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CYPRUS

AN INDEPENDENT NEWSPAPER.

No. 124.

MONDAY, JANUARY 3rd, 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. 9d. for 3 months; 7s. 6d. for 6 months; and 15s. 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 advertisement 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 New Albert Hotel, 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.

Chief Intelligence of the Week.

The Queen and Princess Beatrice left Windsor Castle on Saturday for Osborne.

Most of the Cabinet Ministers have left town for the Christmas holidays. Mr. Gladstone left Downing-street for Hawarden on Friday.

The Duchess of Westminster died on Sunday at Branksome Towers, Bournemouth, after a rather protracted illness. The Prince of Wales and Mr. Gladstone attended the funeral at Eccleston yesterday.

Owing to the pressure of public business, Lord Hartington was unable to address his constituents at Accrington on Saturday, as had been arranged. Mr. Grafton, M.P., and Mr. Shaw-Lefevre, M.P., however, addressed the meeting.

Mr. A. W. Peel, M.P., has resigned the office of Under Secretary for the Home Department in consequence of impaired health.

A correspondence has been published between Captain Boycott and Mr. Gladstone on the subject of a request by the former for compensation for the losses he had incurred by the illegal combination against him in Ireland. Mr. Gladstone replied that the duty of the Government was to enforce the existing law, as they were doing.

The accounts from Ireland are still very bad. The system of "Boycotting" unpopular individuals is extending; not only farmers, but tradesmen, are compelled to subscribe to the Land League funds.

An Irish Land League demonstration was held in Manchester on Monday, at which Mr. T. P. O'Connor, M.P., justified "Boycotting," and desired that it should be applied to every one of the 10,000 landlords in Ireland.

A circular has been issued by the Inspector-General of Constabulary in Ireland, calling attention to the necessity for greater vigilance in the prevention and detection of outrages.

At a meeting of Orangemen at Coleraine on Monday, speeches were made strongly reprobating the apathy of the Government in permitting the present reign of terror in Ireland, and expressing abhorrence of the wicked and senseless programme of the Land League, and of the abominable outrages practised under its auspices.

The 1st Battalion Scots Grenadier Guards, 700 strong left London on Monday evening

for Dublin. Orders have also been given for the immediate embarkation for Ireland of the 1st Battalion 60th Rifles and of the 21 Battalion Grenadier Guards.

Heavy falls of snow in Scotland have greatly impeded railway and telegraphic communication.

AFGHANISTAN.

Candahar, Dec. 19.

The only important news of the past week is from Herat, whence we hear that the tribal confederation against Ayoub Khan has fallen through and that its leaders have dispersed. Details are yet wanting, but there is no doubt that the immediate cause was the defection of Khan Agha, the Jamshidi chief, who left the camp of the confederates when already on the march towards Herat and joined his son-in-law, Ayoub. The danger is for the time averted; but all accounts testify to Ayoub's extreme unpopularity and the harsh and oppressive character of his rule. In order to replace the Cabulis who enabled him to hold his own against his rebellious subjects last year he is enlisting as many Candaharis as possible; but it does not appear that they are joining him in any considerable numbers.

From Cabul there is no news, caravans being, it is said, detained at Ghazni on account of the dangerous state of the road, which is infested between that place and Kelat-i-Ghilzai by numerous bands of robbers.

The ex-Wali, Sirdar Shere Ali Khan, left Candahar on the 15th inst., and will reach Quetta to-day. He made a formal and ceremonious exit from the scene of his brief reign. The streets were lined with troops, a guard of honour was stationed at the gate, and a salute of 19 guns was fired as he left the city. General Walker, commanding the garrison and Colonel St. John, the Resident, rode with him beyond the walls—in short, everything was done to emphasize the fact that he goes to India, not as an exile and a prisoner, but as an honoured guest on the Viceroy. His family left yesterday in charge of Captain Muir.

EGYPT.

(From "The Egyptian Gazette," 26th Dec.)

The Budget estimates for 1881 are being narrowly scrutinised, and the importance of the work may be judged from the fact that in consequence of the general prosperity of the country and the excellent state of its finances, all the Administrations have raised their estimates of expenditure. The total amount of the increase over last year's estimates is nearly £700,000, which will, however, have to be considerably curtailed, for although it is true, that the estimates of receipts also show a considerable increase, it would be unwise to take too optimistic a view of the situation, and it will be necessary to make considerable reductions in estimates which might prove to be based on too sanguine anticipations. It will be very gratifying to the Controllers and Ministers when, at the end of the year, they find a Budget surplus.

H. R. H. Prince Oscar, second son of the King of Sweden and Norway, arrived at Alexandria, on Sunday last, on board the Swedish frigate "Vinadis," and left the same evening by express for Cairo. Tonino Bey received H. R. H. on behalf of the Khedive on his arrival at Cairo. The Prince is travelling incognito under the title of Count Gripsholm, and was received on 21st inst. by the Khedive who returned the visit the same day, at Shephard's Hotel, where H. R. H. is staying during his visit to Cairo.

Prince Oscar arrived here last night and, according to present arrangements will return to the Capital on Monday.

Prince Oscar of Sweden will shortly leave for Upper Egypt in one of the Egyptian Postal Steamers.

Baron Lapenna, who is about to leave Egypt after acting for five years as Vice-

President of the Court of Appeal, held in his own country the posts of President of the Court of Zara in Dalmatia, Civil Governor of Dalmatia, Deputy for Dalmatia in the Austrian Parliament, and Judge of the Anlic Council (the Supreme Court of the Austrian Empire.)

Monsieur Letourneux is also amongst the judges who are sending in their resignations.

TORPEDO-BOAT TACTICS.

The study of naval tactics is so completely neglected in the British service, and all instruction in its principles is so studiously avoided, that it is scarcely surprising to find that but little attention is paid to the tactical significance of the new weapons which the science of the day has placed in the hands of seamen. When the general tactics of engagements at sea are so little considered, it is no wonder that minor tactics are rarely heard of. In the current volume of the "Journal of the Royal United Service Institution," Mr. Brassey, ever alive to the interests of the navy, has published a translation from the German of a valuable and suggestive lecture on "Torpedo-Boat Tactics," by an officer in the Russian service. The author of the discourse consequently belongs to a force which has recently been engaged in warlike operations, and to which alone we can look for experience of the employment of the latest forms of the torpedo in real earnest. The importance which this experience led the Russians to attribute to the weapon may be inferred from the fact that during the course of last year they added no fewer than 120 torpedo-boats to their navy. Not content with making this addition to their fighting matériel, in which they have been imitated by all other naval Powers, they proceeded to turn it to a more practical use than some of their neighbours by keeping, throughout the summer, a squadron of twelve of the boats in commission to train their crews to give their officers an opportunity of making themselves familiar with the methods of handling them, and to establish a definite system of torpedo-boat tactics. The results of their experience during the war and the summer evolutions are worthy of attention. In the first place they are of opinion that the employment of torpedo-boats "as aggressive weapons" is likely to be attended with much less risk than might have been inferred from the history of torpedo attacks during the Civil War in America. In arriving at this conclusion they have not lost sight of the consideration that they may have in future to deal with enemies more determined and alert than those whom they had to encounter in their late war. An attack by modern torpedo-boats they hold to be capable of being made under conditions more favourable to the assailants than many of the "cutting-out" expeditions in older contests. It is possible that in forming this view they have attributed less importance to the effect of defence by machine-guns—so wonderfully developed within the last few months—than late experimental practice would appear to justify. Nevertheless their conclusions are based upon experience which in the present condition of naval warfare it must be conceded was considerable, and the maxims they have drawn up appear to be eminently sound. They exhibit a decided preference for the spar-torpedo, an explosive charge fixed upon the end of a pole projecting from the boat and practically forming a part of the craft itself. The two thus form a single weapon, so that the attention of the commander need not be divided between the management of his boat and the handling of the torpedo. The towing-torpedo showed itself open to two objections: the tow-line containing the electric wire was liable to get foul of the screw-propeller, by which its insulation was destroyed and the weapon rendered useless and the boat itself precluded from moving. On the other hand, no peculiar dexterity is required to hit with the spar torpedo a target of the size of a ship; and the assailant knows precisely what is taking place, the fate of his adversary being decided before his eyes. The best place for the protruding spar was shown to be the bow of the boat. The Russians found in the late

war that every attack made by a "squadron of boats was successful, whilst all made by single boats failed. They recommend, therefore, that such isolated attacks should only be attempted under exceptional circumstances. Every attack should be made according to some well-considered and clearly drawn up plan. A squadron of torpedo-boats detailed for an attack should be divided into three sections of groups. The first section is charged with the removal of or the breaking through obstructions with which the ship assailed is nearly sure to have surrounded herself. The second section is formed of the boats which make the actual attack. The third is held in reserve to render help and fill up losses made in the leading sections by the fire of the defence. The last may also cover the attack by engaging outlying boats of the enemy. The first two sections should approach the latter in double column. The post of the officer commanding the assaulting squadron should be with the reserve. The speed at which an attack should be made is evidently a matter of the highest importance. It is considered essential that it should be so regulated that the boats may get into their assigned stations simultaneously. The engines should be slowed at a short distance from the ship assailed, and put at half-speed when the space to be passed over has diminished to about five-and-twenty yards. By adopting this method of approach the officer of an attacking boat can satisfy himself that his torpedo is still in working order, and that it has got within the projecting defences with which the enemy may have surrounded his ship's hull. The torpedo should be planted under the ship's bottom and as near an extremity as possible, as the armour, if any, is there thinner than elsewhere. The torpedo should be fired on contact, and only when the attempt to do this has failed should the electric apparatus be put in action. This will prevent its being exploded at too great a distance to do harm. To ensure a successful result, the attack should be made from at least four points. For such an attack there will be necessary four boats to clear away obstructions, four to make the attack, and three to form the reserve. The lecturer says that "if only five of the torpedo-boats sent forth on the expedition return uninjured," if the enemy is destroyed, the balance of advantage will still remain with the assailants, as the loss of the others will be fully repaid by the destruction of the ship. A single ship can with difficulty be defended effectually against a flotilla of torpedo-boats. An interesting point is the colour which the boats ought to be painted. In the British service it is customary to paint them a light grey; but the Russians found this objectionable during the war, and that a light-brown or chocolate colour was the least conspicuous. These results of their experience and of their subsequent studies contain lessons which we should do ill to disregard. The tactical use of our new weapons is less practised among us than is desirable; and it may be questioned if there is in the English language a single practical treatise on any branch of naval tactics except that which Mr. Brassey has given us in the present translation.

(From the "Pall Mall Budget.")

Special Telegrams.

London, 29th Dec.

The process against the land leaguers commenced today.

A company of engineers has gone to Ireland.

The boers have taken Utrecht.

The disaster to the ninety fourth regiment was misrepresented and exaggerated. They were attacked whilst assisting swamped waggons; thirty were killed and the rest disarmed but allowed to proceed. The reported assassination of Captain Lambert at Putschstroom is denied but he is a prisoner. A battery of artillery has

embarked for the Cape of Good Hope. The Porte intends to propose another conference instead of arbitration.

London, 31st Dec.

The Porte has proposed a conference in which Turkey and Greece would be represented; Germany opposes such conference.

The Boers have captured the town-hall at Poteschroom; garrison surrendered and the forts have been occupied. Derby, Newcastle, and Pretoria also said to be in the hands of the Boers.

The French ironclad "Richelieu" has been burnt in Toulon roads. Snow-storms and floods in England.

London, 3rd Jan.

The Porte refuses to submit to European arbitration. The Greek Chamber of deputies has passed the first reading of the bill for raising a loan, without discussion.

The Attorney General in a four days speech bases the accusation against the land leaguers chiefly on their seditious discourses.

Agrarian meetings were prohibited on the first and yesterday.

The "Times" says that a coercion bill for Ireland, to be presented by Government, will suspend the habeas corpus act and consequently trial by jury. The bill will also restrain the sale or possession of arms.

The colonials have abandoned Utrecht.

Communications with the Transvaal are completely interrupted.

"CYPRUS"

Larnaca, Monday, January 3rd, 1881.

Much sympathy has been excited in Larnaca by the news of the disastrous inundation at Limassol, and we are glad to observe that this is being demonstrated in a practical way. Subscriptions are being received for the relief of the sufferers and despite the fact that its coffers are very nearly empty, our Municipality has forwarded £ 20 towards the same benevolent object. During the week also a concert will be given the proceeds of which will go to aid the poor people who have been rendered homeless and deprived of their all. Whilst we much regret the cause which has called forth the feeling, we hail it as a proof of a healthy confraternity existing between the towns of Cyprus.

We hope that now that once this spirit of beneficence has been kindled it will not readily die out. There is ample scope for its exhibition in our own town. There is no doubt that Larnaca has been left behind—neglected even—in all that regards institutions for the benefit and well-being of the public, as well as in many other matters. We have no cemetery, no work-house, and the spectacles presented by mendicants in our streets are of a kind calculated to make one shudder. Nothing, or next to nothing, can at present be expected of our Municipality, which is not only without the sinews of war but somewhat seriously in debt. An opportunity now offers to ameliorate the condition of things here in at least one regard. Very generously Mr. Mattei has given to the Island a piece of ground on which to build a hospital. Such an institution would be a great blessing to the inhabitants of Cyprus and we hope that the authorities and all charitably disposed persons will combine vigorously so that we may soon have one amongst us. We would suggest that a committee—which might afterwards serve as a permanent

Hospital Board here—should be formed to raise the necessary funds for the undertaking from whatever sources it is possible to obtain them. The formation of such a committee would be a great initial step in a right direction.

A short time ago, the Government enacted in an Ordinance that persons desiring to practise medicine in Cyprus should submit formal statement of their qualifications and diploma, in order to be put on an official register, paying duty for the registration. The regulation was an excellent one as debarring from the profession, ignorant practitioners, and was eminently satisfactory as tending to ensure for us when ill the skill of an experienced doctor.

But we would ask, have the authorities, since promulgating this law, done all in their power to prevent the numerous empirics who exist in our midst from exercising their so-called profession? A number of cases have been recently brought to our notice which have been treated by persons calling themselves doctors who are simply quacks, without any training or knowledge whatever for the highly responsible position they take upon themselves to attempt to occupy. To be just, we must say that since the establishment of a well ordered dispensary in Larnaca, this abuse has been put an end to here. The benefits which this institution confers are by no means small; and we acknowledge cordially the excellent manner in which the duties devolving upon the District Medical Officer are carried out.

In Nicosia, however, there appears to exist a very different state of things. In the capital, charlatanry seems to be in the ascent, and empiricism laughs at the law. The bakals there are allowed to sell without restriction poisons from the effects of which their recipients may thank nature and good constitutions if they recover. The principal offenders are a priest—who finds surgery puts money into his pockets faster than tub-thumping—a woman—who in Cyprus represents her sex's self-rights—and a tailor who apparently prefers the lancet to the goose.

We do not know if these facts have ever been brought to the notice of the authorities. We apprehend not. We invite consideration of them and we ask more particularly that the Sanitary Commissioner, whose duty may be supposed to be to look after the public health, will bestow some attention to this question. Moreover there are the interests of the able practitioners to be conserved. Because it is by protecting and encouraging the honest exercise of an honourable profession that the ignorance—and more than that the superstition—of the native lower classes may be combatted.

Local Notes.

Mr. Caravias, late Greek Consul here, left Larnaca by the English mail on Tuesday, being summoned by telegram to Athens by his government. A number of gentlemen assembled to bid him farewell, and at the moment of his leaving he received, through Mr. Cobham, a valdictory message of goodwill from the High Commissioner, who had arrived in our town but a few minutes before.

All horses and ponies running at the Larnaca Race Meeting will be measured at the Club on Tuesday and Wednesday next at 4 p. m. Owners are requested to have their horses there on one of these days.

His Excellency, the High Commissioner, arrived here from Nicosia on Tuesday afternoon. After resting a short time at the residence of the Commissioner, he embarked on board the *Elpitha* for Limassol.

The late heavy rains which have been universal on the Island, have made considerable havoc with the roads, most of which are impassable. Communication between Larnaca and Limassol has been rendered impossible by reason of the overflow of the numerous streams existing between the two towns. It is somewhat difficult to understand how that—after two-and-a-half years of English rule—the traffic between the two towns should be hindered by a complete absence of bridges over these small water-courses.

There is also general complaint of the bad condition of the roads between Larnaca and the Messaoria plain. This is, we fear, but one of the results of the light yet syste-

matic neglect with which the Government of Cyprus has regarded Larnaca's affairs. It has been a strange sight to see the old Citium—the historically most ancient town of Cyprus—which by its natural position occupies the most advantageous sight on the Island, now, without any reason, the scape-goat in the eyes of our officials. Strange is it indeed that we do not succumb!

The Cash account for the quarter ending 31st December, 1880, of the Ladies' Committee which, under the presidency of Mrs. Watkins, has for its object the relief of the Larnaca poor, has been forwarded us. With a balance in hand on Sept. 30th of Ps. 633.20, the amount collected by the various ladies who have interested themselves in this work has been Ps. 7090.20, making a total sum of Ps. 7724 available for use in the quarter. Against this there has been distributed in cash Ps. 1834.20, and expended on flour, calico, cloth etc., coverlets and rice Ps. 6079.30, altogether Ps. 7914.10. The balance-sheet thus shows a not very serious deficit, which it may be hoped will speedily be wiped off. In all 231 persons received relief during the past quarter, and in addition to the distribution of flour and rice, the following articles of clothing were issued,—41 cotton quilts, 4 mattresses, 66 articles, women's warm jackets, etc., 37 articles, men's clothing and linen, 78 articles, children's flannel jackets, etc.

This society confers great benefit on the poor of Larnaca, and the president and other ladies who so warmly interest themselves in it are entitled to the best thanks of the townspeople.

His Excellency arrived in Larnaca from Limassol by the mail on Friday evening, and left the following morning for Nicosia.

We hear that some contention has arisen between the Larnaca Municipality and Mr. Beynet relative to the validity of the contract he holds in regard to the slaughter-house here.

It would be desirable, we think, if decision on such an important question were left until the election of a more regularly constituted Municipality. To proceed too hastily to the arrangement of such delicate matters might lead to comment.

A bazaar for the purpose of raising money to be applied to the relief of the poor of our town will be held, under the auspices of the ladies of Larnaca, at the Municipality at La Scala on Wednesday next. We observe that considerable efforts are being made to make it, what it will doubtless prove a great success.

We are informed that Mr. J. E. Sanby has been instructed to sell by auction, on the second day of the Larnaca Races, several horses which will have competed. Any gentlemen wishing to dispose of their animals will thus have an opportunity of doing so by applying to Mr. Sanby.

NICOSIA HARRIERS.

Meets for January, 1881.

5th Wednesday...Ornithi Chiflik...2 30 p.m.
7th FridayIngomi.....7 a. m.
12th Wednesday...Latchia.....2 30 p.m.
14th FridayLacatamia.....7 a. m.
19th Wednesday...Thalassa Chiflik 2 30 p.m.
21st FridayStaff Huts.....7 a. m.
26th Wednesday...4th Milestone
(Larnaca Road)...2 30 p.m.
28th FridayStravolo.....7 a. m.

ANOTHER GOOD RUN WITH THE NICOSIA HARRIERS.

On Monday the 27th these hounds met at Lacatamia, the residence of that hospitable and sport-loving Turkish gentleman Hussein Effendi. The morning was very threatening but a fairly large field turned up at the meet, amongst whom we noticed several ladies and visitors to Nicosia. Our first draw was Lacatamia plain, but the recent heavy rains had driven hares to higher ground, so the Master after a short time took the pack across the Pedeus, which was coming down pretty strongly, and proceeded to draw the elevated plateau between Desteria and the Morfu road. After some time the hounds got on the line of a hare but she must have been gone a long time, and they could make little or nothing of it. Things at present did not look very cheerful, but happily on crossing the Morfu road a lady viewed a hare stealing away, and the hounds, hitting off

the line immediately, at once began to run very hard.

The hare at first pointed towards Hierolakkos, but bending to the left ran towards Peristerona, and ran a wide ring towards the place from which she started. The pace the hounds ran at and the heaviness of the ground soon told on the horses of the field, and in less than ten minutes only very few were anywhere near the flying pack; and in five minutes more only one man (Mr. Morton, one of the whips) could be said to be "in it." Happily the ring the hare ran gave a few more of the field a chance of seeing something of the run. The hare now ran towards Engomè, parallel to the Morfu road, but the hounds pressing her very hard, she again turned short towards the north and was viewed by the Master—nearly beat. The hounds now broke from scent to view, and pressed "poor Puss" terribly hard for about a mile, at the end of which they fairly raced into their hare and killed her on the road-side three miles from Nicosia, just 30 minutes from the time they found. The run was without a single check from first to last, and the severity of the pace shewed the excellence of the scent. It speaks well for the future of hunting in Cyprus that the native gentlemen are commencing to take such interest in it. And we trust before long we shall see many more of them enjoying the "sport of Kings."

THE MAN ON THE COB.

Nicosia Jan. 1st 1881.

(From a Correspondent.)

Though it has often been alledged as a reproach that we English are so intensely insular and that we carry with us wherever we go our strongly marked peculiarities, it may be answered that it is to this very circumstance that we have been able to push our way over all lands, and have become the great colonizers of the world. The same remark may be applied to the tenacity with which under all skies we cling to our time honoured amusements, in which it must be allowed without boasting that we surpass all others nations; cricket for instance being played equally in Canada as in Australia, while boating and hunting are followed up with never flagging zeal wherever Englishmen are settled, thus amply justifying the truth of the often quoted saying of the Roman poet "*Solem non animam mutant qui transmare currunt.*" Here again in Cyprus we have celebrated Christmas, because we used to do so at home, with the immemorial Turkey, Plum Pudding and Mince Pies; just as in India we must have the daisy because it reminds us of the old country. On Thursday night the greater part of the English colony were gathered together under the hospitable roof of Judge Bovill and had the pleasure of enjoying another and this time an intellectual treat of a most amusing character and which cannot fail to be cherished up in memory if we are not so fortunate as to be able to take part in another. By the heartiness with which he entered into the proceedings, he showed that he had not forgotten one of the pithy sayings of Horace "*Dulce est decipere in loco,*" or as it may be very freely rendered, "All work and no play makes Jack a dull boy." The entertainment then consisted of the performance of private theatricals, including a farce *Ici on parle français*, and then a comic drama *Little Toddlerkins*. A suitable stage had been erected, before which was suspended as a curtain the Royal Standard of England with a due array of foot lights and side scenes admirably painted. As it would be invidious to attempt to particularize the performance of the various actors, it must be sufficient to say that their respective parts were gone through with wonderful spirit, both host and hostess forming part of the volunteer company. The costumes did the greatest credit to the resources of the wardrobe of the theatre, and but for the assistance of the programme printed in gold and dated "*Nicosia, 30th December, 1880*", it would have been difficult to see through the disguise and recognize one's daily acquaintances. We had no bouquets to shower down on the fair members of the corps dramatique, but at the termination of the drama, the curtain was again raised, in answer to the repeated calls of an admiring house and the various members of the corps were seen on the stage hand in hand, their anxieties and difficulties having been happily got over, and after gracefully bowing to the audience, received a perfect ovation in the repeated rounds of applause they so richly deserved. We then retired to the supper room where we found a table that it is no exaggeration to say, literally groaned under the profuse libe-

rality of delicacies that loaded it, which were well able to tempt the most fastidious appetite and would have done no discredit to the resources of Gunter or Brymer and Ring; while every one will bear ungrudging testimony to the personal anxiety with which Mr. and Mrs. Bovill strove to anticipate and supply the wants of all their guests.

THE LATE FLOODS AT LIMASSOL.

(From one of our Correspondents.)

I regret to have to write you that Limassol has been visited by a far more disastrous flood than that of Nov. 1st, which of itself was sufficiently severe. About 8 o'clock on the morning of the 24th ult. signs of rain set in, and before 9 o'clock there was a violent downpour accompanied by lightning and a low grumbling of thunder. These presently increased in intensity and before long a severe storm had set in, of which there was no sign of abatement until about 2 p. m. As before, the banks of the river Garilla overflowed, and an immense torrent of water could be both seen and heard rushing through the low-lying lands in the vicinity of the Royal Engineer depot. This spread rapidly and destructively until the town — by the entrances of Victoria and Prince of Wales' streets — was reached. In less than fifteen minutes no less than from four to five feet of water had formed a current which was tearing an impetuous course at the rate of at least five miles an hour.

As it found its way into the various streets, flooding of course every house, the scenes to be witnessed in every direction were most distressing. Men and women with children in their arms rushed frantically, in houses where it was possible, to the upper story, shrieking for help and deliverance; whilst others, who feared their homes would fall in upon them (in many cases their occupants had hardly left them before they became a heap of ruins) clambered up into the trees of the gardens. Close to the monastery, in Albert St., a party of English soldiers, composed of Sergt. R. Adams, A. H. C. and Sapper E. B. Lawler, S. Giddins, P. Henderson, and Corpl. Baldwin of the Royal Engineers, were fortunately at hand, and through their efforts, it is not too much to say that the lives of at least thirty persons were saved. To form an idea of the force of the inundation, I may observe that whilst endeavouring to relieve others, two of the above in attempting to cross the street to reach the monastery were very nearly being carried away, although a rope to cling to had been suspended across the street. The whole family of Conductor Perkins, A. S. C., were safely taken through the rushing stream by Sapper Lawler and Sergeant Adams, who had to force their way to the house with a rope lashed round their waists. Hardly had they accomplished this task when a high storied house in Victoria Street, which had served as a refuge for a number of families who had been compelled to quit their one-flat residences, was observed by the tenant, Mr. A. Greenwood, to be surrounded by water on all sides. Fearing the building would fall in, the refugees attempted an exit by the back-garden towards the monastery, but the walls giving way to the force of the water they were compelled to seek refuge in the trees, from which perilous positions they were rescued by the persons referred to and Mr. A. Greenwood.

Lieut. Gilmore, L.C.M.P. was on the spot, and was indefatigable in his exertions, as was also Inspector Camilleri, in the work of extricating from their trouble the unfortunate persons who, shivering and shaking as they were, appeared half-drowned. The storm at this time was at about its height, and the cries of those who had been rescued for their absent ones, of whose whereabouts they had no cognizance are not easily to be forgotten. The noise of falling houses, walls, etc., giving way almost simultaneously, sent a thrill of terror — if not horror — not only to the hearts of those already left homeless, but through those who had not yet suffered. In one instance a whole house collapsed with the exception of an outer staircase, on which were assembled about a dozen persons. At the imminent risk of the lives of the soldiers these were all safely conveyed to dry ground. Mr. James Cunningham, who has recently arrived here from England, to fill the post of superintendent of works, and Mr. J. Sleep of Limassol had a very narrow escape of being drowned, whilst extricating two women from a building which showed signs, from the outside, of falling. They managed, however, to get the inmates out and convey them to a place of security.

They then heard the cries from an adjoining house of some other women, to render assistance to whom it was found necessary to get over a wall. A ladder was procured and the wall, with much difficulty having been successfully scaled they dropped over it into what proved to be a garden thickly covered with all kinds of shrubs etc., through which a current of water about five feet high was running at the rate of not less than six miles an hour, carrying with it the debris of beds, bedding, chairs, tables, shrubs, etc. Here they were both exposed to considerable danger. To make matters worse, on entering the yard of the house from the garden, Mr. Cunningham, in his endeavours to gain the room where the women were, unluckily slipped into a native well and was immersed in about fifteen feet of water. By this time his companion had reached the women, but the water rising so high he was unable to afford them aid, but was himself obliged to call for help to Mr. Cunningham, who had managed to extricate himself from his difficulty. The latter gentleman, though about half-drowned, immediately went to the other's assistance and eventually they together succeeded in getting the women from the room into the passage leading outside the house. Here a fresh obstacle presented itself. They found they were unable to force open the door from the inside, the pressure of water against it being so great. After struggling with it for some time, in vain endeavours to effect an exit (a stalwart Greek was all the time perched up in the sky-light looking on and rendering such help as consisted in exclaiming "Bono Johnny!"), Corporals Snelling and Farthing of the Royal Engineers, who had meanwhile been doing good service in the street, ascertaining how matters stood broke a panel of the door, making a hole sufficiently large to pull those inside through. Thus were gallantly saved the lives of at least six persons who, but for the help afforded them, would undoubtedly have been drowned. Mr. T. Cradosk also gave valuable aid in extricating these people, and deserves great credit for the public service he rendered under most dangerous and trying circumstances not only on this occasion but at the time of the last inundation. I regret to hear that he is one of the pecuniary sufferers by these floods.

In other parts of the town several gentlemen, amongst whom were Colonel Hackett, 35th Regt., Mr. King, Asst. Commissioner, Messrs C. Christian, J. Williamson and others, were busily engaged in the same benevolent task. All worked with right good will although up to their breasts in water. Surgeon-Major Craig, A. M. D. procured a boat and in several streets exerted himself in removing persons to a place of safety. Mr. Mackay whilst labouring hard in the Turkish quarter was carried away a considerable distance by the current, but managed to get back to render further assistance.

Great credit is due to all the English residents of the town, as also to the military, by whose exertions so large a number of lives were saved. Of the conduct of the male sex of the native population the less said the better; the aid they gave amounted to nothing.

H. E. the High Commissioner on hearing of the catastrophe at once despatched the Government engineer here, and shortly after himself arrived at the scene of disaster. On the 30th inst. a representative deputation of the townspeople was received by him at the residence of the Commissioner, when His Excellency gave expression to his great regret at the occasion which brought him there. He promised that the Government would do their best to enquire into the cause of the calamity, and that the Government officials would render all possible aid. H. E. alluded to the loss of the old pier. The deputation thanked him very much for his kind expression of sympathy with them.

Altogether, there are about 60 houses almost destroyed or damaged. The pecuniary loss caused by the disaster has not yet been definitely assessed, but it is thought that it will amount to as much as £50,000. The number of lives reported to be lost up to the present is seven; one body being still missing.

The Christmas Eve of 1880 will long dwell in the remembrance of the residents of Limassol. Several families who have been rendered homeless are temporarily lodged at the Municipality and other places; and houses which are considered in a dangerous condition will be forthwith repaired or demolished.

Christmas, then, which ought to bring Joy and Peace in its train, has this year brought upon Limassol nothing but sorrow and dis-

aster; and the principal festival of the year to a large proportion of the inhabitants may be confidently anticipated to be attended not so much by jollity and conviviality as by genuine hard work, not, however, to be grudged. It is greatly to be hoped that Mr. Brown the Government Engineer, will be able to discover the exact cause of these terrible inundations, and that such measures will be taken as will provide against the recurrence of such dire calamities in the future.

During the whole of Christmas Day, Mr. Michell, District Commissioner, accompanied by Col. Hackett and Lieut. Gilmore was engaged in visiting the wrecked houses, and in providing shelter for the homeless and food for the hungry; the water in the streets being even then knee-deep.

From another Correspondent,

On the morning of Friday, the 24th inst. much rain fell, and about 11 a. m. the water in Albert and Victoria Streets had overflowed, and houses and walls had begun to fall. Happily ere this most of the residents in these neighbourhoods had been conveyed from their residences to a Greek church in Albert St.; otherwise the victims of the floods would probably have been numbered by their hundreds. The waters soon made their way into other thoroughfares, and the current was so strong, and the water itself so cold, that gentlemen who were engaged in saving life found it necessary to tie themselves together like Alpine mountaineers in order to secure their safety.

All praise to the foreign Colony, the military officials, and the authorities of the town for their behaviour during a "mauvais quart d'heure," calculated to test the stuff of which men are made. Relief parties were speedily formed. One headed by Colonel Hackett and Lieut. Freeman, 35th Regt. included Messrs. Rees, Christian, Bistacoi, Douglas and the rest; whilst another under conduct of Lieut. Gilmore, L. C. M. P., Mr. Greenwood and the N. C. O's and men of the R. E's, A. S. Corps, and A. H. Corps, rendered effective service. I am sorry to say that the native element of the population by no means displayed all the pluck and the ability to resort to expedients which they might have been expected to have shown.

Seen next day when the weather had become fine, Limassol appeared little less than a city of the dead. It is to be added that the shops were closed for three days.

Despite the benevolent intentions of the persons who engaged themselves in aiding the distressed, eight lives were lost.

The value of property, furniture, etc. destroyed is estimated at some £10,000. This I believe to be a not exaggerated statement of the case.

H. E. the High Commissioner, with his A. D. C. arrived here on Wednesday morning and together with the Commissioners of Limassol and Mr. S. Brown, C. E. proceeded to inspect the river, to the overflow of which the catastrophe must be attributed. I hear that only the report of Mr. Brown, is awaited in order that it may be speedily acted upon. H. E. with characteristic kindness has expressed his sympathy with the sufferers from the disaster, and has assured the inhabitants of the town that he will do his utmost to help them.

A Coffee-house built near the sea, together with a house next the Telegraph Office — the one was opposite the other — fell in on the same day. Fortunately no lives were lost, the buildings having been abandoned by their inmates in time.

I hear that Colonel Hackett commanding 35th Lt. S. Regt. has placed 100 of his men at the disposal of the authorities for work in connection with any repairs of the road or the banks of the river which may be undertaken. Such acts require no praise.

Kyrenia News.

On the 27th Dec. Colonel Gordon and Major Bowlby inspected the zaptiehs and prisons at Kyrenia. Owing to the state of the roads they were not able to return to Nicosia for a couple of days.

The Sanatory Inspector also paid a visit to the same town and instructed the Civil surgeon how to use the meteorological instruments lately sent out from England.

During the last fortnight game has been very abundant in the Kyrenia district, and the Commissioner of Nicosia and Chief Secretary have got several good bags of woodcock and partridge.

Limassol is not the only town in which loss of life has occurred through the overflowing of the rivers, for two women have been drowned in Kyrenia; one while gathering olives was suddenly swept away by the sudden rising of a stream, the other was carried down to the sea near Lapithos.

THURSDAY EVENING,

6th January, 1881, at 8.30 p. m.

At the Grand Casino, Anglo-Egyptian St. LARNACA,

A CONCERT

will be given in aid of the sufferers of the Limassol Inundation.

PROGRAMME.

PART I.

1. Quartette ... Greek..... Messrs. Pascotini, Goussio, Nicolaidi, and Gentilini.
2. Song... Serenade (Shubert) Mr. Baille.
3. Pianoforte... "La Source" Mrs. Goussio.
4. Duet... Belisario... Messrs Watkins and Goussio.
5. Song... "Near thee" with violin obligato... Mr. Brayshaw and Mr. Kuss.
6. Song Mrs. Goussio.
7. Song... "Thy Sentimental I"... Mr. Bulmer.
8. Part Song "Thy dawn of day... Choir."

PART II.

Vaudeville en un Acte, Une Ohambre à deux lits Messrs. Aumann and Bart.

PART III.

1. Part Song "O who will o'er the downs" Choir.
2. Pianoforte... "The Storm" (Stribelt) Mrs. Goussio.
3. Piano and Violin Fantasia "La Reine de Chypre" Mrs. Goussio and Mr. Kuss.
4. Song... "She wore a wreath of Roses" Mrs. Watkins.
5. Song (Kucken) "Good night" Mr. Goussio.
6. Duet Mrs. Goussio and Mrs. Triandafilides.
7. God Save the Queen. Conductor Mr. Edwd. Collier.

Tickets may be had from C. Watkins Esq. I. O. Bank, G. Goussio Esq., A. E. Bank, J. Bulmer Esq., Post Office, J. Brayshaw, Esq., E. Telegraph, Ed. Collier Esq., Konak Esplanade; and at the door on the evening of the concert.

Price Two Shillings.

SHIPPING INTELLIGENCE.

VESSELS INWARDS DURING THE WEEK AT LARNACA.

- December
24th S. S. 'Elpitha' 462 tons, British, from Beyrout, mails and general cargo.
31st S. S. 'Fortuna' 433 tons, British, Mails from Alexandria, and general cargo.

Cleared Outwards.

- December
21st S. S. 'Elpitha' British, for Alexandria via Limassol, general cargo.
January
1st S. S. 'Fortuna' British, for Beyrout, general cargo.

PASSENGERS ARRIVED.

By the S. S. 'Elpitha' from Beyrout — M. Abram and Mrs. Fara.
By the S. S. 'Fortuna' from Limassol and Alexandria — H. E. Sir R. Biddulph, Lieut. Wisely, Mr. Corby, Mr. Harvey, Mr. Squires, Mr. Henry and Mr. Jolly.

LIMASSOL ARRIVALS.

- December
23rd 'Taxiarchis' Ottoman Schooner 80 tons from Alexandria, with cargo of paraffine.
23rd 'Evangelistria' Ottoman Schooner 61 tons from Jaffa with ballast.
27th 'Myriantousa' Cypriot Schooner 54 tons from Alexandria general cargo.
27th 'Teresa Mignano' Italian Brig 183 tons, from Marseilles general cargo.
27th 'Massande' Ottoman Schooner 40 tons, from Damietta rice and empty barrels.
29th S. S. 'Elpitha' 462 tons, British, mails from Larnaca, general cargo.
31st 'Nittuno' Italian brig 125 tons from Marseilles empties.
31st S. S. 'Fortuna' British, 433 tons, from Alexandria, mails and general cargo.

Cleared Outwards.

- December
29th S. S. 'Elpitha' British 462 tons, for Alexandria, mails and general cargo.
30th 'Fatah-el-Her' Ottoman Schooner 81 tons for Alexandria wine.
31st S. S. 'Fortuna' British, 433 tons, for Larnaca, mails and general cargo.

PASSENGERS ARRIVED.

By the S. S. 'Elpitha' from Larnaca His E. Sir R. Riddalgh, Lieut. Wisely, Messrs. Dobbie, Douglas, Thral, Harvey, Dervishan, Corby, Miss Wideman, Lieut. Powell, Fra Domenico and 53 passengers.

By the S. S. 'Fortuna', from Alexandria two deck passengers.

ADVERTISEMENTS.

NOTICE.

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