

entered and cleared in 1888 at Ceylon ports British shipping formed six-sevenths of the whole; and the same proportion applies to merchandise.

The Cingalese wants no fire, no meat, no woollen clothes, no beer; his house costs a tenth of the English workman's; he dresses in a shilling's-worth of cotton cloth, and only wears a penny-worth of it when he is working. He is content with two meals of rice a day, and has half-a-farthing's worth of dried fish on Sunday. He has never felt cold in his life, and the climate he lives in enables him to thrive as well on his simple vegetarian diet as an Englishman at home can on beef and mutton. Everywhere they give the constant impression of being a joyous, contented, sober, well-nourished people.

The total cost of the breakwater at Colombo was a little over £700,000, but its value to the colony is far beyond price. Before its construction vessels were often delayed days, and even weeks during the south-west monsoon, owing to the impossibility of loading and unloading shore-boats in the tremendous swell which rolled across the open roadstead, while even during the lulls of the monsoon the damage to cargo and the loss overboard, as well as the extra cost of operation was very great indeed.

The Cingalese wear a sheet of brightly-coloured calico twisted round the hips, and reaching to the feet like a petticoat, with a white jacket. They delight in long hair, which they twist up into a chignon, combing it back all round the forehead. Their only "hat" is a round tortoise-shell comb, which every Cingalese wears as a sacred duty. The Tamils wear as little as possible, and the children of all sorts nothing at all except a bit of string round the waist or neck, from which is suspended a charm to ward off the attacks of their favourite devil. The Cingalese women and men dress very much alike, and it is often difficult to tell which is which until you realize that the men wear a comb and the women hair-pins.

The Ceylon railways are a Government monopoly, and there are 185 miles open for traffic. The carriages are horribly uncomfortable. The journey to Kandy lasts five hours, an average speed of fifteen miles an hour. For some miles out of Colombo the train runs through a flat country, chiefly under rice cultivation or in grass for cattle. The whole area is one vast swamp, every crop being profusely irrigated, the cattle, mostly black buffaloes, feeding knee-deep in water.

Fifty miles from Colombo the railway commences its great climb of 6,000 feet to Nuwera Eliya. It creeps up the flank of a magnificent mountain, whose high peak, crowning a sheer precipice,