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# CYPRUS

AN INDEPENDENT NEWSPAPER.

No. 144.

SUNDAY, MAY 22nd, 1881.

PRICE THREE PENCE

## "CYPRUS"

### TO CORRESPONDENTS.

The Editor of *Cyprus* will always gladly receive news of local events for insertion in the journal; and a desire to render it an organ for the expression of public opinion. To this end letters on subjects connected with the interests of the Island will always command attention; and when free from personal allusion, will have publication. The Editor cannot, however, hold himself responsible for the opinions expressed, and will not undertake the return of rejected manuscripts.

### TO SUBSCRIBERS.

The charge for subscriptions is 3s. for 3 months; 7s. 6d. for 6 months; and 14s. for 12 months, postage paid throughout the Kingdom. For all countries included in the International Postal Treaty, it is 4s. for 3 months; 8s. for 6 months, and 16s. for 12 months.

### TO ADVERTISERS.

The scale of charges for advertisements is low, and may be had on application at the office.

Subscriptions and advertisements are in all cases payable in advance.

"Cyprus" can be purchased in Nicosia, at the Stores of Mr. Constantinides, and also of Mr. Michel Christodides; in Larnaca at the office of Mr. G. Rossides, and in Larnaca at the Office of the Newspaper.

All letters or communications to be addressed to the Editor of "Cyprus".

### PRINTING.

Printing orders of every kind, and in English, Greek and Turkish characters, executed with promptitude and economy at the office of this journal.

## Latest Telegrams.

London, 14th May.

The conditions under which Porte proposes to execute the transfer of the ceded territory causes delay in the conclusion of a convention with Greece.

The Bey of Tunis accepted ultimatum France and signed treaty which places Tunis in state of vassalage to France who will control finances and foreign relations. France will have right to send troops any part of the regency. There will be France resident in Tunis. Great sensation all over Europe in consequence of the above treaty.

"Standard" telegram says fighting has taken place in Transvaal between native tribes. Russian ministry resigned.

London, 17th May.

Continual large arrivals of Turkish troops in Thessaly causes uneasiness. Ambassadors have rejected the conditions of the Porte on subject of transfer ceded territory to Greece.

The Bey of Tunis informed the Porte of treaty with France stating it was extorted by force major. The Porte denies the competence of the Bey to conclude treaties with foreign powers.

Italian ministry resigned owing to Tunisian affair. Sella called upon to form a new ministry but insists upon dissolution of the chamber.

Scobeleff arrived at St. Petersburg. Ignatieff has been named president of the department of civil administration.

London, 19th May.

Porte withdraws her first conditions of Greek convention and simplified them. Greek minister Constantinople telegraphed to his Government that expects conditions respecting transfer ceded territory will be settled in a few days.

Porte energetically protests that treaty between France and Tunis is null and void.

Midhat Pasha whose complicity in the assassination of Abdul Aziz has been completely proved escaped from palace Smyrna and took refuge at the French Consulate. Consul however refused asylum and he is now prisoner.

London, 21st May.

Treaty of convention between Turkey and Greece has been decided but not yet signed. Transfer of territory will commence immediately after exchange of ratifications of treaty and should be terminated six months after.

Obstinate fights have taken place at Soukbarba where arabs oppose advance of French column coming from Mater. French troops occupying Bega and Mater.

Garibaldi has written a letter declaring annexation of Tunis an insult which menaces Italy and urging necessity to prepare fleet and army to defend interests of Kingdom. Demonstrations protesting against Sella ministry have taken place at Rome.

## Latest News.

Mr. Gladstone has announced, in the House of Commons, that on account of the opposition which the proposed Oaths Bill encounters, the Ministry withdraws the project until the Irish Land Bill has passed the House.

Numerous fresh arrests have been made in Ireland.

The House of Commons has resumed the debate on the Land Bill. Mr. Gladstone said that the destiny of the Government was bound up with this Bill, the rejection of which would necessitate more extensive measures in the future. The Premier said that the Government is strongly opposed to any amendments which might affect the vital principles of the Bill.

The following members of the Ministry have resigned viz. General Melicoff, Messrs. d'Abaza, Giers and Nicolai; they were considered to be imbued with liberal ideas. General Skobeleff has arrived at St. Petersburg.

General Ignatieff has been appointed President of the Department of the Civil Administration of the State.

The Russian press announces that a great reduction in the military expenditure is under consideration.

Mr. Bradlaugh again presented himself to the House and demanded to be allowed to take the oath. Having refused to retire, he was expelled and forbidden to enter the House until he promises not to cause further disorder.

Order has been reestablished at Mecca.

Mr. Goschen will, it is announced, leave Constantinople as soon as the Convention for the settlement of the new Greek frontier is signed. Lord Dufferin will succeed Mr. Goschen as Ambassador at Constantinople, and Sir Edward Thornton, now her Majesty's Minister at Washington, will be appointed Ambassador at St. Petersburg.

Mr. Gladstone has been again somewhat indisposed. He remained in his room on the 6th inst., and was prevented from having an audience of her Majesty which he was to have had. On Saturday the Premier was much better, and left town for the Durdans on a visit to Lord Rosebery. He returned to town on Monday.

## EGYPT.

(From "The Egyptian Gazette".)

According to "L'Egypte" the Council of Ministers will hold a meeting to-day at Ras-el-Teen Palace when Mr. de Lesseps' application for the concession of a fresh water canal to Port Said will be considered.

The Land and Mortgage Company Limited has purchased the building known as Okelle Canally, situated behind the Rourse. The amount of purchase money is stated to be £23,500.

The Peninsular and Oriental Steam Navigation Company have made arrangements by which their steamers will in future lie alongside and land and embark passengers at the jetty at Alexandria instead of lying, as at present, out in the stream.

The new system, which will be a great convenience to passengers, will shortly be put in operation.

The "Tanjore", Captain Scrivener, which arrived on Thursday with the Brindisi Mail, made on her last upward trip the quickest passage, ever made between Alexandria and Brindisi, doing the journey in sixty three hours.

According to our semi-official contemporary "L'Egypte" a marriage has been arranged between Mr. Francis Charnes and Miss Alice Grévy, only daughter of the President

of the French Republic. Mr. Francis Charnes is a journalist of repute and is known to a large circle in Egypt.

At the moment of going to press we hear that the Khedive's Firman incorporating the Alexandria Omnibus Company has been signed.

An official telegram dated Bagdad the 17th inst. announces that that city and Busreb continued to be free from plague. A slight decrease in the number of cases has occurred at Nedjet. A few sporadic cases are reported in the neighbourhood of Djaara near Nedjof. The telegram makes no mention of the disease having spread to districts on the left bank of the Euphrates.

Mr. F. de Lesseps, accompanied by his daughter, left by yesterday's Messageries Maritimes steamer for Europe.

Mr. F. de Lesseps has arranged for the immediate survey of the Port-Said and Ismailia freshwater Canal, at the cost of a group of 'fondateurs', pending the formation of a Company to carry out the scheme. Mr. F. de Lesseps considers that the concessions, originally granted him, for the Suez Canal, covers the permission to construct this Canal. On the face of it, this would appear to be so, especially if the subsequent modifications in the concession be entirely overlooked.

As soon as the publication of Mr. de Lesseps' appeal to the public became known to the Government, they wrote officially to Mr. de Lesseps warning him that they do not concur in his interpretation of the Suez Canal Conventions. The matter will now doubtless be thoroughly sifted by the best legal authorities both in Paris and Egypt. Meanwhile the project submitted by Mr. de Lesseps to the Government will receive their most careful consideration.

The 'Phare d'Alexandrie' announces that the horse disease has made its reappearance in Cairo.

The P. and O. S. S. 'Sumatra' left Brindisi at 4 p. m. on Monday 16th instant and is not expected to reach Alexandria till late tomorrow afternoon.

## Avrion.

(CONTRIBUTED TO THE CYPRUS.)

A glance at the political map of the world serves to bring before the eyes of politicians and statesmen, and the readers of the "Cyprus" generally the situation of the several groups of territories which compose the gigantic British Empire, whereon "the sun never sets." The old mother-country, consisting mainly of the two "sister isles" of Great Britain and Ireland, looks westward over the broad Atlantic, a most convenient steam water-way, towards her splendid "New Canadian dominion" comprising upwards of 3½ millions of square miles, now "consolidated" by a most statesmanlike "Federal head," for which it is indebted to the enlightened policy of the noble Lord Carnarvon; while farther south, in tropical climes, the British West Indies, grouped between the two Americas, are awaiting a similar federal organization, already partially begun, since 1871, in the "Federal Colony of the Leeward Isles." Turning eastward, the old mother-country of the Celto-Briton, beholds, beyond Continental Europe and the Asiatic territories between the Bosphorus and Indus, an immense Empire, formerly the dominion of the barbarian Great Mogul, but now provisionally placed under the beneficent rule of the christian Kaysar-i-Hind; and still farther, at the Antipodes of England, the gold-teeming group of the Australasian colonies, whose extent is nearly equal to that of the "Canadian Dominion"; while, in the same southern hemisphere, as a half-way station, the diamond-strewed group of the British South African Colonies—about one million of square miles,—offers itself to her view; both of which colonial groups, like the British West Indies, await the application to themselves of the same noble lord's enlightened "consolidation policy," already so successfully carried out in British North America. Now, it must strike any intelligent enquirer, that the question of the speediest communication between the old mother-country and these several groups of terri-

ories, is daily becoming of the highest importance. When it is considered that a traveller from London, could easily reach Calcutta in one week, and Australia in one fortnight, if a railroad were constructed from the Bosphorus to Kurrachee, a distance of about 3000 miles; whence there is now a continuous line of railway, over 2000 miles long 'via Lahore' to the capital of British India; and if thence prolonged 'via' Rangoon, to Singapore strait, about 2500 miles more, making a grand total of 5500 miles to be constructed in order to completely lay down railroad communication between the Bosphorus and that part of South East Asia nearest Australia. Surely it is no exaggeration to assert that this gigantic grand trunk railroad, destined to approach both Australia and India as near as possible to the British Isles, transcends sanguinary warfare, and all the other political questions which actually occupy the attention of British statesmen, whether at home, in India, or in the several groups of British colonies throughout the world. Moreover, as the railway route, starting from Kurrachee, and following the coast of Baloochistan, and Persia as far as Gombroon, at the Strait of Hormuz; thence crossing Persia, 'via' Shiraz, to Bagdad on the Tigris, in Asiatic Turkey; whence traversing Mesopotamia to the Euphrates and Aleppo and touching at Iskanderoon before turning round into Asia Minor to pass diagonally to the Dardanelles, would thus have a Syrian coast terminus little more than 100 miles from Cyprus, it must be patent even to the most obtuse Cypriot that the geographical situation of his native isle may destine it to play a most important part in the future political scale of the three old world continents, and ultimately the New World also; for even, in the progress of years, a branch line, starting from Aleppo, may be carried down over Syria, and Egypt, through central East Africa, by the shores of the Nyanza Lakes, and across the Zambesie, to the now blood-stained Transvaal, and thence to Capetown, over a distance of full 6000 miles; while in farther times, another branch line, starting from British Burma, will assuredly be taken across China and along the shores of eastern Russian Siberia to Behring's strait, about the same distance, upon whose opposite shore not 40 miles across, it will, of a certainty, be met by a great American grand trunk railroad, running down through North, Central, and South America, to the straits of Magellan, a distance of at least 10,000 miles; already an intelligent and enterprising citizen of the United States having offered a prize of several thousand dollars for the best essay on the most suitable route for a railroad from the strait of Magellan to that of Behring—a fact which proves that the Americans are also looking forward to a secure railroad communication with Europe, 'via' Asia, instead of being obliged to face the perils of the stormy Atlantic, beneath whose devouring waves lie, thousands of fathom-deep, tens of thousands of once stately ships, and hundreds of thousands of grand skeletons! Returning to Cyprus, what a favoured situation this lonely isle of the Levant Sea will occupy, one day, if ever these 20,000 miles of railroad are constructed: as appears to be merely a question of time! But even long before that grand consummation, and in these very times that run, there is a lively desire on the part of the Anglo-Indians to see a railway-brought inland from Iskanderoon via Aleppo, to Balis or Mizany on the upper Euphrates, about 140 miles; with a second section from Hillah, on the lower Euphrates to the nearest point on the Tigris, below Bagdad, about 60 miles more; so as to establish, with the river steamer communication, now practicable for six months of the year, and easily rendered permanent, with some hydraulic improvements in the bed and banks of the Euphrates, a new overland home route from British India to the British Isles, also available for the Australians. The cost of these two lines, about 200 miles anted, might be calculated at one million sterling; and in due course the "missing link" could be continued by the Euphrates valley from Balis or Mezany to Hillah, about 600

miles more. Now, it is deemed almost impossible for the British and Anglo-Indian governments to neglect much longer the construction of this most important railroad, from a political, commercial, and social point of view. It may be safely asserted that its construction will become the future safeguard of Asiatic Turkey; as well as of Persia, when it is prolonged from the Tigris to the Indus. It may not be inappropriate to observe here, that Cyprus would serve admirably as its "watch-dog"—of course in safe British hands! Therefore, in conclusion, we may repeat that the future of this Island seems to us to be vitally connected with this most important railway scheme, whether in its possible future gigantic cosmic dimensions of 30,000 miles; or in its more present and limited extent of 3,000 miles from Kurrachee to the Dardanelles; or, finally, in its nearest and most restricted form of 800 miles from Iskanderoon to the Tigris, now certain to be undertaken before long. So AVARON should be the cry of the intelligent Cypriot.

THE TRAVELLING CORRESPONDENT OF THE  
*Calcutta Englishman.*

Larnaka, May 18th 1881.

We insert the following. The sentiments are those of Sir Charles Dilke, present Secretary for Foreign Affairs, and are taken from his "Greater Britain" a work well worthy of perusal:

"A single glance at the map is sufficient to show the importance of Kurrachee. Already rising at an unprecedented pace, having trebled her shipping and quadrupled her trade in ten years, she is destined to make still greater strides as soon as the Indus Railway is completed; and finally—when the Persian Gulf route becomes a fact—to be the greatest of the ports of India.

That a railway must one day be completed from Constantinople or from some port on the Mediterranean to Bussorah on the Persian Gulf is a point which scarcely admits of doubt. From Kurrachee or Bombay to London by the Euphrates valley and Constantinople is all but a straight line, while from Bombay to London by Aden and Alexandria is a wasteful curve. The so-called "Overland Route" is half as long again as would be the direct line. The Red Sea and Isthmus route has neither the advantage of unbroken sea nor of unbroken land transit; the direct route with a bridge near Constantinople might be extended into a land road from India to Calais or Rotterdam. The Red Sea line passes along the shores of Arabia, where there is comparatively little local trade; the Persian Gulf route would develop the remarkable wealth of Persia, and would carry to Europe a local commerce already great. At the entrance of the Persian Gulf, near Cape Mussendoom or Ormuz, we should establish a free port on the plan of Singapore. In 1000 A. D., the spot now known as Ormuz was a barren rock, but a few years of permanent occupation of the spot as a free port changed the barren islet into one of the wealthiest cities in the world. The Red Sea route crosses Egypt, the direct route crosses Turkey; and it cannot be too strongly urged that in war time "Egypt" means Russia or France, while "Turkey" means Great Britain.

In any scheme of a Constantinople and Gulf railroad, Kurrachee would play a leading part. Not only the wheat and the cotton of the Punjab and of the then irrigated Scinde, but the trade of Central Asia would flow down the Indus, and it is hardly too much to believe that the silks of China, the teas of Northern India, and the shawls of Cashmere will all of them one day find in Kurrachee their chief port. The earliest known overland route was that by the Persian Gulf. Chinese ships traded to Ormuz in the fifth and seventh centuries, bringing silk and iron; and it may be doubted whether any of the Russian routes will be able to compete with the more ancient Euphrates valley line of trade. Shorter, passing through countries well known and comparatively civilized, admitting at once of the use of land and water transport side by side, it is far superior in commercial and political advantages to any of the Russian desert roads. A route through Upper Persia has been proposed, but merchants of experience will tell you that greater facilities for trade are extended to Europeans in even the "closed" ports of China than upon the coasts of Persia, and the prospects of the freedom of trade upon a Persian railroad would be but a bad one; it may be feared.

The return of trade to the Gulf route will revive the glory of many fallen cities of the Middle Ages. Ormuz and Antioch, Cyprus

and Rhodes, have a second history before them; Crete, Brindisi, and Venice will each obtain a renewal of their ancient fame. Alexander of Macedon was the first man who took a scientific view of the importance of the Gulf route; but we have hitherto drawn but little profit from the lesson contained in his commission to Nearchus to survey the coast from the Indus to the Euphrates. The advantage to be gained from the completion of the railway from Constantinople to the Persian Gulf will not fall only to the share of India and Great Britain. Holland and Belgium are, in proportion to their wealth, at the least as greatly interested in the Euphrates route as are we ourselves, and should join us in its construction. The Dutch trade with Java would be largely benefited, and Dutch ports would become the shipping-places for Eastern merchandise on its way to England and north-east America, while, to the cheap manufactures of Liège, India, China, and Central Asia would afford the best of markets. If the line were a double one, to the west and north of Aleppo, one branch running to Constantinople and the other to the Mediterranean at Scanderoon, the whole of Europe would benefit by the Persian trade, and, in gaining the Persian trade, would gain also the power of protecting Persia against Russia, and of thus preventing the dominance of a crushing despotism throughout the Eastern world. In a thousand ways, however, the advantages of the line to all Europe are so plainly manifest, that the only question worth discussing is the nature of the difficulties that hinder its completion.

The difficulties in the way of the Gulf route are political and financial, and both have been exaggerated without limit. The project for a railway from Constantinople to the Persian Gulf has been compared to that for the construction of a railroad from the Missouri to the Pacific. In 1858, the American line was looked on a mere speculator's dream, while the Euphrates railway was to be commenced at once; ten years have passed; and the Pacific Railway is a fact, while the Indian line has been forgotten.

It is not that the making of the Euphrates line is a more difficult matter than that of crossing the Plains and Rocky Mountains. The distance from St. Louis to San Francisco is 1600 miles, that from Constantinople to Bussorah is but 1100 miles; or from Scanderoon to Bussorah only 700 miles. From London to the Persian Gulf is not so far as from New York to San Francisco. The American line had to cross two great snowy chains and a waterless tract of considerable width: the Indian route crosses no passes so lofty as those of the Rocky Mountains or so difficult as those of the Sierra Nevada, and is well watered in its whole length. On the American line there is little coal, if any, while the Euphrates route would be plentifully supplied with coal from the neighbourhood of Bagdad. When the American line was commenced, the proposed track lay across unknown wilds: the Constantinople and Persian Gulf route passes through venerable towns, the most ancient of all the cities of the world, and the route itself is the oldest known highway of trade. The chief of all the advantages possessed by the Indian line which is wanting in America is the presence of ample labour on all parts of the road. Steamers are already running from Bombay and Kurrachee to the Persian Gulf; others on the Tigris, and a portion of the Euphrates; there is a much used road from Bagdad to Aleppo; and a Turkish military road from Aleppo to Constantinople, to which city a direct railroad will soon be opened; and a telegraph line belonging to an English company already crosses Asian Turkey from end to end. Notwithstanding the facilities, the Euphrates Railway is still a project, while the Atlantic and Pacific line will be opened in 1870.

Were the financial difficulties those which the supporters of the line have in reality to meet, it might be urged that there will be a great local traffic between Bussorah, Bagdad and Aleppo, and from all these cities to the sea, and that the Government mail subsidies will be huge, and the Indian trade, even in the worst of years, considerable. Where the indifference of Belgium, Germany, and Holland such that they should refuse to contribute towards the cost of the line, its importance would amply warrant a moderate addition to the debt of India.

The real difficulties that have to be encountered are political rather than financial; the covert opposition of France and Egypt is not less powerful for evil than is the open

hostility of Russia. Happily for India, however, the territories of our ally Turkey extend to the Persian Gulf, for it must be remembered that for railway purposes Turkish rule, if we so please, is equivalent to English rule. As it happens, no active measures are needed to advance our line, but, were it otherwise, such intervention as might be necessary to secure the safety of the great highway for Eastern trade with Europe would be defensible were it exerted towards a purely independent Government.

The pressure to be put upon the Ottoman Porte must be direct and governmental. For a private company to conduct a great enterprise to a successful conclusion in Eastern countries is always difficult; but when the matter is political in its nature, or, if commercial, at least hindered on political grounds, a private company is powerless. It is, moreover, the practice of Eastern Governments to grant concessions of important works which they cannot openly oppose, but which in truth they wish to hinder, to companies so formed as to be incapable of proceeding with the undertaking. When others apply, the Government answers them that nothing further can be done: "the concession is already granted."

Whatever steps are taken, a bold front is needed. It might even be advisable that we should declare that the Euphrates Valley Railway through the Turkish territory from Constantinople and Scanderoon through Aleppo to Bagdad and Bussorah, and sufficient military posts to ensure its security in time of war, are necessary to our tenure of India, and that we should call upon Turkey to grant us permission to commence our work, on pain of the withdrawal of our protection.

Our general principle of non-interference is always liable to be set aside on proof of the existence of a higher necessity for intervention than for adherence to our golden rule, and it may be contended that sufficient proof has been shown in the present instance. Whether public action is to be taken, or the matter to be left to private enterprise, it is hard to resist the conclusion that the Direct Route to India is one of the most pressing of the questions of the day."

### "CYPRUS"

Larnaka, Sunday, May, 22nd, 1881.

We have been honoured with the following document:—

Chief Secretary's office,  
Nicosia.  
19th May, 1881.

Sir,

I beg to call your attention to the 4th article of the Ottoman law on the press (Vol. II. of the Destour, page 221) which requires that on every copy of a newspaper shall be printed the signature of the proprietor or manager, and to the fact that in the recent numbers of your newspaper you have failed to comply with this law.

The attention of the High Commissioner has been called to this omission, and His Excellency is confident that upon its being pointed out to you, it will be rectified in future.

I have the honor to be  
Sir, etc.,

FALK WARREN,  
Chief Secretary to Government.

The Proprietor of  
*Cyprus*  
Newspaper,  
Larnaka.

We are indeed pleased to find the authorities so vigilant in seeing to the due observation of the laws. In the foregoing letter there is displayed a knowledge of the minutiae and details of Turkish Jurisprudence which augurs well for the future. We may observe that we too have some small acquaintance with the 4th article of the Ottoman code on the question of the press, (Vol. II. of the Destour, page 221; Leg. Ottomane Vol. III, page 321.); and if we have transgressed its provisions it has been because we have been ignorant as to whether it was intended to enforce this weapon forged by a despotic and tyrannical power which shys at the first dawn of anything approaching to illumination of its affairs. We are anxious to observe the precepts of the law. On the other

hand we cannot congratulate the Government on its desire to put in practice an enactment which originated with other times and with doubtful requirements. As an English newspaper we would wish to see this act pass into desuetude. We should have liked to have seen Government bestow a little of its exuberant energy in the direction of the fulfilment of certain other Mussulman regulations. The advice we have received is couched in courteous terms. We, on our part, trust we are not wanting in politeness. In the arsenal of the Ottoman laws there is, we believe, a certain ordinance for the destruction of locusts in Cyprus. We take the liberty to think that if the same vigilance had been exercised in regard to the just and righteous execution of its provisions as has been observed in the matter of our imprint our unfortunate farmers might have been saved some £ 30,000.

But with this sword of Damocles suspended over us, we must, we suppose, be sober in our expressions. Reminiscences hark back to us of Napoleonic warnings. Once, twice, thrice, and you are violently passed over to the majority—summarily ferried over the Styx. The Turkish press code will hardly in this latter event afford a plank whereby we may be saved.

But we have hope in our august legislative Council. And we feel sure that if ever the time comes when the rights of the press shall be menaced, then will many and eloquent voices be raised in her regard!

### Local Notes.

We are informed that the statement made in certain local newspaper on the authority of a correspondent from Limassol, that a quantity of French lime on its way to Government House, Troodos, had been spoilt by rain, is entirely without foundation.

A correspondent thinks that in our mention of Mr. Donald's removal from Kyrenia we should have stated as the reason of his going, the illness of his wife. We, however, are content to abide by what our correspondent has stated. Because we give precedence to the sentiments of our contributors whom we know, to those statements the authors of which we have not before heard of.

A circular from the Union Club, dated 17th inst., announces that a dinner will be given on May 28th the Queen's birth day. It will be to members and their friends. It has been resolved that the portion of Rule XII referring to the exclusions of non-members shall be suspended on the occasion. "Any member may invite one or more friends to dinner at the Club on that evening by giving notice previously to the proprietor."

The other day, as the *Thessalia* was discharging her cargo, a portion of it consisting of iron bars was emptied into the mahonne with the effect that the result was a hole in her bottom, and in consequence she sank. Salvage operations are to be undertaken forthwith; and these, it is hoped, will be with success.

Mr. Frederick Amiet has been appointed Inspector of Police for Larnaka. Mr. Blattner will go to Nicosia. Mr. Blattner has discharged his duties here to general satisfaction.

Mr. Archibald Forbes, who will be remembered as the "special" of the *Daily News* in Cyprus at the time of the occupation and whose graphic pen has illustrated, so to speak, the horrors of many a battlefield, will, the *Malta Times* says, probably visit Australia about June next, proceeding via San Francisco. As, however, there are no warlike scenes to describe there, he will fight his battles, over again in the peaceful and serene atmosphere of some public institution, surrounded by the rank and fashion of the locality in which he may find himself. In other words, he will lecture from his chronicles of the past, and tell you of Sedan, of Plevna, and of the Zulu War, of his interviews with crowned heads, and of the



