Neapolis University

HEPHAESTUS Repository **http://hephaestus.nup.ac.cy**

Archive Cypriot Newspaper Materials Cyprus

1881-10-22

þÿCyprus: an independent newsp

no 166

Library of Neapolis University Pafos

http://hdl.handle.net/11728/8942

Downloaded from HEPHAESTUS Repository, Neapolis University institutional repository

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 feature in the new conduct of the paper will be 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 16s. for 12 months, postage paid throughout the Island. 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 Christofides; in Limassol 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 Soukarba 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 Govenment 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 ad 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 Rasel-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 Canelly, situated behind the Bourse. 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 greeat 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 Charmes and Miss Alice Grévy, only daughter of the President of the French Republic. Mr. Francis Charmes 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 Busreh continued to be free from plague. A slight decrease in the number of cases has occurred at Nedjef. A few sporadic cases are reported in the neighbourhood of Djaara near Nedjef. 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 doubtlessly 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'Aloxandrie' 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 bond," 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 providentially 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-strewn 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 territories, 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, 'viâ' Asia, instead of being obliged to face the perils of the stormy Atlantic, beneath whose devouring waves lie, thousands of fathoms deep, tens of thousands of once stately ships, and hundreds of thousands of gaunt 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 anitedly, 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 AVRION 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 unprecedentel 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 Railwey 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 comporatively 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 Punjaub 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 in 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 passess 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 pleace, 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 govermental. 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 Eeastern 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 tufficient 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"

Larnaca, 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,
Larnaca.

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 *minutiæ* 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 *arsénal* 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 o'er 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 forewith; and these, it is hoped, will be with success.

Mr. Frederick Amiet has been appointed Inspector of Police for Larnaca. 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

wonders generally which come under the notice of a special War Correspondent. Though to a stranger—and especially a colonist—first impressions may suggest that Mr. Forbes is rather bumptious in his manner, on better acquaintance this feeling will wear off, and he will be found to be a jolly good fellow at heart.

According to the *Armonia*, a Greek newspaper published at Smyrna, M. Paraskevopulo a lawyer practising there, has been appointed Chancelier of the Greek Consulate in Cyprus.

The Commissioners of the various districts have forwarded to a number of the principal inhabitants a written form desiring them to contribute their views relative to the destruction of the locusts.

IN THEATRE IN CYPRUS.

From Church to Theatre. After having been ecclesiastical critic I am become dramatic censor. I am not altogether sure but that a course of church-going has fitted me for the task. At all events I now sit me down—as I do not always sit me down—with the pen of a ready writer. The play—a dear old fashioned English word preferable to "theatrical representations" the "drama" and the like—is an institution not much known in Cyprus. What the Venetians or any of our precursors may have done in this regard I do not pretend to know. But the native histrionic art as it exists at present is funny. It is a sort of Punch and Judy show without the humour; a kind of a serious galanty show, an awful exhibition, the result of which is that you bury your degraded head as deeply as possible in that institution of Satan, the pint-pot. But I am summoned to the banks of the tideless sea. On the Marina representations are to be represented. In a small and dingy place of disreputable antecedents, I fight my way to a seat. The state of the atmosphere is suggestive of copious perspiration. The faintest approach to anything like elementary ventilation seems to be sedulously avoided. The entertainers are to be sympathized with. They have perforce had to devote this erewhile vulgar and shady room to the purposes of their Thespian art. The exigencies of commerce are such that the Casino is full of sheep-skins, and is therefore not available for histrionic representations. I find the only seat available to me is one between two elderly ladies somewhat inclined to corpulency, and whose proximity, under the trying atmosphere conditions I should if possible have avoided. However there is no help for it; and it is fair to add that I received from that middle-aged couple a reception so genial—not to say warm—that it went far to dispel any oleaginous vapourings that may have been disseminated on the heated evening air.

"Charles and Sarah" is, I believe, a play derived from the English by Giacometti. It has a simple plot, and a moral as distinct as they are constructed. The audience is evidently impressed thereby. Groanings that cannot be uttered reach my cynical ears from all sides. Sighs, sobs and tears intermingled with exclamations of "ise orea" testify to the extent to which the listeners are moved. The acting is good. Cyprus, indeed, has witnessed none such before. No company of equal excellence has yet visited our shores—

"Nor hath come since the making of the world"

The part of *Charles Evans* was well sustained by M. S. Photinos, and that of *Sara*, or as we prefer to call it *Sarah*, by Madame Helen Holkiopulo.

There followed upon this the "The Daughter of a Grocer" a comedy in one act by Aug. Vlachos. Reflecting as it seemed to reflect on the weaknesses of some part of the auditory, this representation was received apparently with mingled feelings. Personally, I am bound to say I enjoyed it amazingly. The more so, perhaps, because of the conscience-pricked appearance of the worthy personages by whom I am surrounded. Altogether, I apprehend this is one of the best peripatetic companies of the Levant. It numbers eight persons, 3 of whom appertain te the feminine gender. I am not a man-milliner, and it is not given me an intimate acquaintance with the laws that govern the question of dress; but I am bound to say the costumes of the actresses were gorgeous to an extent altogether beyond my poor mater comprehension.

—o—

SOCIAL ECONOMY IN CYPRUS.

(*Continued from No.* 140.)

But we will suppose another case. The farmer is unable to provide requisite seed. He therefore has recourse to a person who combines the respective offices of merchant and usurer. This individual doles out his grain at the rate of 50 or 60 piastres to the Constantinople kilo. But it may be remarked that neither the same rate of value nor the same mode of measurement are observed when the parties come to square accounts. Then, the value of the grain per kilo of Constantinople descends somewhat, and often not more than 20 p.—and even less in good years—are paid for it. *Then*, the grain is shovelled into the receptacles provided, and the trimming executed in a manner highly favourable to the usurer. Indeed all the operations are in favour of the man of money. As a good year rarely succeeds bad ones, and often a number of bad years preceed a good one, that which the farmer wins in a good season will often not provide for the payment of the capital he has borrowed and the interest upon it. We therefore insist upon the advantages offered by agricultural banks, and works for the promotion of irrigation.

The question of irrigation in Cyprus has often been mooted in newspaper articles and elsewhere: as to whether it is practicable to any general extent; as to what extent; and then as to the cost. I do not share the optimism of Sir Samuel Baker in regard to the matter. That gentleman in a letter to the English leading journal declared that every time water was bored for here, there might be met with at the depth of a few feet only a supply "nearly inexhaustible" and which had only to be raised to give again to Cyprus the fertility and prosperity she once enjoyed. An observer has never been more inaccurate in a statement. *Au contraire* I do not partake of the pessimist views of those persons who declare water is only to be met with at great depths and that the means of procuring it entail great expense. Some time ago His Excellency in one of his brief and infrequent speeches painted the irrigation question in a too sombre-hued colour—in lamp-black in point of fact. He relied upon the reports of certain professional gentlemen who doubtless investigated the subject at certain points, but hardly profoundly enough to finally determine it as regards the Island.

The question of irrigation must indubitably go hand-in-hand with that of the Forests. And I am glad to make it known that the means which have this end in view are progressing favourably. I am happy to hear that this year it is assured that the government will proceed with fresh plantations, and I hope that the recently-enacted Forest laws promulgated by the legislative wisdom of Nikosia will speedly be abolished by the same institution and that in their place may be substituted a new and more practical system of reform. One of the most necessary measures to be taken will be that the destruction continually wrought to the plants shall be prevented. As it is now goats exist in large numbers on the Island and do considerable damage to the existent produce.

(*To be continued.*)

Limassol News.

18th May.

The S. S. *Thessalia* belonging to Messrs. Papayanni & Co. of Liverpool arrived here yesterday evening with material for the Limassol pier and a general cargo.

— Dr. Barry, Sanitary Commissioner, and Mrs. Barry arrived in Limassol last week. Dr. Barry inspected the town hospital, prisons &c., and I hear that he has proposed the erection of a new hospital, the present one being quite inadequate to the necessities of the district; moreover it is used as a poor-house as well as an infirmary.

— The movement of the troops from Limassol and Polemidia to the hills appears to be begun. I hear that a party of Royal Engineers left this morning for Troodos.

— Among the arrivals from Larnaca and Nicosia are Dr. and Mrs. Barry, Miss Ford, Miss Jalbot, Messrs. Penziches, Maltas and Henry.

— The Lieut. of the Limassol Police Mr. Camilieri has, I hear, resigned, and is replaced by Mr. Dion.

Kyrenia News.

May 18th.

The Commissioner requested the principal inhabitants of the district to meet in the Konak this morning, for the purpose of considering the best manner of destroying and exterminating the locusts. The meeting was largely attended and his Eminence the Bishop came from Myrtou on purpose to be present.

The Nicosia harriers were sent over to Kyrenia on Sunday accompanied by the Master and two whips. The hounds have been sent here for the benefit of their healths and for the sea-bathing.

Preparations have already begun for decorating the town on the Queen's birthday. Doctor Carletti is superintending the devices for the illuminations which will be on a much larger scale than those of the previous year.

M. Madon came over to inspect the young plantations of Eucalyptus, Pines, and Mimosas and was pleased with their healthy appearance.

LETTER TO THE EDITOR.

(*Continued from our last.*)

It may perhaps be objected by some of your readers that my recommendations of plants and trees are unsuited for the soil or climate of Cyprus and that there fore experiments will only lead to disappointment and needless expense. I quite allow that all may not succeed as I can wish but as the trials are only supposed to be tentative, no great harm will be done and perhaps valuable lessons may be learned as we ought not to forget that much useful knowledge is to be obtained by occasional failures and that a better insight may be secured into the Island's capabilities. I believe however that no actual failure need occur after any moderate trial of my various suggestions as I have avoided mentioning any crop in which the use of liquid manure is a SINE QUA NON, though the application of this I have little doubt would solve the present difficulty or impossibility of finding sufficient green forage keeping of cows. There is another plant, nearly allied to Lucerne which will deserves a trial. Saintfoin has a branching stem which spibes of beautiful flowers, especially adopted to dry sandy and chalky soils as it will thrive where no other plant will live, and on rocky soils its roots penetrate into croaks and fissures to an extraordinary depth. It is a very productive crop and yields well and its green value depends on its being a fattening food for sheep. There are two varieties, Common and Giant. The first producing one cutting and the second two cuttings a year. It will last for eight or ten years. If cut as soon as the flowers are fully formed and made quickly, an excellent hay will result. It arrives at maturity in the third year.

I am, Sir, etc.
VIATOR.

Larnaca 19th May, 1881.

SHIPPING INTELLIGENCE.

VESSELS INWARDS DURING THE WEEK AT LARNACA.

May

15th 'Deonisios' Greek brig 219 tons from Alexandria in ballast.

17th 'Mahroussa' Ottoman schooner 69 tons from Damiat with rice.

17th 'Armonia' Greek brig 193 tons from Beyrout in ballast.

18th 'Zarife' Ottoman schooner 66 tons from Beyrout with stone.

9th S. S. 'Thessalia' 1205 tons British from Alexandria and Limassol, general cargo.

21st 'Maria' Ottoman schooner 58 tons from Alexandria in ballast.

21st 'Ethen Mabrouk' Ottoman schooner 60 tons from Limassol with firewood.

21st S. S. 'Elpitha' British 462 tons from Alexandria and Limassol mails and general cargo.

Cleared Outwards.

May

15th S. S. 'Elpitha' British for Limassol and Alexandria mails and general cargo.

17th 'Deonisios' Greek brig for Limassol in ballast.

17th 'Ajos Demetrios' Greek schooner for Syra in ballast.

19th S. S. 'Thessalia' British for Beyrout general cargo.

19th 'Mahroussa' Ottoman schooner or Mersine with rice.

21st 'Zarife' Ottoman schooner for Limassol general cargo.

21st 'Maria' Ottoman schooner for Mersine in ballast.

PASSENGERS ARRIVED.

By the S. S. 'Thessalia' from Limassol and Alexandria Mrs. Thompson, A. Addis and 7 deck passengers.

By the S. S. 'Elpitha' from Alexandria and Limassol Mr. Kapp, Mr. Usmiani, Sister Sofie, Camoin and eleven deck passengers.

LIMASSOL ARRIVALS.

May

15th S. S. 'Elpitha' British 462 tons, from Larnaca, mails and general cargo.

18th S. S. 'Thessalia' from Alexandria with pier materials.

20th 'Alberto' Italian brig from Marseilles general cargo.

21st S. S. 'Elpitha' British, 462 tons, from Alexandria mails and general cargo.

Cleared Outwards.

May

15th S. S. 'Elpitha' 462 tons, British, for Alexandria, mails and general cargo.

16th 'Elisa' French brigantine for Marseilles with wine.

19th S. S. 'Thessalia' British for Larnaca general cargo.

19th 'Ethen Mabrouk' Ottoman schooner for Larnaca with wood.

21st S. S. 'Elpitha' British, 462 tons for Larnaca, mails and general cargo.

PASSENGERS ARRIVED.

By the S. S. Thessalia Mr. Loisides, wife 5 children and nurse.

By the S. S. Elpitha from Alexandria Sister Firmine Flosse, Sister Sophie Camoin, Capt. G. Harden, 2nd Lieuts. R. G. A. Sharp, E. M. Reed, Reed and O. C. Le Marchant and, one deck passenger.

Abstract of Meteorological Observations taken in March 1881.

		Nicosia	Famagusta	Larnaca	Papho	Kyrenia	
Barometer			Inches	Inches	Inches	Inches	
	Mean 9 a.m.		29,943	30,014	29,852	30,052	Uncorrected and unreduced,
	„ 9 p.m.		30,015	29,983	29,820	—	
Air Temperature		Degrees	Degrees	Degrees	Degrees	Degrees	
	Mean 9 a. m.	56.5	60.9	60.7	60.4	61.0	
	„ 9 p. m.	52.2	54.8	54.3	55,5	—	
	Maximum mean	66.7	66,4	66,8	66.3	*a*	*a* No maximum thermometer at Kyrenia.
	Minimum mean	42.3	44.2	44,8	48.5	52.6	
	Highest observed	79.2	76.0	76.0	75.5	*a*	
	Date	30th	4th	26th	30th	*a*	
	Lowest observed	33.5	33.5	36.0	39.0	40.5	
	Date	20th	20th	13th & 20th	20th	19th	
	Monthly range	45.7	42.5	40.0	35,5	*a*	
	Mean temp. of month	54.5	55.3	55.6	57 2	*a*	
Temp. of evaporation							
	Mean 9 a.m.	53.1	58.4	57.7	54.5	58.1	
	„ 9 p.m.	51.3	53.3	52.8	51.2	—	
Rainfall		Inches	Inches	Inches	Inches	Inches	
	Total fall	0,400	4,620	1,053	1,062	0,905	
	Greatest fall in 24 hours	0,160	1,500	1,003	0,350	0,300	
	Date	12th	4th	4th	24th	11th	
	Number of days on which. 01 or more fell	4	6	3	7	6	

FRED. W. BARRY, M. D.
Sanitary Commissioner.

ADVERTISEMENTS.

NOTICE.

PURSUANT to the law of the 27th Chaban 1286 (19th Nov. 1869) entitled "a law concerning the forced sale of land for the discharge of the debts of its owner," Notice is hereby given that, a judgment having been obtained in the Commercial Court of Larnaka by George Abeitos (representing the mass of creditors) against the late George Mantovani and his heirs (on bénéfice d'inventaire) on the 15th day of March, 1880, and the sale of the lands of the said George Mantovani having been claimed by the said George Abeitos, for the purpose of satisfying the said judgment, the following properties of the said George Mantovani will be sold by auction:—

Viz:—The Acherito and Trapeza Chiflicks with lands and vines amounting to 2576 donums, houses, stores, coffee house &c.

The Vrissoudia Chiflik, near Calopsida, with running water—110 donums of land.

The sale will be conducted in conformity with the provisions of the law above mentioned.

It will commence on the 13th day of June, and after the expiration of 61 days from the commencement, the auction will be closed, unless in the 31 days next following a bid is received which exceeds the bid last made by at least 5 per cent.

By order,
W. H. GORDON,
Assist. Com.
for J. INGLIS,
Commissioner

Famagusta, 19th May, 1881.

NOTICE.

I BEG hereby to publicly notify that on the 31st inst., it is my intention to relinguish my photografic business. After the 26th inst., I shall not be prepared to receive further commissions in this regard.

MAX OHNEFALSCH-RICHTER.
(Photographie Helios)
20th May, 1881.

TO LET.

THE House in the Tripiotu quarter of Nicosia formerly the Anglo-Egyptian Bank. For particulars apply to the Proprietor Hadji George Christofidi, Nicosia.

CAFÉ DE LA POSTE

THE Café de la Poste on the Strand, Proprietor Eugène Fabre. Refreshments of the best quality and billiard table.

THE UNDERSIGNED begs to inform the public that from the first of June next, he will re-open for the fourth season the

HOTEL VICTORIA,

at Aley (Mount Lebanon).

Visitors will be sure to find there all comfort.

The Hotel is situated on the loftiest part of the mountain and the climate is specially recommended by the faculty as being the healthiest in Mount Lebanon.

The carriages of the "Diligence" Company carry visitors from Beyrout to the Hotel's door in three hours at a very moderate charge.

For further information apply to the proprietor
PIETRO PAULIGEVICH.

BEYROUT, 1st March 1881.

PALESTINE
INDEPENDENT TOURS

ALEXANDER HOWARD

PROPRIETOR of Howard's Hotel, Jaffa, Howard's Hotel Jerusalem and Howard's Universal Hotel, Latroon, valley of Ajalon, (half-way to Jerusalem) has the largest and best supply of tents and equipage for Syrian Travel. Efficient dragomen and escorts provided. Greatest advantages given to all classes of travellers visiting the Holy Land, by direct engagement at Jaffa, or by contract made at my Cairo branch office, in the Esbekieh, opposite Shepheard's Hotel, during the winter season.

THE
ANGLO-EGYPTIAN
BANKING COMPANY.
(LIMITED.)

Capital £ 1,600,000 paid up.

Head Office,

27 CLEMENTS LANE, LONDON.
PARIS AGENCY, 55 RUE ST. LAZARE.
BRANCHES:
Alexandria, Cairo, Larnaca.
Correspondents in Cyprus acting as AGENCIES:
NICOSIA: G. Michaélidès
LIMASSOL: Ch. Haggi Pavlou et fils.

GENERAL BANKING BUSINESS TRANSACTED.

CORRESPONDENTS IN

Marseilles	Constantinople
Trieste	Smyrna
Naples	Beyrout
Athens	Volo, etc.

For particulars, apply to the Bank,
WOLSELEY STREET,
LARNACA.

THE COMMERCIAL UNION ASSURANCE COMPANY.

MARINE AND FIRE INSURANCE
CYPRUS AGENCY.
THE ANGLO-EGYPTIAN BANKING COMPANY (LIMITED).

THE
LEVANT HERALD.
ESTABLISHED IN 1856.

THE LEVANT HERALD is at present published under the title of *The Constantinople Messenger*. It is the oldest newspaper published in Constantinople.

THE LEVANT HERALD is published daily on a singlebroad sheet, of which the two external pages are devoted to advertisements, and the inner pages, one English and one French, to general news. The daily edition of the *Levant Herald* has the character of a general newspaper, and is intended for readers in the East.

THE LEVANT HERALD weekly budget consists of sixteen to twenty-four pages. It is published every Wednesday in winter and every Tuesday in summer. It contains only Eastern matter selected from the columns of the daily issue, and is a Levant newspaper specially designed for readers not residing in the Levant.

THE LEVANT HERALD weekly budget contains from two to four pages of Commercial information gleaned from the best authorities and carefully collated and edited. Merchants engaged in trade with the Levant will find the *Levant Herald* a valuable and trustworthy business record.

THE LEVANT HERALD weekly budget contains provincial correspondence, reviews of the Turkish press sketches of Eastern life, and much extractable matter which renders it of great utility to the Editors of Country papers, to whom it is confidently recommended.

THE LEVANT HERALD weekly budget will be sent post free to any part of the United Kingdom on the following terms. Three months, 15s; Six months, 25s. 6d Twelve months 42s. Cheques and post office orders to be made payable to EDGAR WHITEKER, Constantinople.

THE LEVANT HERALD weekly budget may be ordered of any bookseller or News Agent in the United Kingdom or of Messrs. George Street & Co., 30 Cornhill, London the Agents for the paper.

Subscriptions and advertisements are received at the Office of *Cyprus* for the *Levant Herald*.

HOLLOWAY'S
PILLS & OINTMENT.

THE Troops in Cyprus will find HOLLOWAY'S PILLS invaluable to them if taken in such doses as will act gently on the system once or twice in the day. They correct all disorders of the liver and stomach. In cases of weakness and debility, they are priceless.

The late Col. Sir JAMES DENNY, of the 3rd Buffs many years ago, and on the day of his arrival in London with his gallant regiment from India, called to see Mr. Holloway and said that he considered he was indebted for his excellent health whilst there, to the use of his Pills. Col. Denny afterwards lived in Ireland, and frequently sent to Mr. Holloway for a supply of his Pills.

THE OINTMENT will cure any Old Wound, Sore, or Ulcer, and is famous in cases of Rheumatism,

The Pills and Ointment are sold at Professor Holloway's Establishment, 533. Oxford Street, and by nearly all Medicine Vendors throughout the civilized world, in Boxes and Post, each with directions for use in almost every language. They may be procured in LARNACA at the
ESCULAPIUS PHARMACY
11. WATKINS STREET.
and of every Chemist in the Island

THE
IMPERIAL OTTOMAN BANK
ESTABLISHED IN 1836

Capital £ 10,000,000
Paid up £ 5,000,000.

Head Offices
CONSTANTINOPLE, LONDON, PARIS.
BRANCHES

Adalia	Larnaca
Afioun Cara-Hissar	Magnesia
Aidin	Port-Said
Alexandria	Roustchouk
Adrianople	Salonica
Beyrout	Smyrna
Broussa	Varna

BILLS NEGOCIATED and sent for collection.
BILLS DISCOUNTED and all Banking Business transacted.
CURRENT ACCOUNTS—are kept agreeable to custom.
DEPOSITS AT INTEREST—are received at rates ascertainable at the Bank.
CIRCULAR NOTES and Letters of Credit available in all parts of the world.
CYPRUS AGENCIES
Larnaca. Limassol. Nicosia.

REGULAR
DILIGENCE SERVICE
BETWEEN
LARNACA & NICOSIA.

Departure from Larnaca daily at 6 a.m.
,, ,, Nikosia ,, at 2 p.m.

Tickets, 3s. 6d. each.

The proprietor, Mr. Liassides supplies also special conveyances for Nikosia, Larnaca, Famagousta, Kyrenia and for excursions; these may be hired either in Nikosia or Larnaka.

For particulars and tickets apply at the offices of Mr. Liassides in Nikosia, or at the Diligence station in Larnaca.

MR. LIASSIDES begs to inform his numerous customers that they will find at his stores a large stock of wines, spirits, etc., etc. He has also recently received an assortment of English goods of the best quality, which he is prepared to offer at lowest prices.

BELL'S ASIA MINOR
COMPANY'S STEAMERS.

DEPARTURES:

From Alexandria on the arrival of the Brindisi Steamer (every Thursday) for Larnaca, calling at Limassol.
,, Larnaca for Beyrout every Saturday, at 4 p. m.
,, Beyrout for Alexandria via Larnaca and Limassol, every Saturday at 5 p. m.
,, Larnaca every Sunday at 2 p.m.
,, Limassol every Sunday at 9 p.m.

The above Company take passengers to and from the above ports, and goods at through rates to all ports of Europe, Syrian Coast, Asia Minor, and Egypt.

For particulars apply to
NANI AND MANTOVANI,
Agents, in
Larnaca and Limassol.

HENRY S. KING & Co.
EAST INDIA, COLONIAL, & AMERICAN BANKERS & AGENTS.
65, CORNHILL, & 45, PALL MALL—LONDON
BRANCH FIRMS.

KING, KING & Co.	BOMBAY
KING, HAMILTON & Co	CALCUTTA
HENRY S. KING & Co	CYPRUS
KING, BAILLIE & Co	LIVERPOOL
KING, SEYMOUR & Co.	SOUTHAMPTON
KING, SEYMOUR & Co.	PORTSMOUTH

AGENT AT LIMASSOL
MESSRS. REES & WILLIAMSON.
AGENTS FOR THE
STANDARD LIFE ASSURANCE COMP.
AND
THE IMPERIAL NORTH BRITISH MERCANTILE INSURANCE COMP.
SOLE AGENTS FOR
DUNVILLE'S OLD CROWN V. R. IRISH WHISKEY.

Cheque Bank, Cheques issued at a moderate charge which are received in all parts of the world,

WHITAKER'S ALMANACKS FOR 1881.

Messrs. HENRY S. KING and Co. Cyprus undertake commission and forwarding business of every description, and from the facilities afforded by their numerous Branches and Agencies in every part of the World, offer to their constituents a means of carrying out any business entrusted to them at the lowest possible cost.

Sole Agents for Messrs. J. & F. Howard Agricultural Implement Manufacturers Britannia Iron Works Bedford Englan

Agents for Dunville's Old Crown Irish Whiskey.

Curtis and Harveys Gunpowder.

Johnson and Co's, Canterbury Ale.

Barton & Guestiers Claret.

Courvoisiers (Curlier Freres & Co) Brandy.

Webbs celebrated Soda and Indian Tonic Waters.

Enos Fruit Salt.

Ackerman-Laurance's Sparkling Saumure

Foulger & Sons
Paints, Oils, Turpentine, Putty, &c.

An assortment of Saddlery &c.

G. CARUANA.
SHIP-BROKER, SHIP-CHANDLER AND COMMISSION AGENT.
STRAND, LARNACA.

The above has just imported a useful, English-made and varied assortment of CROCKERY and EARTHENWARE; a large supply of the best PERSIAN TUMBEKEE, PORTLAND CEMENT and SPORTING and BLASTING POWDER of superior quality.

PRICES VERY REASONABLE.

ALBERT HOTEL
NICOSIA.
Proprietor:
Mr. JOHN SOLOMIDES.

THIS Establishment is now under entirely new management and has just been re-decorated at great expense. Tourists and travellers will find every accomodation.

Table d'hôte daily at 12. 30 and 7. 30 p. m.

Charges extremely moderate. Guides horses and mules supplied for the conveyance of travellers.

THE Proprietor of "Cyprus" is prepared to execute orders for every description of Printing, and to give estimates if desired, for Cards, Circulars, Bill-heads, Memorandum-forms, Mourning-Cards, Programmes, Hand-bills, addresses, etc. on the shortest notice, Price-Lists, Reports, Posters etc. expeditiously printed. Apply at the office of this journal.

Printed and published by the Proprietor N. Rossos, B.L., at the "Cyprus" Printing Office. 10 Velsamaki Street, Larnaca.