....	33	20
<b>Total for the week, 8 days.....</b>	<b>4,295</b>	<b>76</b>
<b>Train Mileage 1,248]</b> (Signed) E. ROBINSON,		
	<i>Traffic Manager.</i>	
<b>Total for 16 weeks of 1877.....</b>	<b>R19,631</b>	