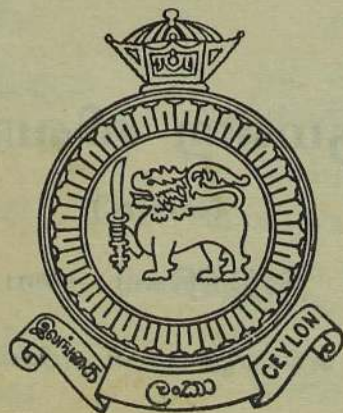




පාර්ලිමේන්තු විවාද

(හැන්සාඩ්)

නියෝජිත මන්ත්‍රී මණ්ඩලයේ

නිල වාතාව

අත්තිකිත ප්‍රධාන කරුණු

පිළිගන්න ලද කෙටුම්පත් පණත [නි. 687] :

Ceylon Shipping Corporation Bill

පොද්ගලික මන්ත්‍රීගේ යෝජනාව [නි. 688] :

කන්කසන්තුරේ වරාය සංවර්ධනය

විවාදය කල් තබන ලදී.

பாராளுமன்ற விவாதங்கள்

(ஹன்சாட்)

பிரதிநிதிகள் சபை

அதிகாரபூர்வமான அறிக்கை

பிரதான உள்ளடக்கம்

CEYLON SHIPPING CORPORATION BILL [ப.687] :

முதன்முறை மதிப்பிடப்பெற்றது

தனியங்கத்தவர் மசோதா [ப. 688] :

காங்கேசன்துறைத் துறைமுக அபிவிருத்தி

விவாதம் ஒத்திவைக்கப்பெற்றது

Volume 59

No. 7

Friday,

4th December, 1964.

PARLIAMENTARY DEBATES

(HANSARD)

HOUSE OF REPRESENTATIVES

OFFICIAL REPORT

PRINCIPAL CONTENTS

CEYLON SHIPPING CORPORATION BILL [c. 687] :

Read the First time

PRIVATE MEMBER'S MOTION [c. 688] :

DEVELOPMENT OF THE KANKESANTURAI HARBOUR

Debate adjourned

කෙටුම්පත් පහත් පිළිගැන්වීම

නියෝජිත මන්ත්‍රී මණ්ඩලය

பிரதிநிதிகள் சபை

House of Representatives

1964 දෙසැම්බර් 4 වන සිකුරාදා

1964, டிசம்பர் 4, வெள்ளிக்கிழமை

Friday, 4th December 1964

පූ. හා. 10ට මන්ත්‍රී මණ්ඩලය රැස් විය. කථානායකතුමා [ශ්‍රී ඩබ්ලිව් ජයරත්න] මූලාශ්‍රයක් විය.

சபை மு.ப. 10 மணிக்குக் கூடியது. சபாநாயகர் அவர்கள் [கௌரவ ஹியூ பெர்னாண்டோ] தலைமை தாங்கினார்.

The House met at 10 a.m. MR. SPEAKER [THE HON. HUGH FERNANDO] in the Chair.

කෙටුම්පත් පහත් පිළිගැන්වීම

சமர்ப்பிக்கப்பட்ட மசோதாக்கள்

BILLS PRESENTED

CEYLON SHIPPING CORPORATION BILL

“to provide for the establishment of a Shipping Corporation to operate services for the transport of goods and passengers by sea and to carry on business as ship-owners, charterers of ships and vessels and operators of ships and vessels; to regulate the powers and duties of such Corporation; and to make provision for purposes connected with the aforesaid matters”.

පිළිගැනීමට ලද්දේ ශ්‍රී ඩබ්ලිව් ජයරත්න සංවර්ධන ඇමති ශ්‍රී මොරිස් ජයරත්න සේනානායක විසිනි.

1964 දෙසැම්බර් 17 වන බ්‍රහස්පතින්දා දෙවන වර කියවිය යුතුයයිද, එය මුද්‍රණය කළ යුතුයයි ද නියෝග කරන ලදී.

கௌரவ மைத்திரிபால சேனநாயக்க, கிராம, கைத் தொழில் அபிவிருத்தி அமைச்சர் அவர்களால் சமர்ப்பிக்கப்பட்டது.

1964, டிசம்பர் 17 ஆம் திகதி வியாழக்கிழமை இரண்டாம் முறையாக மதிப்பிடப்படவேண்டுமெனவும் அச்சிடப்படவேண்டுமெனவும் ஆணையிடப்பட்டது.

Presented by the Hon. Maithripala Senanayake, Minister of Rural and Industrial Development; to be read a Second time upon Thursday, 17th December 1964, and to be printed.

කන්කසන්තුරේ වරාය සංවර්ධනය

ශ්‍රී මොරිස් ජයරත්න සේනානායක (ශ්‍රී ඩබ්ලිව් ජයරත්න සංවර්ධන ඇමති)

(கௌரவ மைத்திரிபால சேனநாயக்க—கிராம, கைத்தொழில் அபிவிருத்தி அமைச்சர்)

(The Hon. Maithripala Senarayeke—Minister of Rural and Industrial Development)

Items 2 and 3 are not being moved.

කථානායකතුමා

(சபாநாயகர்)

(Mr. Speaker)

Item 1, under Notices of Motions and Orders of the Day.

ශ්‍රී මොරිස් ජයරත්න සේනානායක

(கௌரவ மைத்திரிபால சேனநாயக்க)

(The Hon. Maithripala Senanayake)

I move that Items 1 to 15 on the Order Paper stand down, so that Private Members' Motions may be taken up.

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

Item 16.

කන්කසන්තුරේ වරාය සංවර්ධනය

காங்கேசன்துறை துறைமுக அபிவிருத்தி

DEVELOPMENT OF THE KANKESANTURAI HARBOUR

පූ. හා. 10.5

එම්. சிவசிதம்பரம் மஹ. (உடுப்பிட்டி)

(திரு. எம். சிவசிதம்பரம்—உடுப்பிட்டி)

(Mr. M. Sivasithamparam—Uduppidi)

Mr. Speaker, it is with pleasure that I move the Motion standing in my name on the matter of the development of the Kankesanturai Port. The Motion reads as follows:

“(1) That whereas the development of the Kankesanturai Port will reduce substantially the cost of transport of clinker and fuel to the Cement Factory;

කන්කසන්තුරේ වරාය සංවර්ධනය

ස්තූති යෝජනාව

ස්තූති යෝජනාව

நன்றியுரை

ADDRESS OF THANKS

[එම්. සිවසිතප්පරම් මයා.]

(2) And whereas the development of the Kankesanturai Port will reduce substantially the cost of production of cement;

(3) And whereas the development of the Kankesanturai Port will provide employment for many and develop the hinterland;

this House is of opinion that the Government should forthwith undertake the development of the Kankesanturai Port."

Mr. Speaker, I really do not know whether I am speaking on the last day of the present Session of this Parliament. Whatever that might be, I have on a number of previous occasions during the Committee Stage of the Budget and on other occasions raised the question of the necessity for the Government to undertake the development of the Kankesanturai Port.

The House is probably aware that before the beginning of World War II, the ports in the North, particularly the Kankesanturai Harbour, the Point Pedro Harbour and the Kayts Harbour, were open to commercial sea traffic; and there was a great deal of activity in these ports prior to the beginning of World War II, when rice from Burma and Indian ports used to be unloaded at the Kankesanturai Harbour, the Point Pedro Harbour and the Kayts Harbour. In fact, there was a number of sailing vessels which were owned by people, particularly from Valvettiturai and Point Pedro, which used to ply regularly between these two ports doing a fairly heavy commercial traffic. Unfortunately, after the Government had taken over the monopoly of the import of foodstuffs into this country, these ships were diverted to Colombo, and these harbours, particularly the Kankesanturai Harbour, fell into disuse except on a very few occasions when ships that used to come to the Colombo Harbour were diverted either to Kankesanturai or Galle.

That was the position that was in operation till about 1950 when due to the communal agitation

ඩී. බී. ආර්. ගුණවර්ධන මයා. (කොට්ඨාසය)

(திரு. டி. பி. ஆர். குணவர்தன—கொட்டாவ)

(Mr. D. B. R. Gunawardena—Kottawa)

I rise to a point of Order. The amendment to the Address which was passed yesterday was seconded by me, and I wish to know whether the Address of Thanks, as amended, has been presented to the Governor-General.

ශ්‍රී එම්. පී. ද සොයිසා සිරිවර්ධන (කමිකර හා නිවාස කටයුතු පිළිබඳ ඇමති)

(கௌரவ எம். பி. டி. சொய்சா சிறிவர்தன—தொழில், வீடமைப்பு அமைச்சர்)

(The Hon. M. P. de Zoysa Siriwardena—Minister of Labour and Housing)

It is being discussed in the Senate.

ඩී. බී. ආර්. ගුණවර්ධන මයා.

(திரு. டி. பி. ஆர். குணவர்தன)

(Mr. D. B. R. Gunawardena)

It is a resolution of this House.

ශ්‍රී මෛත්‍රිපාල සේනානායක

(கௌரவ மைத்திரிபால சேனநாயக்க)

(The Hon. Maithripala Senanayake)

It is being done, and we must find out what time would be convenient to His Excellency.

වෛද්‍යාචාර්ය ඩී. එම්. ඩී. නාගනාතන් (නල්ලූර්)

(டொக்டர் ஈ. எம். வீ. நாகநாதன்—நல்லூர்)

(Dr. E. M. V. Naganathan—Nallur)

On the last occasion I remember that at midnight the sponsor and the seconder went and presented the Address of Thanks to the Governor-General. I cannot understand why on this occasion there should be a delay in presenting the Address of Thanks, as amended.

ස්තූති යෝජනාව

එම්. ඩී. බණ්ඩා මයා. (හගුරන්කේත)
(திரு. எம். டி. பண்டா—ஹங்குரன்கேத்த)
(Mr. M. D. Banda—Hanguranketa)

What is this about the convenience of His Excellency? Is the Governor-General so busy?

ගරු මෛත්‍රීපාල සේනානායක
(கௌரவ மைத்திரிபால சேனநாயக்க)
(The Hon. Maithripala Senanayeke)

The Clerk tells me that the thing is being typed and it will be ready soon.

වෛද්‍යාචාර්ය නාගනාතන්
(டொக்டர் நாகநாதன்)
(Dr. Naganathan)

The first thing that must take place when the House reassembles after the Address of Thanks, as amended, has been passed, is for information to be placed before the House whether the Address of Thanks, as amended, and passed, has been presented to the Governor-General.

ස්ටැන්ලි තිලකරත්න මයා. (කෝට්ටේ)
(திரு. ஸ்டான்லி திலக்கரத்ன—கோட்டே)
(Mr. Stanley Tillekeratne—Kotte)

What will be the position if it is amended by the Senate and sent here?

වෛද්‍යාචාර්ය නාගනාතන්
(டொக்டர் நாகநாதன்)
(Dr. Naganathan)

Ha, ha, ha! Ho, ho, ho!

ගරු මෛත්‍රීපාල සේනානායක
(கௌரவ மைத்திரிபால சேனநாயக்க)
(The Hon. Maithripala Senanayeke)

There is no connexion with the Senate.

ජේ. ආර්. ජයවර්ධන මයා. (දකුණු කොළඹ පළමුවන මන්ත්‍රී)
(திரு. ஜே. ஆர். ஜயவர்தன—கொழும்புத் தெற்கு முதலாம் அங்கத்தவர்)
(Mr. J. R. Jayewardene—First Colombo South)

Quite right, Hear! hear!

ස්තූති යෝජනාව

ගරු මෛත්‍රීපාල සේනානායක
(கௌரவ மைத்திரிபால சேனநாயக்க)
(The Hon. Maithripala Senanayeke)

It will be sent to the Governor-General in five minutes.

කපානායකතුමා
(சபாநாயகர்)
(Mr. Speaker)

I understand the delay is on the part of the office.

ජේ. ආර්. ජයවර්ධන මයා.
(திரு. ஜே. ஆர். ஜயவர்தன)
(Mr. J. R. Jayewardene)

We would like to give leave to the hon. Member for Nuwara Eliya (Mr. T. William Fernando) and the hon. Member for Kotte (Mr. Stanley Tillekeratne) to present the amended Address condemning the Government, to the Governor-General.

ස්ටැන්ලි තිලකරත්න මයා.
(திரு. ஸ்டான்லி திலக்கரத்ன)
(Mr. Stanley Tillekeratne)

The Member for Kottawa (Mr. D. B. R. Gunawardena) can second the U. N. P. amendment.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා
(தேதிவர-அல்கிச)
(டொக்டர் கொல்வின் ஆர். டி. சில்வா-- தெகிவலை-கல்கிசை)
(Dr. Colvin R. de Silva—Dehiwala-Mt. Lavinia)

What happens if the two Members decline to go?

ජේ. ආර්. ජයවර්ධන මයා.
(திரு. ஜே. ஆர். ஜயவர்தன)
(Mr. J. R. Jayewardene)

We will carry them there!

වෛද්‍යාචාර්ය නාගනාතන්
(டொக்டர் நாகநாதன்)
(Dr. Naganathan)

Is this a device of a defeated Government to keep itself going? I move, Sir, that the House adjourn for half an hour.

கனக் கணத் துரே வராய் சம்பவீதம்

கனக் கணத் துரே வராய் சம்பவீதம்

சே. ஈர். பீயவர்தன மஹா.

(திரு. ஜே. ஆர். ஜயவர்தன)

(Mr. J. R. Jayewardene)

I suggest, Sir, that you suspend the Sitting for half an hour.

செ. மைத்திரிபால சேனநாயக்க

(கௌரவ மைத்திரிபால சேனநாயக்க)

(The Hon. Maithripala Senanayake)

There is no requirement in the Standing Orders that the Sitting should be suspended for half an hour. The amended Address will be going in five minutes.

டி. டி. ஈர். குணவர்தன மஹா.

(திரு. டி. பி. ஆர். குணவர்தன)

(Mr. D. B. R. Gunawardena)

When the Members come back after presenting the Address as amended, we can resume.

செ. மைத்திரிபால சேனநாயக்க

(கௌரவ மைத்திரிபால சேனநாயக்க)

(The Hon. Maithripala Senanayake)

There is no precedent for that. Sir, it is a matter for your office and the Chief Whip. We have made arrangements. It will be going in five minutes.

கனக் கணத் துரே

(சபாநாயகர்)

(Mr. Speaker)

The delay is on the part of the office. It will be ready in five minutes.

டி. சிவசிதம்பரம் மஹா. (வவுனியா)

(திரு. டி. சிவசிதம்பரம்—வவுனியா)

(Mr. T. Sivasithamparam—Vavuniya)

I suggest, Sir, that we go on with the Motion moved by the hon. Member for Uduppiddi (Mr. M. Sivasithamparam).

கனக் கணத் துரே வராய் சம்பவீதம்

காங்கேசன் துறைத் துறைமுக அபிவிருத்தி

DEVELOPMENT OF THE KANKESANTURAI HARBOUR

டி. சிவசிதம்பரம் மஹா.

(திரு. எம். சிவசிதம்பரம்)

(Mr. M. Sivasithamparam)

I hope the Governor-General will take note of the Motion that I have moved and that the Government will forthwith undertake the development of the Kankesanturai Port.

In 1950, the Government had commissioned a firm of engineers, Messrs. Coode and Partners, to examine a scheme for the development of all the ports round Ceylon, and this firm of consulting engineers submitted a report in 1952. The Government had considered this matter from 1952, I believe, till 1955, when our local engineers acting on the report of Messrs. Coode and Partners prepared a specific scheme for the development of the Kankesanturai Harbour. Under that scheme there was to be a pier constructed, 1,000 feet in length and 150 feet in width, for berthing facilities for small ships. According to the estimated cost of this limited scheme, it would have cost Rs. 4 million for the development of the harbour. The Government accepted this report and provided in the Budget for 1955-56, a token vote of Rs. 10 for the limited expansion of the Kankesanturai Harbour.

Sir, from 1955 this token vote of Rs. 10 was provided practically every year till 1959-60 in the Budgets and it was passed by this House. Then, Sir, for the first time in the year 1961, the Ceylon Cement Corporation interested itself in the plan for the development of the Kankesanturai Harbour because they thought that by the development of the Kankesanturai Harbour all the gypsum and diesel oil required by the cement factory could be transported by ship rather than by train, thereby reducing substantially and appreciably the cost of production of cement at the Kankesanturai cement factory.

As I said, once the Ceylon Cement Corporation became interested in this matter, the engineers of the Government went into this question to see how the development of the Kankesanturai Harbour in relation to the needs of the cement factory could be undertaken, and studied afresh the question. Thereafter a plan was drawn up providing for two deep water berths of 600 feet with depths of 24 feet of water and also making provision for special facilities for the discharge of fuel required for the cement factory. This

plan was submitted to the Government by the engineers somewhere in 1961 or 1962. The plan for the development of the Kankasanturai Harbour on these lines was not only to meet the requirements of the cement factory, but also to serve as a commercial port.

At that time the estimate was Rs. 15 million, and it was to be phased over a period of three years. This was the proposal submitted to the Government. The Hon. Minister of Industries, who was very enthusiastic about the development of this harbour in conjunction with the development of the cement factory, brought up a Supplementary Vote of Rs. 1 million in May 1962 in this House to meet the immediate cost of the scheme for the development of this harbour. This Rs. 1 million was to be utilized purely for the purchase of land for the development of the Kankasanturai Harbour.

Matters stood in this state when the estimates that were called for on the plans submitted by the Government for the development work showed that the lowest tender that was received was for Rs. 23 million—a sum of Rs. 8 million over and above the original estimates for the work. Once this tender was received the entire plan for the development of the Kankasanturai Harbour was shelved. I shall in due course show how even this Rs. 23 million would be recovered by the Government in a matter of a mere 5 years out of the profits that would accrue to the cement factory alone.

Out of the reduction of the cost of production in the cement factory alone this sum of Rs. 23 million that was to be spent on the development of the Kankasanturai Harbour would be recovered in a matter of 4 to 5 years. I shall in due course give the figures which show that the cement factory would be earning nearly Rs. 5.9 million profits per year if the transport of clinker, oil and other raw material is undertaken by ship and not by train. Therefore, even this Rs. 23 million, although it is an additional Rs. 8 million over the original estimate, would be recovered in a period of 4 to 5 years.

Although the Government was aware of this scheme and was also aware that the money that was to be spent on it could be very easily recovered in a matter of 4 or 5 years, they decided to shelve the project for the development of the Kankasanturai Harbour.

I am constrained to make this charge against the Government, that this decision to shelve the Kankasanturai Harbour project, which was, I believe, taken somewhere in 1963, was due entirely to political considerations and not economic considerations, particularly when one views the question from the point of view of development of the Kankasanturai Harbour. I believe that some officials both in the Treasury and in the Ministry of External Affairs had pointed out to some of the Ministers that if you develop the Kankasanturai Harbour it would be opening the way for an invasion by India. I do not know whether, if India decides to invade Ceylon—and there is not the remotest possibility of such a thing happening—a harbour is necessary for the Indians to invade our country. I think this is the type of argument used by certain officials, particularly in the Ministry of Defence and External Affairs, in order to prevent the development of certain parts of our country.

I do not think that anybody with any reason can accept this argument. Even if there is the remotest chance of India invading this country, a harbour is not necessary for the purpose. This is the type of reasoning adopted by some of our officials in the Ministry of External Affairs which has prevented the development of certain parts of our country.

I would like, at this stage, to read to the House what the experts who had been called in by the Government to advise on the question of the development of the Kankasanturai Harbour and the cement factory had to say on this matter. Dr. Bogue, the United States expert, and Dr. Stephen Ercegovic, the Czechoslovakian

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[ඵම. සිවසිනම්පරම් මයා.]

expert, who had been called in by our Government to advise us on both these matters, had studied the question of expansion of the cement industry, and one of the matters they dealt with was the problem of raw material transportation. This is what Dr. Bogue has to say about this matter. I am sure the Hon. Minister of Communications has this report of Dr. Bogue. This is what Dr. Bogue has to say about of transportation by sea.

Dr. Bogue's report had been quoted by Professor Stephen Ercegovic in his report when he studied this question. This is what Professor Ercegovic has to say :

"Dr. Bogue has noticed at the time that the land transportation cost in comparison with sea transportation cost for some of the raw materials for the existing plant at Kankasanturai is too expensive and has, therefore, recommended that this kind of transport ought to be replaced by sea transport. He further noticed that transport of clinker from Kankasanturai to the Grinding Plant at Galle has to be done by sea because the distance of over 300 statute miles on land is nearly the same distance by sea."

This is the view of the American consultant who had been called in by the Government to advise us on this matter.

This is what the Czechoslovakian expert has to say on this:

"The economic analysis of sea transport expenses compared with land transport expenses gives such a profit in favour of transport by sea that undertaking transport by land in this concrete case would obviously be nonsense."

Those are the words of the Czechoslovakian expert. He says that undertaking the transport by land in this concrete case would obviously be nonsense. Surely, the expert has been called in specifically to report on this matter. I do not know whether the Government and the Hon. Minister of Rural and Industrial Development have decided to do exactly what the Czechoslovakian expert has called nonsense, because I believe now the Govern-

ment is planning to transport clinker from Kankasanturai to Galle by train. I believe special waggons are being ordered from China for that purpose. This Government, if it undertakes the transport of clinker by rail, will, as the Czechoslovakian expert says, be doing a non-sensical thing. He goes on to say:

"It results from the analysis of clinker transportation only that transport by land is six times more expensive than by sea. One ship can yield a profit of Rs. 3 million per annum, or if this amount is transferred in favour of the price of cement it means Rs. 30 per ton. By transporting clinker and kiln fuel by return voyage the profit on one ship alone comes to Rs. 4,500,000, which amount can also be used for lowering the price of cement."

Therefore, you will see from the figures worked out by the expert that the Government had called in, they will be saving nearly Rs. 4,500,000 per year on the production of cement. Working on that figure, as I said, even if you spend Rs. 23 million for the development of the Kankasanturai Harbour, you would be making that Rs. 23 million in a matter of less than five years at the rate of Rs. 4,500,000 per year. May I tell this Government that there is no use in calling in experts from foreign countries, if their recommendations are not implemented. The Government has spent money on them, and foreign countries have been kind enough to lend the services of these experts, but once they make a report, the Government never acts on those reports. This is one of the matters where the experts are perfectly clear that it would be sheer nonsense, on the face of the facts, to undertake transport by land. If the Government is anxious to develop the cement factory as it should, then, the obvious thing for them to do is to undertake the other project as well which goes along with the development of the factory, namely, the development of the Kankasanturai Harbour.

The comparative cost of rail and sea transport was discussed. When the railway was asked to give figures they quoted a figure of Rs. 39.24 for the transport of one ton of clinker

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from Kankesanturai to Galle. The transport of the same clinker by sea would cost only Rs. 6.50. I see the Hon. Minister of Communications looking into his file. I know that, subsequently, the railway had given an amended quotation; although originally they quoted Rs. 39.24 for the transport of one ton of clinker, subsequently they had given a lower figure. And, curiously enough, this lower figure was given at a time when the Government was seriously considering doing away with the Kankesanturai Development Scheme. I have a feeling, a suspicion, that this low figure was given purely as an argument to drop the development scheme, because I cannot understand how a figure as high as Rs. 39.24 can be reduced to something like Rs. 12 in a matter of one or two years unless it be that they want some argument to reject this scheme for the development of the Kankesanturai Harbour.

කේ. තුරේසිරත්නම් මයා. (පේද්රතුඩුව)

(திரு. கே. துரைரத்னம்—பருத்தித்துறை)
(Mr. K. Thurairatnam—Point Pedro)

Dishonest argument.

එම්. සිවසිනම්පරම් මයා.

(திரு. எம். சிவசிதம்பரம்)

(Mr. M. Sivasithamparam)

I would ask the Hon. Minister of Communications, if you have reduced the cost of transport of clinker from Rs. 39.24 to Rs. 12, why do you not do that also in the case of transport of fuel oil or kerosene? For the transport of these articles you still charge the same high rates, but only in the matter of clinker you have reduced the cost by nearly one-third.

I think it is obvious that what the railway was trying to do in this instance was to furnish an argument for the Government to reject the plans for the development of the Kankesanturai Harbour. Probably our General Manager of Railways works or thinks on some line like this: when the railway is already losing a few millions what does it

matter if it loses a few more millions so long as we can sabotage the Kankesanturai Port Scheme? That is the only basis on which one can understand how the General Manager had re-quoted this very low figure.

Today the cost of transport of one ton of oil by rail from Trincomalee to Kankesanturai is Rs. 55, while the cost of transport of the same by sea is only Rs. 9.50. For the Cement Corporation alone they would be using 38,000 tons of oil per year. Thus the corporation will be saving nearly Rs. 172,900 per year on the transport of oil. I have already said that they would be saving something like Rs. 3,274,000 on the transport of clinker. So, there is a further saving of Rs. 172,900 on the transport of fuel oil.

There is also the question of the loss of clinker when you transport it by train and not by sea. As you know the clinker has to be transported in open wagons. When you take it a distance of 300 miles from Kankesanturai to Galle in open wagons—I think 25 per cent of the clinker is dust—it is estimated that at least 10 per cent of that clinker will be lost by the winds taking away the dust portion of it. Therefore, whichever way you look at it, you will find that transport by sea would be of much benefit, particularly to the cement factory.

There is also the question of the transport of the finished product. Today, 75 per cent of the cement produced in Kankesanturai is transported by railway to the South, to Colombo, and to various other parts of the Island. If you can transport it by steamer, you will save even on the cost of transport of cement, the finished product, which is today being transported by train. I think experts have worked out the figures, and they estimate that the saving will be Rs. 2.50 in the cost of production of 1 cwt. of cement if you undertake the transport of clinker, gypsum and oil by sea rather than by rail. I hope the Government will appreciate what it means to reduce

[එම්. සිවසිනම්පරම් මයා.]

the cost of production of cement by Rs. 2.50 per cwt. It has to consider how much it will save in the construction of government buildings and how much the consumer will benefit. As you know, we are today paying a higher price for K. K. S. cement because of the duty that is levied on imported cement. We want to help the local industry; so, a prohibitive import duty is imposed. The cost of building has gone up. If you develop the Kankesanturai Harbour and undertake the transport of these materials by sea, you will be reducing the cost of production by Rs. 2.50 per cwt. of cement, which is a terrific reduction in the cost of construction of all types of buildings. Therefore, besides looking at the harbour as a corollary to the development of the cement factory at Kankesanturai, there is no room for doubt that such development will be most profitable to the country.

There are other advantages in developing the Kankesanturai Harbour. You will find employment for quite a large number of people. I think the Hon. Minister of Communications will readily agree that the Kankesanturai Harbour has been the best harbour on the rare occasions on which ships have been diverted to it. It will be readily admitted that the labourers in the Kankesanturai Harbour had almost created a record in the unloading of cargo from ships in spite of the many handicaps under which they worked. They had to wade almost chest deep in water to transport the goods from the ship to the shore. Even working under those very adverse conditions, they almost created a world record in the unloading of cargo from ships. If you develop the Kankesanturai Harbour in the proper way, I am certain that it will become one of the best harbours in the world. It will provide employment for 1,000 to 2,000 people.

Then there is the question of taking the food required in areas in the North and almost up to Vavuniya. You can use ships to take the food

to Kankesanturai. From there it can be taken to the entire area north of Anuradhapura. If you do so, you will save on the cost of transport as well as reduce the prices of food, which is today transported all the way from Colombo by rail.

There is also the question whether we will not be able to ease the congestion in the Colombo harbour if the Kankesanturai Harbour is developed.

Then there is the question of fisheries. I think today the Eastern and Northern waters produce nearly 50 per cent of the catch of fish in Ceylon, but there is not one fisheries harbour in the Northern coast. You are developing Galle and Trincomalee—we welcome that development—but you must appreciate that in an area which produces nearly 50 per cent of the catch of fish there is not a single fisheries harbour. If you develop the Kankesanturai Harbour, you will develop the fisheries harbour too.

There is one other matter to which I want to draw attention. The Imperialist Governments were anxious to develop their railways and their roads because they wanted to bring the produce of the estates from up-country to Colombo for the purpose of shipping out. Therefore, they neglected sea transport—transport by sea round the coast of Ceylon. But we are not interested in merely transporting produce from up-country to the Colombo harbour; we are interested in developing the entire country. In fact, when the Shipping Corporation Bill was discussed, I suggested that, quite apart from your hiring ships to transport our goods from foreign countries to Ceylon, you should also utilize this Corporation to develop the coastal traffic by sea.

I know my old grandfather, I believe in the year 1840 or 1850, when he came to Colombo to assume duties as a public servant, he came by sea. There was no road transport from Jaffna to Colombo. He got into a ship in Kankesanturai and came to Colombo by steamer. Then that was

the most natural way of transport that was available, but since then this type of transport round the coast had fallen into disuse. I would ask the Government to start it again and the only way in which you can do it is to develop the Kankesanturai Harbour.

I understand that some of the Treasury officials have said that the original estimate was Rs. 15 million; now it has come to Rs. 23 million; maybe it might be very much more. I think this is something that happens in all schemes. For example, for the development of the Galle Harbour, I believe the original estimate was something like Rs. 6½ million, but today you have spent more than Rs. 10 million for the development of the Galle Harbour. Therefore, it does not matter that you have increased the cost of development. But, as I said, on the profits of the cement factory alone, you can wipe out this money that you would spend on the Kankesanturai harbour in a matter of 4½ or 5 years.

I do not wish to say anything more than that on this matter. I do not know whether my Motion will have any effect besides giving me an opportunity of airing my views. Whatever that might be, I would earnestly impress on the Government the need for the development of the Kankesanturai Harbour both from the point of view of the cement factory and from the point of view of others.

ප්‍ර. කා. 10.42

එස්. ජේ. ඩී. චෙල්වනායකම් මයා.
(කන්කසන්තුරේ)

(திரு. எஸ். ஜே. டி. செல்வநாயகம்—காங்கேசன்துறை)

(Mr. S. J. V. Chelvanayakam—Kankesanturai)

I have great pleasure in seconding this Motion.

The question of opening up the Kankesanturai Port was a subject that I had raised in Parliament in the years 1947, 1948 and 1949. At that time there was no question of the cement factory being there, but the question turned round the opening of the port for passenger traffic.

In HANSARD of 1948, volume 2, at columns 3048 and 3049, appears my question that was raised then. In HANSARD of 1948, volume 4, at columns 1532 and 1533, appears my contribution to the opening of the Kankesanturai port in the year 1948. Dr. N. M. Perera also spoke on that occasion supporting my Motion. His speech appears in the same volume at column 1532. Then, for the third time, on the 15th of August, 1949, this matter was raised by me and what I said on that occasion appears at column 2565 of HANSARD. At that time the question was raised by me regarding the opening of the harbour for passenger traffic. This is a harbour which has been used from time immemorial by the people of this country. It was only closed to passenger traffic after the Indo-Ceylon Railway was opened up in order that it might not compete with the Railway.

Then there was a dispute over the question as to which of the northern harbours was to be opened up. We took up the position that it did not matter as to which one was opened up so long as one was opened up, and today the consensus of opinion is that the Kankesanturai Port is the most suitable port in the North to be opened up.

In 1949, the then Minister of Communications, Sir John Kotelawala, replied to me on the 15th of August, 1949, stating that he had got various departments to look into the matter and that it was not an economic proposition to open up a harbour for passenger traffic. The position has now changed in favour of the opening up of the port because of the goods needed to be transported to the cement factory and the transport back of the manufactured cement. It is now necessary, even as a temporary measure, for the Minister to consider the building of a pier or a jetty, pending the development of the harbour, as the Mover has suggested. I would ask the Minister to look into the question of building a jetty or a pier for the use of the people. The jetty we had there

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සි^ථතු^{න්} යෝජනාව

[ଚେଳିବନ୍ଧାୟଣି ଭୟା.]

was jetty over half a century old and it had been allowed to go to rack and ruin and there is now no jetty there. When cargo boats go to the Kanke-santurai Harbour, the goods are brought in lighters, and labourers have to wade through neck-deep water to carry the goods from the lighters to the shore.

I hope that immediate steps will be taken for the development of the Kankesanturai Port on the lines mentioned by the hon. Member for Uduppiddi.

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வினா எடுத்தியம்பப் பெற்றது.

Question proposed.

₹. 10.50

ඒ. එච්. මාකන්-මාකර් මයා. (මඩකල
පුව දෙවන මන්ත්‍රී)

(ஜனாப் ஏ. எச். மாக்கன் மாக்கார்—மட்டக்
களப்பு இரண்டாம் அங்கத்தவர்)

(Mr. A. H. Macan Markar—Second Batticaloa)

The development of the Kankesan-turai Port is not a communal or racial matter but a national matter. As such, I am sure that the Hon. Minister of Communications, who has no racial, religious or communal inhibitions, would give this matter top priority.

I must say in fairness to the Hon. Minister that during his unfortunately short period of office he has done a good lot to improve the various transport facilities in this country and that too without any regional discrimination.

As a matter of fact, after he took office the bus services in the Eastern Province, particularly in the Batticaloa District, have improved considerably, and I am voicing the sentiments of the travelling public in my electorate when I say that they need not now wait for long hours in the hot sun or drenching rain and they are able to travel without difficulty and in greater comfort. I am grateful to the Hon. Minister for having provided those improvements to an essential service.

Likewise in the matter of the development of the Kankesanturai Port, I am sure that he will approach the subject with an open mind and see that something is done so that that port would be able to take in ships. The position today is that cargo has to be carried by labourers from ship to shore in deep water.

In this connexion there is a matter which I raised on the Floor of the House not so long ago but in regard to which no satisfactory answer was given. That is in regard to the development of the Seth Samudra Scheme—

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நன்றியுரை

ADDRESS OF THANKS

කෝ. එම්. පී. රාජරත්න මයා. (වැලිමඩ)

(திரு. கே. எம். பி. ராஜரத்ன—வெளி
மடை)

(Mr. K. M. P. Rajaratna—Welimada)

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 හැරීමයි. නමුත් මේ ගරු සභාව එවැනි
 යෝජනාවක් සම්මත කර තිබියදීත්,
 ආණ්ඩුව කෙරෙහි විශ්වාසයක් නැත කියා
 විශ්වාස භංග යෝජනාවක් සම්මත කර
 තිබියදීත්, මේ නින්දිත, නිව, නිවට
 ආණ්ඩුව තවදුරටත් මේ පුවටල රැදී ඉන්න
 බලාපොරොත්තු වෙනව. දැන් ඔබතුමා
 ඉදිරිපිටදී පොරොන්දු වුණා මේ සභාවේ
 සම්මත වුණු ඒ යෝජනාව මිනිත්තු 5 ක්
 ඇතුළත අග්‍රාණ්ඩුකාරතුමා වෙත යවනවාය
 කියා. නමුත් මිනිත්තු පහේ ඒවා දැන්
 දහයකටත් වඩා ගත වී තිබෙනව. ඒ
 යෝජනාව යැවූ බවට අපට තවම ලකුණක්
 පෙනෙන්නට නැහැ. ඒ නිසා ඒ යෝජනාව
 යැවීමට බල කරන මෙන් අප ඔබතුමාගෙන්
 ඉල්ලා සිටිනව. මොකක්ද මේකෙ තේරුම?

ස්ත්‍රී යෝජනාව

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

May I know whether the hon. Member for Kotte (Mr. Stanley Til-lekeratne) has taken the Message to the Governor-General? The Hon. Minister of Rural and Industrial Development said that the Message will be sent in five minutes.

ගරු අනිල් මූණසිංහ (ප්‍රවාහණ කටයුතු පිළිබඳ ඇමති)

(கௌரவ அனில் முனசிங்க—போக்கு வரத்து அமைச்சர்)

(The Hon. Anil Moonesinghe—Minister of Communications)

ගරු කථානායකතුමනි, වැලිමඩ ගරු මන්ත්‍රීතුමාගේ ප්‍රශ්නය ගැන මම සොයා බලන්නම්. ප්‍රශ්න දෙකක් අසා තිබෙනවා. පාර්ලිමේන්තුව විසුරුවා හරිනවාද, මොකක්ද කරන්නේ, කියන ප්‍රශ්නයට පිළිතුරක් ඉල්ලා තිබෙනවා. අද සවස 6 ට ගරු අගමැතිතුමිය ගුවන් විදුලියෙන් නිවේදනයක් කරන්නට යනවාය කියා—

කේ. එම්. පී. රාජරත්න මයා.

(திரு. கே. எம். பி. ராஜரத்ன)

((Mr. K. M. P. Rajaratna)

අපිට වැඩක් නැහැ ගුවන් විදුලිය. [බාධා කිරීම්]. මහජන ඡන්දයෙන් තේරිල ඇවිත් දැන් විලිලජ්ජ නැතිව ගත්ත අල්ලස් ටික බේර ගන්න තවත් සැරයක් මෙතන ඉන්නවා, පහා කාරයෝ ටික [බාධා කිරීම්].

ටී. බී. එම්. හේරත් මයා. (ශ්‍රාම හා කර්මාන්ත සංවර්ධන කටයුතු පිළිබඳ පාර්ලිමේන්තු ලේකම්)

(திரு. டி. பி. எம். ஹேரத்—கிராம, கைத் தொழில் அபிவிருத்தி அமைச்சரின் பாராளு மன்றக் காரியதரிசி)

(Mr. T. B. M. Herath—Parliamentary Secretary to the Minister of Rural and Industrial Development)

50,000 හෙ මිනිස්සුයි ඔහාට ඇවිත් ඉන්නේ. [බාධා කිරීම්.]

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

Order, please!

ස්ත්‍රී යෝජනාව

ගරු අනිල් මූණසිංහ

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

කථානායකතුමනි, ඒ ගැන මම සොයා බලා පිළිතුරක් දෙන්නම්. ප්‍රශ්නයක් ඇසුවාම පිළිතුරක් දෙන්නත් අවස්ථාව ඕනෑ. තැන්නම් තේරුමක් නැහැ. මම කිව්ව අපි මේ ප්‍රශ්නය ගැන—

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

ශ්‍රාම හා කර්මාන්ත සංවර්ධන ඇමතිතුමා මේ සභාවේදී ප්‍රකාශයක් කළා මිනිත්තු 5 ක් ඇතුළත අග්‍රාණ්ඩුකාරතුමාට ඒ යෝජනාව යවනවාය කියා. නමුත් දැන් මිනිත්තු 20 ක් 25 ක් ප්‍රමාද වී තිබෙනවා.

ගරු අනිල් මූණසිංහ

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

ඒ ගැන වහාම සොයා බලා ඔබතුමාට දන්වන්නම්. අනිත් ප්‍රශ්නයට පිළිතුරක් දෙන්න හඳුනා විටයි බාධා කළේ. ඒ ගැන සාකච්ඡා කර හැන්දාවෙ හයට අගමැති තුමිය ප්‍රකාශනයක් කරනවා ඇති.

වෛද්‍යාචාර්ය නාගනාතන්

(டொக்டர் நாகநாதன்)

(Dr. Naganathan)

I rise to a point of Order. Sir, a special messenger was detailed, namely, the hon. Member for Kotte, to deliver the Message to the Governor-General. He is here and he has not taken our Message to the Governor-General. What is this boy doing here? [Interruption].

කථානායකතුමා

(சபாநாயகர்)

(Mr. Speaker)

Order, please! I think it is an Order of the House. If the Message to the Governor-General is not sent in ten minutes I would call upon the Mover of the amendment and the Seconder to do so. [Interruption]. If the Message does not reach the Governor-General in ten minutes I

කන්කසන්තුරේ වරාය සංවර්ධනය

කන්කසන්තුරේ වරාය සංවර්ධනය

[කථානායකතුමා]

will ask the hon. Member for Galle (Dr. W. Dahanayake), the Mover of the amendment, and the hon. Member for Kottawa (Mr. D. B. R. Gunawardena), the Seconder of the amendment, to take the Message to the Governor-General. This is an Order of the House. I will also inform the Governor-General accordingly. [Interruption].

කන්කසන්තුරේ වරාය සංවර්ධනය

காங்கேசன்துறை துறைமுக அபிவிருத்தி

DEVELOPMENT OF THE KANKESANTURAI HARBOUR

මාකන්-මාකර් මයා.

(ஜனாப் மாக்கன் மாக்கர்)

(Mr. Macan Markar)

Sir, I was pointing out that the development of the Seth Samudra Scheme would enable ships to cross the Palk Strait, either from the East or West and that along with the development of the port of Tuticorin a large number of ships which hitherto touched at Colombo could, if they do not have sufficiently large cargo for Ceylon, ply right across Seth Samudra Scheme and discharge such cargo at the port of Tuticorin. I feel that if we too could develop the port at Kankesanturai to enable the unloading of cargo direct, a considerable sum of money can be saved, which would otherwise be spent on the transshipment of cargo from Tuticorin to Kankesanturai. I suggest that if for this additional reason, quite apart from the strong arguments urged by the hon. Member for Uduppiddi (Mr. M. Sivasithamparam) and the hon. Member for Kankesanthurai (Mr. Chelvanayakam), the port at Kankesanturai is improved it would play a very important part in the future. This is a national issue and as such high priority should be given for the early development of the port at Kankesanturai.

කථානායකතුමා

(சபாநாயகர்)

(Mr. Speaker)

The Hon. Minister of Communications.

ஜி. எம். 10.59

அனில் மூனேசிங்க

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

I am beholden to the hon. Member for Uduppiddi for the speech that he made on this Motion. I can reiterate the view of the hon. Second Member for Batticaloa (Mr. Marcan Markar) that I have an open mind on the question of the Kankesanturai Port. The decision regarding this matter was taken before I took office, during the time of my predecessor, who is one of your allies now. The decision taken was that the Kankesanturai Harbour should not be developed. There are various points for and against the development of the Kankesanturai Harbour, whether it should be a major port or a minor port or a fisheries port. I would like to deal with some of these views so that hon. Members from the North and the East may know them. I look at this problem from the point of view of the economic development of our country; it is not tainted in any way with communal feelings. Certainly the development of the Kankesanturai Harbour will be an asset to our country. There is no doubt about it. That it is productive expenditure nobody can deny. The question is how you are going to determine the priorities.

When I became Minister of Communications one of the first things I did was to call a planning conference and to establish a planning unit in my Ministry. At the first discussion, the minutes of which are before me now, we went into the question of the development of the Kankesanturai Harbour with particular emphasis on its connection to the development of the cement industry. At this conference there were two points of view expressed. One point of view was expressed by the present chairman of the Port Cargo Corporation—who

සිංහල සේවක

සිංහල සේවක

combines in himself the post of Port Commissioner too—that the development of Colombo and Galle harbours would suffice for the next 10 to 15 years from the point of view of handling all the imports and exports of our country.

We had to consider the three main harbours of Colombo, Galle and Trincomalee quite early in the life of this Coalition Government because the question of the nationalization of the cargo operations of the Galle and Trincomalee harbours came up. I must say very frankly that I myself held the view that the harbours of Colombo, Galle, and Trincomalee should be equally developed and that all port cargo operations in these three ports should be taken over by the State. It is with this idea in mind that we have already taken over the cargo handling from private operators in the Port of Galle.

I would like to draw your attention to the fact that this was done despite the loss being sustained in the first year of nearly Rs. 1 million. We thought it was very much better for us to bear the loss of one million rupees which would go in the way of increased pay to the workers in the Port of Galle, who would, once they became employees of the Port Cargo Corporation, be permitted to enjoy the luxury of a full day's pay for every day's work.

සිංහල සේවක

நன்றி உரை

ADDRESS OF THANKS

ශ්‍රී ලංකා මහලේ

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

May I interrupt my remarks for a moment to answer the question which you asked earlier? The Hon. Minister of Rural and Industrial Development has asked for an appointment with the Governor-General to present the amended Address of Thanks and is waiting to be informed of the time of the appointment.

කළාපයකට

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

How long would it take?

ශ්‍රී ලංකා මහලේ

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

We are waiting for a call from the Governor-General.

ඒ. සී. එස්. හමීද් මහ. (අකුරන)

දෙවන මන්ත්‍රී)

(ஜனாப் ஏ. ஸீ. எஸ். ஹமீத்—அக்குறனை இரண்டாம் அங்கத்தவர்)

(Mr. A. C. S. Hameed—Second Akurana)

Surely the Governor-General must be available for an important purpose like this?

ශ්‍රී ලංකා මහලේ

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

I do not think we should talk about the Governor-General's actions here.

ස්ටැන්ලි තිලෙකරත්න මහ.

(திரு. ஸ்டான்லி திலக்கரத்ன)

(Mr. Stanley Tillekeratne)

It was just five minutes back that you made the order that I as the Secunder should go to the Governor-General to present the Address of Thanks. Till I get instructions from the Hon. Leader of the House it is not possible for me to go there. You will have to hold with us in this matter because if you give an order that we should do this within ten minutes, I as a Member of this Government cannot do so unless I am given a direction by the Hon. Leader of the House and the Chief Government Whip that I should present this Address of Thanks to the Governor-General with my hon. Friend the Member for Nuwara Eliya (Mr. William Fernando).

As I said, the Address will be presented to the Governor-General as soon as the appointment is made.

சீ. குறி. யோசனை

சீ. குறி. யோசனை

கலாநாயகருக்கு

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

I think this was brought to the notice of the House at 10.10 A.M. and, at that time, the Address of Thanks was typed and ready. The Hon. Minister of Rural and Industrial Development agreed to make the necessary arrangements in five minutes to present the Address to the Governor-General—[Interruption].

It is not a matter for the Leader of the House or the Chief Whip to contact the Governor-General. It is for the Clerk of the House to contact the Governor-General and get an appointment.

சீ. குறி. யோசனை.

(திரு. ஸ்டான்லி திலக்கரத்ன)

(Mr. Stanley Tillekeratne)

Mr. Speaker, respectfully may I ask, why this indecent haste? There must be some procedure in regard to this.

சீ. குறி. யோசனை

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

With the greatest respect, Sir, I conveyed the message to you from the Acting Leader of the House that he is awaiting an appointment from the Governor-General.

கலாநாயகருக்கு

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

The Clerk of the House is awaiting a message from the Governor-General in regard to an appointment.

சீ. குறி. யோசனை

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

No, the Acting Leader of the House.

கலாநாயகருக்கு

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

If I may say so respectfully, I was here when you requested the Hon. Minister to check up with the Acting Leader of the House. I was sent out to attend to that matter by the Hon. Minister, and I have just conveyed to him the message that the Acting Leader of the House is awaiting an appointment from His Excellency the Governor-General. It is in the hands of His Excellency the Governor-General and not in ours. That is all I have got to say.

சீ. குறி. யோசனை

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

May I proceed, Sir?—[Interruption].

கலாநாயகருக்கு

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

Order, please!

The Clerk of the House informs me that there is a bit of confusion over this presentation of the Address of Thanks. An hon. Member representing the Government had informed His Excellency that he would be sending the defeated Motion for presentation, and His Excellency had told him that if he were to accept the defeated Motion, it has to be done by some other procedure. If he had been told that it was the amended Motion that was being presented, it would have made a difference. The proper message had not been conveyed to the Governor-General. Anyway, now arrangements are being made for an appointment. I think we will get to know in about ten minutes.

He had been told that only a defeated Motion would be presented to him instead of the amended Motion. The message had gone from the Chief Whip's office. Whatever it is, we will await the Governor-General's instructions. The

Governor-General's interpretation of it is that it had not been conveyed to him properly.

ජේ. ආර්. ජයවර්ධන මයා.

(திரு. ஜே. ஆர். ஜயவர்தன)

(Mr. J. R. Jayewardene)

What is the defeated Motion?

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

There is no defeated Motion. It is an amended Motion.

ජේ. ආර්. ජයවර්ධන මයා.

(திரு. ஜே. ஆர். ஜயவர்தன)

(Mr. J. R. Jayewardene)

The defeated Motion was also the amended Motion.

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

His Excellency seems to give a different interpretation. He wants the amended Motion and not the defeated Motion.

ජේ. ආර්. ජයවර්ධන මයා.

(திரு. ஜே. ஆர். ஜயவர்தன)

(Mr. J. R. Jayewardene)

The defeated Motion was also the amended Motion.

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

I also agree with you in that, but His Excellency seems to give a different interpretation to "defeated Motion".

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

I did not want to intervene in this Debate. but if my hon. Friend the First Member for Colombo South

(Mr. J. R. Jayewardene) wants it, it is a defeated Motion because, as he himself says, the defeated Motion is the amended Motion—[Interruption]. No. He said it. I did not say it. Have the row with him.

ඩී. බී. ආර්. ගුණවර්ධන මයා.

(திரு. டி. பி. ஆர். குணவர்தன)

(Mr. D. B. R. Gunawardena)

The defeated Motion was an amended Motion. The amendment to the Throne Speech was moved by the hon. Member for Galle (Dr. W. Dahanayake) and seconded by me.

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

I too hold the same view. There is no difference to me between the defeated Motion and the amended Motion, but according to His Excellency there seems to be some procedural matter involved in the defeated Motion. He is looking into the references and he will let us know in a short time.

කන්කසන්තුරේ වරාය සංවර්ධනය

காங்கேசன்துறை துறைமுக அபிவிருத்தி

DEVELOPMENT OF THE KANKESANTURAI HARBOUR

ශ්‍රී ආනිල් මුණසිංහ

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

May I proceed? As I was relating to the House, the position regarding the Galle Harbour was that we should go ahead and take over the operation of cargo handling from the private operators and vest it in the Port Cargo Corporation. We did it with the idea in our minds that whatever losses were suffered should be taken into account after weighing the fact that the workers in the Port of Galle were not able to get an economic income because of the lack of ships

கனகசந்திரன் வரலாறு சம்பந்தம்

கனகசந்திரன் வரலாறு சம்பந்தம்

[கனகசந்திரன் மூலம்]

that were calling there and of the fact that during the period of the monsoon work was not available to them. Out of the loss of nearly a million rupees a greater part of the amount would go in the form of stand-by pay for the workers in the Port of Galle.

When my good Friend the hon. Member for Uduppiddi (Mr. M. Sivasithamparam) stated that the Kankesanturai Harbour should be developed, I was inclined to agree with his point of view, but it must be taken on the basis of priorities of a national transport plan which is an integral part of the national plan. And with that idea in view I have already taken steps to appoint a commission to go into the question of forming a national transport plan. The commissioners will surely take into account all the points that were made by my hon. Friend and will recommend to us what steps should be taken in the development of the Kankesanturai Harbour.

As stated by my good Friend, the original estimate was somewhere in the region of Rs. 15 million for the development of the Kankesanturai Harbour but the project became bigger and the estimate went up to nearly Rs. 25 million. According to the present costs the estimate would be somewhere in the region of Rs. 30 million.

Now, for the development of the cement industry in Galle, is the country in a position to spend Rs. 30 million, most of which will be constituted by the foreign exchange component? Is the country in a position at this stage to obtain that amount of funds from abroad for the development of the Kankesanturai Harbour?

கனகசந்திரன்

(கனகசந்திரன் அங்கத்தவர் ஒருவர்)

(An hon. Member)

Cannot you stagger it?

கனகசந்திரன் மூலம்

(கனகசந்திரன் அங்கத்தவர் ஒருவர்)

(The Hon. Anil Moonesinghe)

You cannot stagger it over 10 years. I have to discuss the question of the development of the Kankesanturai Harbour in the light of other priorities, not only in regard to transport but also in regard to a general development plan for the country which this Coalition Government is in the process of forming.

There are, in addition, certain hazards which we must take into account—not political but economic and geographic factors. On the one hand, we have to operate a harbour into which we will have to sink considerable capital expenditure, obtain ships, and work these ships through the Palk Straits into Galle. I must mention here the navigational hazards which are encountered, to get over which we have to take certain steps, all of which will cost this country money.

கனகசந்திரன்

(கனகசந்திரன் அங்கத்தவர் ஒருவர்)

(An hon. Member)

What are these hazards?

கனகசந்திரன் மூலம்

(கனகசந்திரன் அங்கத்தவர் ஒருவர்)

(The Hon. Anil Moonesinghe)

I am not an expert on navigation but I know that there are certain hazards of navigation through the shallows in the Palk Straits.

Secondly, so long as the Galle Harbour is not protected by a break-water during the South-West monsoon, operations for nearly three months are impossible, according to officers of the Port Commission who are responsible for navigation and for piloting. For three months, therefore, the work of transporting the clinker will have to be halted, and it can be carried on only during the rest of the year, that is, 9 months. If we are to carry on the work uninterrupted, we will have to build

කන් කසන්තුරේ වරාය සංවර්ධනය

කන් කසන්තුරේ වරාය සංවර්ධනය

up storage for about three months' reserve of clinker. These are the genuine difficulties that we do encounter.

I quite agree with my Friend that sea transport is much less expensive than rail transport—there is no doubt about it—and the details of the economies effected by sea transport as given by my Friend are quite true. In considering this, however, we have also got to consider the national system of railways of about 1,000 miles which we have in this country. We lose nearly Rs. 30 million every year on our railways.

රු මන්ත්‍රීවරයෙක්

(கௌரவ அங்கத்தவர் ஒருவர்)

(An hon. Member)

Not on the northern line.

රු අනිල් මුණසිංහ

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

May be, but we have to look at the transport plan. This is a matter for our consideration. How can we cut down these tremendous losses of the Ceylon Government Railway, involving funds which could be better utilized for the development of our country? Over a period of ten years the losses in the Ceylon Government Railway amount to nearly Rs. 300 million, which is not a small amount. If it is possible for us to utilize the present permanent way in the railway for the transport of clinker, certainly, even during the short-term period, it has its own economies and it has its own logic. The rate at which the railway now states it should run in order to cover its cost, without covering the overheads of the railway in general, is about Rs. 10 per ton or 9.3 cents per ton mile.

The clinker grinding plant at Galle comes into operation at the latest by December next year. In that short time we are not able to develop the Kankasanturai Harbour. In any case,

within the short-term period we will have to utilize the railway to transport the clinker from Kankasanturai to Galle. It is only on the long-term plan that we have to consider whether it is proper to give priorities to the development of the Kankasanturai Harbour.

The Port Commissioner, who is also the Chairman of the Port Cargo Corporation, is strongly of the view that Colombo, Galle and Trincomalee, even in their present neglected state, are able to handle all the export and import cargo in the next ten years. I do not know whether this estimate is correct; we have not gone into the question; we are currently going into it on the basis of the preparation of our transport plan. I must mention, however, that today the Port of Colombo is working so satisfactorily that we have several people this month on stand-by pay because there is not sufficient work for them. I must emphasize that since the Coalition Government came into power, and particularly within the last few months, the workers in the Port of Colombo have worked with an unparalleled enthusiasm and have cleared the backlog of cargo in the Port of Colombo.

We have utilized some funds in the last few months to give certain amenities to the workers in the Port of Colombo. I must mention here that the port workers did not, for instance, have sufficient facilities for washing themselves after work or for keeping their clothes in lockers nor did they have rest rooms or canteens to eat their food in, nor kitchens. All these facilities are now being provided at an expense of about Rs. 2.5 million.

We have also the problem of generally improving the productivity in the Port of Colombo and I might here in passing mention the fact that the Conference Lines have refused to reduce the surcharge of 30 per cent. You will remember that the surcharge went up to 50 per cent and later it was reduced by 10 per cent and then by a further 10 per cent, bringing it down to 30 per cent.

[ஒரு அறிவு உணர்ச்சி]

I must mention here that the national newspapers of Ceylon by their stories in the last few months have acted as traitors to this country because it is the newspaper reports in Ceylon that have been reproduced in the "Financial Times" and other papers in England with the result that the shipowners and others are under the impression that the Port of Colombo is still working under the same old conditions. It was only two weeks ago that some Japanese officials came here and asked the Port Commissioner whether the information they had received that there was a three months' stay outside the Port of Colombo still was correct. These stories have been spread unfortunately by our newspapers, stories about threatened strikes, impending strikes, strikes which never take place except in the pages of the newspapers, and it is these stories that have been reproduced in foreign countries.

Even while the Prime Minister was in England, she was informed that the conditions in the Port of Colombo had not changed and that ships were still queueing outside the harbour. Any of the hon. Gentlemen opposite can go and have a look for himself to satisfy himself whether there is a single ship outside the port.

Therefore, we have to consider whether, in addition to the Ports of Colombo, Galle and Trincomalee, we ought to provide additional facilities at Kankasanturai of this nature to the value of about Rs. 30 million—it would be a priority on the basis of our plan—and not invest that money more profitably on something else, perhaps in the North itself. That is the question that we have to decide.

ஒரு மனத்ரிவரையன்

(கௌரவ அங்கத்தவர் ஒருவர்)

(An hon. Member)

Why not build a pier ?

ஒரு அறிவு உணர்ச்சி

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

As regards the building of a pier, certainly, provided this Government is in office and provided there are funds for the building of such a pier.

அலாபீய கௌரவன் அர். டி. சில்வா

(டொக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

They can get it from Mr. Rajaratna, their new ally.

பீ. அமீர்தலிங்கம் மஹா. (வடிகுக்கோட்டை -
வெட்டி)

(திரு. ஏ. அமீர்தலிங்கம்—வட்டுக்கோட்டை)

(Mr. A. Amirthalingam—Vadduk-koddai)

You will have to get permission from Mr. R. G. Senanayake who is your ally.

அலாபீய கௌரவன் அர். டி. சில்வா

(டொக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

Yes, Mr. R. G. Senanayake may be an ally but you will now have to ask the J. V. P. for all you want.

ஒரு அறிவு உணர்ச்சி

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

I think I have answered fully. I think I have shown hon. Members that we have an open mind on this question and that the development of the Kankasanturai Harbour, therefore, as a long-term perspective can be accepted on the basis of the recommendations of the commission which is going to frame the transport policy of this country.

பீ. பி. ராமானிக்கம் மஹா. (பட்டி
ரூப்பு)

(திரு. எஸ். எம். இராசமாணிக்கம்—பட்டி
ரூப்பு)

(Mr. S. M. Rasamanickam—Paddi-ruppu)

How long will it take ?

கைக் கைன் னுரே வரைய ஸ்வபினை

சுரு னிசுரே மூனசிங்

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

Well, the appointment papers have gone, and I hope they will complete their work between three to five months. In any case, this is a matter that must be settled on the basis of national priorities. The question is whether we could afford to spend Rs. 30 million, spread over the next two or four years, on the development of the Port of Kankesanturai.

பி. ஸா. 11.26

கை. துரைசுரநம்

(திரு. கே. துரைசுரநம்)

(Mr. K. Thurairatnam)

கௌரவ சபாநாயகரவர்களே, கடந்த பல நூற்றாண்டுகளாக கடல் வர்த்தகம் செய்த ஒரு சமூகத்திலேயுள்ளவன் என்ற முறையிலும், தாய் வழியாலும் தகப்பன் வழியாலும் பல நூற்றாண்டுகள் பல கடல்கள் ஓடியவன் என்ற முறையிலும் துறைமுகம் பற்றியும் கப்பல்கள் பற்றியும் எனக்கு நன்றாகத் தெரியும். கடலைப்பற்றி உங்களுக்கும் எனக்கும் நன்றாகத் தெரியும். பல துறைமுகங்கள் முற்காலத்தில் வட பகுதியில் இருந்துவந்திருக்கின்றன என்பதற்குச் சரித்திரம் சான்று கூறும். உதாரணமாக பெரிய பராக்கிரமபாகு பர்மாவுக்குப் படையெடுத்த நேரத்திலே வட பகுதியிலுள்ள துறைமுகங்களான பல்லவ, அங்க என்னும் துறைமுகங்களிலிருந்து தனது அதிகாரி அதிகான் தலைமையில் கடற்படையை அனுப்பினான் என்பது பற்றியும் சரித்திரம் நன்கு கூறுகின்றது. பல நூற்றாண்டுகளாகக் கப்பல் வணிகம் செய்துவந்த ஒரு மரபில் உதித்தவன் நான் என்ற முறையில், 1942 ஆம் ஆண்டு வரையில் வட பகுதியில் பல கப்பல்கள் வணிகத்தில் ஈடுபட்டு வந்தன என்பது பற்றி உங்களுக்கு எடுத்துக் கூற இயலும். அந்தக்காலத்திலே, எங்கள் சொந்த இடத்தில் பருத்தித்துறை, வல்வெட்டித்துறை, ஊர்காவற்றுறை, காங்கேசன்துறை முதலிய பல துறைமுகங்கள் இருந்தன. ஒரு காலத்தில் வல்வெட்டித்துறையில் மாத்திரம் எழுபதுக்கு மேற்பட்ட கப்பல்கள் சீரும் சிறப்புமாகக் கடல் வணிகத்தில் ஈடுபட்டிருந்தன. ஆனால் இன்றோ வல்வெட்டித்துறைமுகத்தைப் பார்த்தால் கட்டிடங்கள் இடிந்தும், சிதைந்தும், அழிந்தும் சீர்கெட்டிருப்பதையே காண முடியும். உதாரணத்துக்குச் சொல்வதானால், வல்

கைக் கைன் னுரே வரைய ஸ்வபினை

வெட்டித்துறையில் நான் வசிக்கும் வீடு ஒரு காலத்தில் பண்டகசாலையாகவே இருந்தது. இன்றும் மக்கள் என்னுடைய வீட்டை கிட்டங்கி என்று தான் அழைக்கிறார்கள்.

1942 ஆம் ஆண்டு வரையில் வல்வெட்டித்துறையில் பல துறைமுகங்களை ஏற்படுத்தி வணிகம் செய்து வந்திருக்கிறார்கள். 1942 ஆம் ஆண்டு, சரியாகவோ அல்லது பிழையாகவோ அரிசி விநியோகத்தை அரசாங்கம் எடுத்த பின் பர்மா வர்த்தகம் முழுவதும் அரசாங்கத்தின் கையிற் சென்றது. அதனால் தனிப்பட்ட கப்பல்காரர்களும், வர்த்தகர்களும் துறைமுகங்கள் மூலமாக வர்த்தகம் செய்ய முடியாத நிலை ஏற்பட்டது.

உதாரணமாக, போர்த்துக்கீசர் காலத்திலா யினும் சரி, இந்த அரசாங்கத்தின் காலத்திலா யினும் சரி அவசரகால நிலைமை ஏற்பட்ட நேரங்களிலெல்லாம் கரையோரங்களில் வாழ்ந்த மக்கள்தான் அதிகம் பாதிக்கப்பட்டிருக்கின்றார்கள். போர்த்துக்கீசர் யாழ்ப்பாணத்துக்கு வந்த நேரத்தில் செய்த முதல் வேலை கப்பல்களை அளித்தமையே. அவசரகாலம் ஏற்பட்ட நேரங்களில், வள்ளங்கள், படகுகள், நாவாய்கள் முதலியவைகளை அரசாங்கம் பல தடவைகள் கையேற்றுக் கொண்டிருக்கின்றது. இன்று கரையோரங்களில் வசிக்கும் மக்கள் இராணுவத்தினரால் இம்சிக்கப்படுகிறார்கள். ஒரு காலத்தில் சீரும் சிறப்புமாக வாழ்ந்த வல்வெட்டித்துறை மக்கள் இன்று வேறு வழியில்லாத காரணத்தினால் வேறு சில நடவடிக்கையில் ஈடுபட நேர்ந்துள்ளது பற்றியும் உங்களுக்குத் தெரியும். கௌரவ நிதி அமைச்சர் அவர்களையும் தெகிவலை-கல்கிசைப் பிரதிநிதி (கலாநிதி கொல்வின் ஆர். டி சில்வா) யையும், அவர்கள் இந்நாட்டிலிருந்து தப்பியோடிய போது நாங்கள்தான் அடுத்த கரைக்கு அனுப்பிவைத்தவர்கள். நாங்கள் கப்பலோட்டியவர்கள். என்னுடைய தந்தை இலங்கை அரசாங்கத்திடமுள்ள மிகப் பெரிய விஜய எனும் கப்பலிலும் பார்க்க பெரிய கப்பலுக்கு மாஸ்டராக இருந்தவர். எங்களுக்கு வங்காளக் குடா ஒரு விளையாட்டு மைதானம். இன்றைக்கும் அன்றைக்கும் இது தான் நிலை. அரசாங்கம் விட்டாலென்ன விடாவிட்டாலென்ன நாங்கள் இதைத் தொடர்ந்து செய்து கொண்டோனிருப்போம் என்பதை நான் இங்கு திட்டவட்டமாகச் சொல்லிவைக்க விரும்புகிறேன். அதே நேரத்

கன்கன்கன்குரே வரைய ஸ்வதிகை

கன்கன்கன்குரே வரைய ஸ்வதிகை

[கன. துரேசுரன்குரே வரைய]

திலே இதற்காகத் தெகிவலை-கல்கிசைப் பிரதி நிதியுட்பட பலர் எங்களுக்கு நன்றி தெரி விக்க வேண்டும்.

ஆதலினாலே வட பகுதித் துறைமுகங்களை அபிவிருத்தி செய்தால் அப்பகுதி மக்கள் முன் பிருந்த நிலையை மீண்டும் அடையலாம். ஆனால், நாங்கள் இப்பொழுது வல்வெட்டித் துறையை அபிவிருத்தி செய்யுங்கள், ஊர் காவற்றுறையை அபிவிருத்தி செய்யுங்கள், பருத்தித்துறையை அபிவிருத்தி செய்யுங்கள் என்று சொல்ல வரவில்லை. வட பகுதியிலுள்ள வர்கள் அனைவரும் இப்பொழுது ஒன்று சேர்ந்து ஒரேயொரு துறைமுகத்தைத்தான் அபிவிருத்தி செய்யும்படி கேட்டுக் கொண் டிருக்கிறார்கள். நாங்கள் எல்லோரும் இன்று ஏகோபித்துச் சொல்லுகிறோம், காங்கேசந் துறைத் துறைமுகத்தை அபிவிருத்தி செய்யுங் கள் என்று.

போக்குவரத்து அமைச்சருடைய நிலை எனக்கு நன்கு தெரியும். அவர் இப்பிரச் சனையை ஓரளவுக்கு உணர்ந்திருந்தபோதிலும் அரசியற் காரணங்களுக்காக, அதுவும் அரசாங்கத்தின் இந்தக் கடைசிக் காலத்தில் இவ்விட யத்தில் அவருடைய நிலை யென்ன என்பதை நான் அறியாமலில்லை.

தேசிய அடிப்படையில் நீங்கள் இவ்விட யத்தை ஆராய வேண்டும். மேற்குப் பகுதியிலே கொழும்புத் துறைமுகமிருக்கின்றது. தெற்குப் பகுதியிலே காலித் துறைமுகம் இருக்கின் றது. கிழக்குப் பகுதியிலே திருகோணமலைத் துறைமுகமிருக்கின்றது. இதேபோல, நாட்டில் நாலாப் பாகங்களினதும் அபிவிருத்திக்கு வட பகுதியிலே ஒரு துறைமுகமிருக்க வேண்டும். இத்துறைமுகமாகக் காங்கேசந் துறைத் துறைமுகத்தை ஆக்குங்கள் என்று நான் கேட்கின்றேன். இச் சபையிலே என்ன நடக் கின்றதென்பதை உணராதவர்கள் வெளியிலே, நாட்டிலே என்ன நடக்கின்றது, நாட்டின் பொருளாதார வளர்ச்சிக்கு எந்த அடிப்படையிலே வேலை செய்ய வேண்டுமென்பதைத் தெரிந்திருப்பார்கள் என்று எதிர்பார்ப்பது வீண் மடத்தனம்.

பத்திரிகைகளிலே வெளிவந்துள்ள செய்தி களையாவது இவர்கள் தெரிந்திருக்க வேண்டும். லால் பகதூர் சாஸ்திரி அவர்கள் சமீபத்தில்

தூத்துக்குடித் துறைமுகவேலையை ஆரம் பித்து வைத்திருக்கின்றார்கள். எங்களுடைய கௌரவ அமைச்சர் அறிந்திருக்கக்கூடும் இன்னும் மூன்று கிழமைகளுள் இத்துறை முகத்தை அபிவிருத்திசெய்வதற்கு ஏற்பாடு செய்து கல்நாட்டு விழா நடந்திருக்கின்றது. சேது சமுத்திரத் திட்டம் நடைமுறைக்கு வருங்காலத்தில் கொழும்புத் துறைமுகம் இன்று இருக்கின்ற நிலையில் இருக்க முடியாது. இன்றுள்ளது போல கொழும்புத் துறைமுகத் துக்கு அநேக கப்பல்கள் வரமாட்டா. இன்று இங்கு நிலவும் சூழ்நிலை காரணத்தினால் அல்லது வேறு காரணங்களினால் பாக்குத் தொடுவாய் ஊடாக அக்கப்பல்கள் செல்ல ஏற் படும். ஏனென்றால் 26 மணித்தியாலம் கூடுத லாக எடுப்பதுடன் பல்லாயிரக் கணக்கான ரூபாய்ச் செலவும் கப்பல்களுக்கு ஏற்படும். கொழும்பைக் கடந்து போவதனால். ஆதலினால் நான் சொல்லுகிறேன், இப்பொழுது நிச்சய மாகிவிட்ட சேது சமுத்திரத் திட்டத்தின் கீழ் தூத்துக்குடித் துறைமுகம் அபிவிருத்தி யடைந்ததும் கொழும்பை விடக் கூடிய முக்கியத்துவம் வாய்ந்ததாகக் காங்கேசந் துறைத் துறைமுகம் விளங்கப் போகிறது. “நவிகேஷனல் ஹசாட்” என்று கௌரவ அமைச்சர் சொன்னார். எனக்கு அது என்ன என்று தெரியாது. எங்களுடைய இனத்தினர் மரக்கலங்களிலே—அன்னபூரணி என்ற கப்ப லோட்டி அமெரிக்காவரை சென்றிருக்கிறார்களென்பதை நான் இங்கு ரூபகப்படுத்த விரும்புகின்றேன். கடல் மார்க்கமாகப் பல் லாயிரக்கணக்கான மைல்கள் பிரயாணஞ் செய்து அனுபவம் உடையவர்கள் நாங்கள். ஆகையால் அரசாங்கம் விட்டாலும் சரி இல்லாவிட்டாலும் சரி நாங்கள் இதைத் தொடர்ந்து செய்யத்தான் போகிறோம்.

நான் இங்கு குறிப்பாகச் சொல்லுவதென்ன வென்றால் வடபகுதியில், குறிப்பாக கரையோரப்பகுதிகளில் வேலையில்லாத் திண்டாட் டம் அதிகரித்திருக்கின்றது. அதனால் அரசாங்கத்துக்கு எதிரான நடவடிக்கைகளில் ஒரு பகுதி மக்கள் ஈடுபட ஏற்பட்டிருக்கின்றது. ஆகையால் காங்கேசந் துறைத் துறைமுகத் தை அரசாங்கம் அபிவிருத்தி செய்வதன் மூலம் இப்பிரச்சினையைத் தீர்த்து வைக்கலாம். இப்பிரச்சினையை அரசியற் கண்ணோட்டத் துடன் பார்க்காமல், பொருளாதாரக் கண்

கனகசபை வரலாறு

விருந்து யாழ்ப்பாணம் 200 மைல். கொழும்பி விருந்து திருகோணமலை 200 மைல். என்றால், திருகோணமலையிலிருந்து கொழும்புக்கு எத்தனை மைல் என்று நான் கேட்கின்றேன்?

ஆகையால், இலங்கை பூராவையும் அபிவிருத்தி செய்ய உணவுப் பொருள்களையும் மற்றும் சிமெந்து, கிலிங்கர் போன்ற பொருள்களையும் கடல் மார்க்கமாக இங்கே எடுத்துச் செல்வதற்கும் அங்கு கொண்டு வருவதற்கும் ஏற்ற ஒழுங்குகள் செய்யப்பட வேண்டும். இத்திட்டத்திற் செலவாகும் 30 மில்லியன் அதாவது மூன்று கோடி ரூபா எம்மாத்திரம் என்று கௌரவ உடுப்பிட்டிப் பிரதிநிதி இங்கு கேட்டது போல இத்துறைமுக அபிவிருத்தி வேலையில் நீங்கள் செலவழிக்கும் அப்பணத்தை மூன்று, நான்கு,—கூடியது ஆறு வருடங்களில் நீங்கள் மீட்டுக்கொள்ள முடியும். இவ்விடத்தில் தென்னிலங்கையிலே இருக்கின்ற சில சக்திகளுக்கு அடிபணிந்துவிடக்கூடாது என்று கனம் அமைச்சர் அவர்களுக்குச் சொல்ல விரும்புகின்றேன். ஆங்கிலேயர் இந்நாட்டின் பொருளாதார அபிவிருத்திக்குத் தேயிலைத் தோட்டங்களையும் இறப்பர்த் தோட்டங்களையும் நம்பியிருந்தபடியால் அவர்கள் இலங்கையின் மலைப் பகுதிகளையும் தென்பகுதிகளையும் அபிவிருத்தி செய்தனர். அதன் காரணமாக பொருளாதார ரீதியில் அப்பகுதிகள் அபிவிருத்தியடைந்தன.

கௌரவ சபாநாயகர் அவர்களே, நேரமோ நெருங்கிக்கொண்டிருக்கின்றது. Zero hour is near. அமைச்சர் அவர்கள் இவ்விஷயத்தைக் கொள்கையளவில் பார்த்துக்கொள்வதாகக் கூறுகின்றார். இதற்காக ஒரு கமிஷனை நியமிப்பதாகச் சொல்கின்றார். கமிஷன்களை நியமிப்பதனால் என்ன நடக்கின்றது என்பதை நாமும் அறிவோம்; அமைச்சர் அவர்களும் அறிவார்கள்.

செ. அனில் மூனேசிங்க

(கௌரவ அனில் மூனேசிங்க)

(The Hon. Anil Moonesinghe)

அம்மாதிரிக் கமிஷனல்ல இது

கனகசபை வரலாறு

துரைசுரநாமி மஹா.

(திரு. துரைசுரநாமி)

(Mr. Thuraiaratnam)

கொள்கையளவில் ஏற்றுக்கொள்ளக்கூடிய அபிவிருத்தித் திட்டங்களிலே இதையும் ஒன்றாகக் கருதும்படி நான் அமைச்சர் அவர்களுக்குச் சிபார்சு செய்கின்றேன்.

உத்தியோகத்தார்களைப் பற்றிச் சொல்லத் தேவையில்லை. இலங்கை ரெயில்வேயிலே அவர்கள் எப்படித் தொழில் புரிகிறார்கள் என்பது எங்களுக்குத் தெரியும். தலைக்கு மேல் வெள்ளம் போய்விட்டது. இனிச் சாண் போனால் என்ன, முழம் போனால் என்ன என்ற நிலைமையிலே இருக்கின்றது ரெயில்வே. அதற்காக நான் அமைச்சர் அவர்களைக் குற்றம் சாட்டவில்லை.

எனவே, இந்த அபிவிருத்தித் திட்டத்தைக் கூடிய சீக்கிரம் மேற்கொள்ள வேண்டும். இதனால் வடபகுதி மாத்திரமல்ல, இலங்கையின் நான்கு பக்கமும் ஒரேவிதமாக அபிவிருத்தியடையும். இதைப் பற்றி 1949 ஆம் ஆண்டு கௌரவ யட்டியாந்தோட்டைப் பிரதிநிதி அவர்கள் பேசியிருக்கிறார். கனம் அவிசாவலைப் பிரதிநிதி அவர்களும் இதைப் பற்றிப் பல தடவைகள் பேசியிருக்கிறார். எனவே, அமைச்சர் அவர்கள் இவ்விஷயத்தைக் கவனித்து, இதனை அரசாங்கம் உடனடியாகச் செய்ய ஆவன செய்யவேண்டுமெனவும் கேட்டுக் கொள்கின்றேன். இன்னும் பல விஷயங்கள் இருப்பதனால் எனது பேச்சை இத்துடன் முடித்துக் கொள்கின்றேன்.

ஜி. என். 11.38

வேலையாடீய் டீஸர். டீ. வினாயகம் (அகூரேசா)

(டாக்டர் எஸ். ஏ. விக்ரமசிங்ஹ—அக்குறஸ்ஸ)

(Dr. S. A. Wickremasinghe—Akuressa)

rose—

வி. டீ. நவரத்னாமி மஹா. (வாவகச்சேரி)

(திரு. வி. என். நவரத்னாமி—சாவகச்சேரி)

(Mr. V. N. Navaratnam—Chavakacheri)

This Motion has been discussed enough, and I move that the Question be now put.

கனக் கசன் துரே வராய சம்பவிய

கனக் கசன் துரே வராய சம்பவிய

வேலையாபீச உஃ. ஸ். வி. வி. வி. வி.

(டாக்டர் எஸ். ஏ. விக்ரமசிங்ஹ)

(Dr. S. A. Wickremasinghe)

I am on my feet. This is the second time I have got up to speak.

I would like to draw the attention of hon. Members from the North who participated in this Debate to certain aspects of the early history of the development of the Kankesanturai Harbour that will remove certain misgivings they are having regarding the policy which the Government has—

வேலையாபீச கனகநாதன்

(டாக்டர் நாகநாதன்)

(Dr. Naganathan)

Are you speaking for the Government?

வேலையாபீச உஃ. ஸ். வி. வி. வி. வி.

(டாக்டர் எஸ். ஏ. விக்ரமசிங்ஹ)

(Dr. S. A. Wickremasinghe)

I may speak for the Government or against the Government. But it is my duty to correct the misapprehensions that are in the minds of hon. Members who are very much interested in this matter.

Originally, the proposal was made for the transport of clinker from the Kankesanturai Cement Factory to Galle by sea, and the Managing Director of the Cement Corporation proposed to the Government that the construction of this jetty should be immediately undertaken, and that if the existing facilities in the Marine Engineering Corporation were inadequate, it should be given on contract. Unfortunately, at that time the Chief Engineer of the Engineering Corporation, Mr. Kulasinghe, said that they are capable of building this jetty at the Kankesanturai Harbour. I may, at this stage, by way of introduction of Mr. Kulasinghe, say that he had a great "pull" with the Government because the ex-Leader of the House and Minister of Land, Irrigation and Power had openly at public meetings commended Mr. Kulasinghe as a patriot, a great engineer and a very capable and loyal officer. He

had a commanding influence in the various corporations of which he was a member. After a long delay Mr. Kulasinghe had to confess that he had not the facilities to build this harbour at Kankesanturai and he agreed to the calling of tenders from abroad. After all, if a person has taken the responsibility to build a harbour he should be able to at least prepare the estimates, and so the Cement Corporation could not admit that Mr. Kulasinghe was incapable of drawing up estimates and he drew up the estimates of the tenders called for. His estimates, however, fell far out of the actual costs involved in the building of this jetty; the lowest tender was 50 per cent above the figure estimated by Mr. Kulasinghe. The Cement Corporation was thus faced with a problem and referred this matter back to the Ministry, and this matter got delayed because of the stalling tactics of Mr. Kulasinghe.

Then a person who is infected with the communal virus, the Member for Matara (Mr. Samara-weera), became the Minister in charge of communications. He with his communal disease naturally decided somehow or other to block the development of the Kankesanturai Harbour, and to justify that he launched a scheme to build a new hospital in Matara although the old hospital was good enough. He wanted to spend Rs. 10 million to transfer the hospital to a marshy land which naturally would have cost Rs. 10 or Rs. 12 million; and he wanted to put up a new bridge while we were agitating that the old bridge should be repaired because of the financial situation of the Government.

This Minister pressurized the Government at that time not only to abandon the scheme for the development of the Kankesanturai Harbour but to spend Rs. 10 million on the construction of a new hospital for Matara, which was a criminal waste of money.

He succeeded in delaying the work on the harbour but he did not succeed in building a new hospital in

කන් කසන්තුරේ වරාය සංවර්ධනය

කන් කසන්තුරේ වරාය සංවර්ධනය

Matara, and hon. Members will remember the venom he vomitted in this House when the Government altered its decision to spend Rs. 10 million for a new hospital in Matara. This same person is now being embraced with open arms by hon. Members who represent the northern—

ශ්‍රී ලංකා මන්ත්‍රීවරු

(கௌரவ அங்கத்தினர்)

(Hon. Members)

No, no !

වෛද්‍යාචාර්ය එස්. ඒ. වික්‍රමසිංහ

(டொக்டர் எஸ். ஏ. விக்ரமசிங்ஹ)

(Dr. S. A. Wickremasinghe)

At least he has joined in common cause with the Federal Party and the United National Party and is now a happy collaborator—

ශ්‍රී ලංකා මන්ත්‍රීවරු

(கௌரவ அங்கத்தினர்)

(Hon. Members)

There is no collaboration.

වෛද්‍යාචාර්ය එස්. ඒ. වික්‍රමසිංහ

(டொக்டர் எஸ். ஏ. விக்ரமசிங்ஹ)

(Dr. S. A. Wickremasinghe)

—of the struggle which has been launched by the Federal Party, the U. N. P. and the J. V. P.

ශ්‍රී ලංකා මන්ත්‍රීවරයෙක්

(கௌரவ அங்கத்தவர் ஒருவர்)

(An hon. Member)

He was with you once !

වෛද්‍යාචාර්ය එස්. ඒ. වික්‍රමසිංහ

(டொக்டர் எஸ். ஏ. விக்ரமசிங்ஹ)

(Dr. S. A. Wickremasinghe)

I am not blaming you. I am only telling you that you have found a new ally in the Member for Matara.

ශ්‍රී ලංකා මන්ත්‍රීවරයෙක්

(கௌரவ அங்கத்தவர் ஒருவர்)

(An hon. Member)

You, too, have found new allies.

වෛද්‍යාචාර්ය එස්. ඒ. වික්‍රමසිංහ

(டொக்டர் எஸ். ஏ. விக்ரமசிங்ஹ)

(Dr. S. A. Wickremasinghe)

And I also want to mention to the Minister of Communications that if the proposal is made to transfer clinker from Kankesanturai to Galle by rail, because the railway is losing and as additional economic assistance to the railway, it would be far cheaper for the national economy to subsidize the railway than to make an uneconomic transport of clinker from Kankesanturai to Galle. If that is going to be done, it would be better to transport manufactured cement from Kankesanturai to Galle by train because it would cost Rs. 2 less per bag.

Then, if clinker is transported from Kankesanturai to Galle by train, you have to consider the following: the depreciation that will be involved, the additional cost that will be incurred on sidings in Galle and the cost of the importation of new trucks. Having regard to all those matters it would be far better to subsidize the railway than to use the railway for the transport of clinker from Kankesanturai to Galle in order to make up for the losses that the railway is incurring.

This was the proposal of the former Minister of Communications, the Member for Matara. The people responsible for this were the Minister of Land, Irrigation and Power; the harbour engineer who was hostile to the development of the public sector and was blocking undertakings in various corporations; and the Member for Matara who became Minister of Communications.

While these negotiations were going on, with delays resulting regarding the development of the jetty, the cost of building a jetty at the Kankesanturai Harbour and effecting the necessary improvements rocketed from about Rs. 20 million to about Rs. 35 million; and now the problem is more complicated because of the enormous increases in cost of materials.

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කන් කසන්තුරේ වරාය සංවර්ධනය

[වෛද්‍යවරයා එස්. ඒ. වික්‍රමසිංහ]

The hon. Member for Point Pedro (Mr. Thurairatnam) referred to the merchant and naval fleet in the good old times of the Sinhalese kings; but all over the world, in the days of the sailing ships, the clearance that was necessary was less than ten feet of water in the sea. Today, Sir, for economic transport of oil tankers you need a clearance of 40 feet. The Galle Harbour is incapable of providing berthing accommodation to big oil tankers and that was the reason why the development of the Galle Harbour was abandoned. The reason for not having the old refinery in Galle is also because it was not possible to transport crude oil economically unless you have big and modern oil tankers which need a clearance of about 40 feet. The deepest point in the Galle Harbour is about 25 feet and unfortunately the bottom of this harbour is so rocky that it cannot be dredged.

For the last one and a half centuries—during the time of the Dutch and the Portuguese the biggest ship was about one-tenth the size of the modern liner—they have been discussing the question of improving Galle Harbour, despite the decision that it was impossible to develop it, in preference to Colombo because at that time Colombo Harbour was not developed. The present breakwater that they are building will not provide protection to ships during the south-west monsoon.

The present position in relation to the development of the Kankesanturai Harbour has arisen because of the treachery of the hon. Member for Matara (Mr. Samaraweera). It is not only a loss to the people of the North who are engaged in shipping but also a national loss. Had this harbour been improved the transport of clinker to Galle by sea could have been done much more cheaply, processed there and distributed to other provinces, and the cost of a ton of cement would have thus been Rs. 2 to Rs. 3 less. So it is a national disaster that a traitor was taken into the Cabinet although he has been got

rid of now. Hon. Members from the North do not recognize and appreciate him as a traitor with a communal virus.

Now, the question that has to be taken into consideration in regard to the development of the Kankesanturai Harbour is the fact that the tendency in the world today is to build more and more bigger ships. Formerly, the biggest oil tanker was 20,000 tons but today the average oil tanker is about 40,000 tons and naturally an oil tanker of 20,000 tons capacity cannot compete with a tanker that has a capacity of 40,000 tons. [Interruption]. Yes, now they are building 100,000 ton oil tankers. That means we have to think in terms of modern and big ships which need a clearance far greater than the good old days of sailing ships. So, it is not merely a question of appealing to the sentiments of people that in the ancient days our ships sailed not only right round Ceylon but all over the world. The fact remains that they needed only a 10 feet clearance then but today this problem has to be considered in terms of modern navigation and competition—of course, there is sharp and very keen competition between various countries which are building modern ships.

I would remind the hon. Member who moved the Motion that it is a very reasonable proposal. We have expressed earlier our strongest opposition to the proposal to abandon the development of the Kankesanturai Harbour specially because of the problem that would arise in relation to the transport of semi-processed cement and clinker to Galle. That position has been accepted and part of the steel work nearly completed in Galle—the buildings have been constructed—and a contract has been given for the installing of overhead cables to transport clinker from the harbour to the factory. The factory is so sited to get the clinker from the harbour to the factory by cable. Everything has been planned on the basis of transporting clinker from the harbour to the factory.

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If they had planned for rail transportation of clinker the factory should have been sited at a completely different site. If rail transportation had been planned for, additional sidings would have to be installed so that hundreds of rail trucks could be brought to Galle. From the point of view of rail transportation, the worst place has been selected for the location of the factory. They should have located it about 2 miles from the present site. They should not have sited it at Galle because every train that comes to Galle has to reverse direction to go to Matara. Even the Ruhunu Express in the morning has to come to Galle and change direction in order to proceed to Colombo. In the process about 15 to 20 minutes are lost.

For the transport of clinker by rail there will be the additional disadvantage that the whole Galle railway line would have to be lined with hundreds of trucks. The position will be chaotic. Economic production of cement could not be achieved by this means; on the other hand the cost of cement would go up. At present because of lack of proper transport facilities for oil and other raw materials to Kankasanturai—the fuel is transported by rail from Colombo—a ton of cement at Kankasanturai costs about 40 to 50 per cent more than the imported cement. The price of cement is artificially high. Ceylon is not producing cement on a competitive basis at Kankasanturai. That is not due to any fault of the cement factory.

When Europeans were managing the factory, production was up to only 60 per cent of the capacity. When it was given over to Ceylonese engineers production was increased to 80 per cent of the capacity. Production cannot be increased to full capacity because of faults in construction by the contractors. With all these difficulties they are making cement economically and efficiently. Because of the cost of transport of the manufactured product and the cost of transport of fuel and other raw materials, the cost of

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production of cement is not competitive. It has to be subsidized by the Government fixing an artificial price.

Now, if you have to transport clinker by rail the Government subsidy will have to be enormously high and it will be far better to abandon the project even at this stage and not undertake transport by rail and subsidize the railway. It will be cheaper and more economic to transport by road and to spend the capital involved in the improvement of the roads to cope with the heavy traffic involved in the transport of clinker.

I would also ask hon. Members to remember, when thinking of the development of harbours, that even the Galle Harbour will have to be abandoned because it is impossible to berth large ships. Trincomalee harbour will be the next to be developed, after Colombo, because there is no problem of depth, and it is one of the best natural harbours in the world. That has to be developed before you think of any other harbour. In view of the great economic difficulties the country is facing, the question of developing Kankasanturai Harbour may be delayed, but it must not be due to any communal considerations of this Government which now realizes the treacherous role played by some who had crept into the Government.

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(கௌரவ அங்கத்தவர் ஒருவர்)

(An hon. Member)

Whom are you referring to?

වෛද්‍යවරයා එස්. ඒ. වික්‍රමසිංහ

(டொக்டர் எஸ். ஏ. விக்ரமசிங்ஹ)

(Dr. S. A. Wickremasinghe)

I am referring to the previous Minister of Communications, the hon. Member for Matara.

ජේ. ආර්. ජයවර්ධන මයා.

(திரு. ஜே. ஆர். ஜயவர்தன)

(Mr. J. R. Jayewardene)

I am sorry to interrupt the hon. Member. I want to raise a point of Order.

சீதுதி யோசனாவ

வேலையாபீசு உபி. பி. வினாமசிங்ஹ

(டாக்டர் எஸ். ஏ. விக்ரமசிங்ஹ)

(Dr. S. A. Wickremasinghe)

I will not take more than two more minutes.—[Interruption]. That is all I have to say.

கலாநாயகரு

(சபாநாயகர்)

(Mr. Speaker)

Shall I put the Motion to the House ?

பாலாபீசு காலுவின் லார். டி. சில்வா

(டாக்டர் கொல்வின் லார். டி. சில்வா)

(Dr. Colvin R. de Silva)

Before that I would like to speak. But my hon. Friend has risen to a point of Order.

மன்றி யோசனாவ

நன்றி உரை

ADDRESS OF THANKS

சீ. லார். ஜயவர்தன மல.

(திரு. ஜே. லார். ஜயவர்தன)

(Mr. J. R. Jayewardene)

We wish to know what has happened to the Amendment to the Throne Speech that was passed in this House.

கலாநாயகரு

(சபாநாயகர்)

(Mr. Speaker)

I am told the Proposer and the Secunder have reached Queen's House and are waiting to meet His Excellency the Governor-General. That is the message from the Clerk.

பி. பி. லார். குணவர்தன மல.

(திரு. பி. பி. லார். குணவர்தன)

(Mr. D. P. R. Gunawardena)

Are we likely to get a reply by two o'clock this afternoon ?

சீதுதி யோசனாவ

கலாநாயகரு

(சபாநாயகர்)

(Mr. Speaker)

The practice of this House has been to send the Address of Thanks to the Governor-General through the Proposer and the Secunder on the same day on which it is passed. The reply had been sent to the House by the Governor-General the day after. So, we cannot expect a reply from the Governor-General unless we contact him on the telephone and find out whether the message has been received by him.

சீ. லார். ஜயவர்தன மல.

(திரு. ஜே. லார். ஜயவர்தன)

(Mr. J. R. Jayewardene)

We are raising this because the practice in the House of Commons has been followed here, where the Address is presented to the Governor-General in Ceylon and the reply is received. In England on one occasion when the Vote of Thanks was amended in a similar way where the House expressed its lack of confidence in Her Majesty's Ministers, Her Majesty sent a reply saying that she has formed a new Government. Today, we know, the Amendment of this House expressing its lack of confidence in Her Majesty's Ministers was passed. The Governor-General is a very important part of our Constitution and, on occasions like this, he becomes the most important part. The Prime Minister and her Ministers are the Governor-General's Ministers. So, we would like to know whether the Governor-General has brought his mind to bear on the majority decision of this House and what his reply is.

It should have been sent yesterday, especially as we are not sitting after today. If we do not get a reply today, I suggest that we send the Mover and the Secunder of the Amendment and see what has happened to the other two.

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කථානායකතුමා

(சபாநாயகர்)

(Mr. Speaker)

We will wait till two o'clock. I am reliably informed that the Proposer and the Seconder are at Queen's House now. I do not know what is happening.

I suspend the Sitting until 2 P.M.

රැස්වීම ඊට අනුකූලව තාවකාලිකව අත්සිටුවන ලදීන් අ. හා. 2 ට නැවත පවත්වන ලදී.

அதன்படி அமர்வு இடை நிறுத்தப்பட்டு, மீண்டும் பி. ப. 2 மணிக்கு ஆரம்பமாயிற்று.

Sitting accordingly suspended till 2 p.m. and then resumed.

නිවේදනය

அறிவிப்பு

ANNOUNCEMENT

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

අග්‍රාණ්ඩුකාර උතුමාණන් වෙත යවන ලද ලිපියත්, ඊට පිළිතුරු වශයෙන් එතුමාණන් විසින් එවන ලද පිළිතුරත් මා දැන් කිය වනවා :

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1964 දෙසැම්බර් මස 3 වැනි දින.

අතිගරු උතුමාණනි,

පාර්ලිමේන්තුව විවෘත කිරීමේදී ඔබතුමාණන් විසින් පවත්වන්නට යෙදුනු කථාව වෙනුවෙන් නියෝජිත මන්ත්‍රී මණ්ඩලයේ සාමාජිකයෝ වන අපි ඔබතුමාට ස්තූති කරමු. අප වෙත ඉදිරිපත් කරන ලද සියලුම කරුණුවලට අපගේ අවධානය යොමු කරන බව අපි ඔබතුමාට ස්ථිර ලෙස ප්‍රකාශ කරමු. එතෙකුදු වුවත්, රැකිරක්ෂා හිඟය, අධික ජීවන වියදම සහ නිවාස හිඟය වැනි බලගතු මහජන ප්‍රශ්න විසඳීමට ආණ්ඩුව ඉතා දින ලෙස අපොහොසත් වී ඇති නිසා මෙම ආණ්ඩුව කෙරෙහි මහජනයා තුළ විශ්වාසයක් නොමැතිවීම හැන කනගාටු වෙමු.

අත්සන් කළේ : එස්. එස්. විජේසිංහ,
නියෝජිත මන්ත්‍රී මණ්ඩලයේ ලේකම්.”

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නියෝජිත මන්ත්‍රී මණ්ඩලයේ ගරු කථානායකතුමා,

1964 දෙසැම්බර් 4 වැනිදා නුවරඑළියේ පාර්ලිමේන්තු මන්ත්‍රී, පී. විලියම් ප්‍රනාන්දු මහතා සහ කෝට්ටේ පාර්ලිමේන්තු මන්ත්‍රී, ස්ටැන්ලි නිලක

කන්කසන්තුරේ වරාය සංවර්ධනය

රත්න මහතා , න් මා වෙත භාර දෙන ලද 1964 දෙසැම්බර් 3 වැනි දින දරණ නියෝජිත මන්ත්‍රී මණ්ඩලයේ ලේකම්තුමාගේ ලිපිය ස්තූතිපූර්වකව භාර ගනිමි.

ඩබ්ලිව්. ගොපල් ලව,
අග්‍රාණ්ඩුකාර.”

ප්‍ර. හා. 11.38

කන්කසන්තුරේ වරාය සංවර්ධනය

காங்கேசன் துறை துறைமுக அபிவிருத்தி

DEVELOPMENT OF THE KANKESANTURAI HARBOUR

අ. හා. 2.3

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(டொக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

I wish to join in the discussion on this question that is before the House, namely, the question which is in the form of the Kankesanturai Harbour but which, as you would observe, raises questions of a far wider and more important and complicated order than appears from the apparent and mere simplicity of this Motion.

In form the proposal is for the construction and development of the harbour at Kankesanturai. In itself one should imagine that the question of the development of any harbour in this country is to be determined by a number of considerations, of which the economic consideration is one but not the entirety.

It has been pointed out that we are a country with a history of seafaring. There can be no island in the world that will not have a history of seafaring because you cannot live in an island without turning, if nothing else, to fishing.

වෛද්‍යාචාර්ය නාගනාතන්

(டொக்டர் நாகநாதன்)

(Dr. Naganathan)

Smuggling!

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(டொக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

Mr. hon. Friend from Nallur (Dr. Naganathan) mentions a matter dear to his heart, namely, smuggling. I think there is relevance in smuggling to the Kankesanturai question, and I

கனம் கணன் துரை வரைய சம்பந்தம்

கனம் கணன் துரை வரைய சம்பந்தம்

[ஊலாபாய் கைலாசன் ஈர். டி. சில்வா]

will mention it in the following way. In the first place the hon. Member for Nallur, I am sure, will agree with me that for smuggling you need not only an island to live in but a mainland to get to, for you do not just smuggle things out of an island to be sunk into the seas. You smuggle things out of an island in order to get a sale elsewhere. I am prepared to take this occasion to inform the hon. Member for Nallur and through him this entire House that I am not entirely unacquainted with this smuggling question; I am not entirely unacquainted with not only the outward appearance of smuggling boats but even their internal structure; I am not unaware of even the time that a sailing boat that smuggles takes to cross Palk Straits—

துரைசுவாமி மலர்.

(திரு. துரைசுவாமி)

(Mr. Thurairatnam)

Experience!

ஊலாபாய் கைலாசன் ஈர். டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

My good Friend wishes me to refer to experience. There are some experiences which though real must never be talked about by honourable people. As far as I am concerned I would not talk about that aspect of the matter—

சீ. ஜே. பாரிஸ் பெரேரா மலர். (ஜா-எலா)

(திரு. ஜே. பாரிஸ் பெரேரா—ஜா-எலா)

(Mr. G. J. Paris Perera—Ja-Ela)

You can defend smugglers!

வேலையாபாய் கைலாசன்

(டாக்டர் நாகநாதன்)

(Dr. Naganathan)

My only thought was of the days when some of you were smuggled across to India.

ஊலாபாய் கைலாசன் ஈர். டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

That is a question or a comment to which I am not free to answer, for the manner in which some of us got

out of the Island of Ceylon to the mainland of India in circumstances which I am quite ready to relate and retail anew is not a matter on which I shall ever hold myself free to speak until all those who took advantage of that particular channel or that particular means of crossing can consider themselves unanimously free to speak of the matter. Suffice it that we have crossed from this Island to the mainland in a multitude of ways and by multitudinous channels; and if my good Friend from Nallur wishes to assume that the smugglers' means in the north of Ceylon was one of them, I leave him free to carry his belief with him. As for my hon. Friend, the Member for Ja-Ela, who said that I defend smugglers, I must say that I have defended a few. I have defended smugglers and found that the genuine smuggler is a very gentlemanly fellow. He has a business sense. He has a sense of honour. He never cheats his friends. He never stabs them in the back, as we have recently experienced. He never waits until the last moment to cross from one side to the other. In other words, he never does the dirty on his colleagues. [Interruption].

I make no comments about individuals. My comments are generally confined to collectivity because I must, Sir, observe your Rulings in this hon. House.

But, what I said was this. My hon. friend from Ja-Ela, I believe, has one part of his constituency—

பாரிஸ் பெரேரா மலர்.

(திரு. பாரிஸ் பெரேரா)

(Mr. Paris Perera)

Not mine but Wattala.

ஊலாபாய் கைலாசன் ஈர். டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

I am prepared to believe all things of Wattala, but I am surprised that my good Friend from Ja-Ela is anxious to transfer the responsibility for these illicit goings-on to his Wattala Colleague. It is also true, whether you land at Wattala or in the Ja-ela area, that these are areas now become famous.

கனம் கணினித் துறை வரைய சம்பந்தம்

கனம் கணினித் துறை வரைய சம்பந்தம்

வேலையாபுரம் நானாதன்

(டாக்டர் நாகநாதன்)

(Dr. Naganathan)

Kasippu !

ஃபாபுரம் கைலீவின் ஃபா. டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

I do not know whether anyone yet smuggles *kasippu* across anywhere or smuggles it in. I have understood that *kasippu* is an illicit product of this country which is generally resorted to by people in distress. But I have heard that wines and spirits are certainly smuggled across in large quantities, sometimes from the mainland of India, sometimes to the mainland of India. It would appear that, although we cut down on beer and on bottles, they have a way of getting across—and not entirely by floating on the waters !

The question of smuggling I shall refer to in a moment. I should like to go back to the matter I was seeking to deal with. When one of my hon. Friends on the other side—he is a very good friend of mine, although he feels a little unhappy this afternoon—referred to the fact that this Island has a history of sea-faring, I think he should have carried in mind a very important, if simple, question. It is that even in sea-faring there has been development, which is what the hon. Member for Akuressa (Dr. S. A. Wickremasinghe) pointed out. I do not mean that there are not, for instance, in the Palk Straits, beautiful examples of what we of the Marxian movement call “the law of combined development”. We believe that there is in all development this overriding law of combination wherein areas, regions, jump whole periods of history and combine and telescope various stages of development in history. For instance, there are people in the hinterland of China today who had never, never seen a railway train or anything driven by steam but are today completely familiar with aeroplanes. That is a very fine example of what

we call combined development meaning these historical stages getting telescoped together with a skipping over of intermediate stages.

I believe anyone who goes to Palk Straits today will find some perfect examples of it. Why? I believe the old vallam—that little affair which is unsinkable—is a wonderful piece of work. You cannot sink it in the heaviest of seas even if you can sink the man who stands on it to fish, but today I understand there are vallams which are fitted with modern oil motors and that they cross the Palk Straits with a speed which is a little disconcerting to the naval patrols up there in the North, that is to say, they can slip through without being noticed at tremendous speeds and can even today take considerable loads.

I do not know whether anybody is suggesting that Kankesanturai should be a base for mechanized vallams which are going to be used for smuggling across Palk Straits. Maybe it would be a good harbour for that purpose.

துரைசுரநாமி மஹா.

(திரு. துரைசுரநாமி)

(Mr. Thurairatnam)

What is the fundamental reason why they are used to smuggling? I want an answer from you. The Government did not give them a chance as a seafaring people.

ஃபாபுரம் கைலீவின் ஃபா. டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

With great pleasure I will answer that question because I have a good sociological, economical and geographical answer. I do not believe that the people who live along the sea coast of Palk Straits, etc., learnt smuggling or engaged in it only in recent years when there were other modes of existence. I think any reasonable scanning of history will show that smuggling was a proper and well understood and generally winked at occupation of the people

[அலாபீய கைலீவின் அரீ. டி சிலீலா]

along the northern coast in relation to India right down through the centuries. No doubt it is only in recent times that their cargo has become human cargo to some extent.

துரேசிரந்நதி மலா.

(திரு. துரைரத்தனம்)

(Mr. Thurairatnam)

You started the trek. Your ancestors could not get into the sea. You came by boat. You know the standards and banners of the Sinhalese people. I know you are a historian and you know your ancestors were afraid of the sea which our ancestors were not afraid of. You had to be carried because you were afraid.

அலாபீய கைலீவின் அரீ. டி சிலீலா

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

Who carried my ancestors ?

துரேசிரந்நதி மலா.

(திரு. துரைரத்தனம்)

(Mr. Thurairatnam)

Your friends behind you who were here yesterday.

அலாபீய கைலீவின் அரீ. டி சிலீலா

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

Tell me who, I would like to know.

துரேசிரந்நதி மலா.

(திரு. துரைரத்தனம்)

(Mr. Thurairatnam)

I would like to know from you.

அலாபீய கைலீவின் அரீ. டி சிலீலா

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

I think it is but fair to ask my good Friend, and it is not improper for him, to tell me who carried my ancestors, or better, whose ancestors carried my ancestors.

துரேசிரந்நதி மலா.

(திரு. துரைரத்தனம்)

(Mr. Thurairatnam)

He does not know.

அலாபீய கைலீவின் அரீ. டி சிலீலா

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

No, Sir, I think he and I know but he does not like to express it for fear he might hurt some of his colleagues in other parts.

துரேசிரந்நதி மலா.

(திரு. துரைரத்தனம்)

(Mr. Thurairatnam)

Our colleagues will not be hurt because we do not hurt as your colleagues hurt you.

அலாபீய கைலீவின் அரீ. டி சிலீலா

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

I am never hurt by anybody. I am a man with great quietness and inner peace of mind—

வேலையாலாபீய நானாதன்

(டொக்டர் நாகநாதன்)

(Dr. Naganathan)

Since when ?

அலாபீய கைலீவின் அரீ. டி சிலீலா

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

—with nerves of the steadiest character without in the least being affected by anything.

At this moment on the invitation of my learned Friend I am ready to give a disquisition on my ancestors. I do not mind. I have a long ancestry, I am told. I have a diverse ancestry I believe. I have an ancestry whose ancientness I believe is the subject of much contemporary controversy—
[Interruption].

I believe my ancestry takes me back to monkeys, undoubtedly different from the modern monkeys of Nallur! But then that is no

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කන්කසන්තුරේ වරාය සංවර්ධනය

matter. We are speaking of the ancestral ape from whom we are all supposed to descend, according to Darwin. And I am very sorry that Darwin should have substituted for a universal divinity a mere ape in that way. But then what are we to do? We have to ape each other today if we do not ape our ancestors of old. And, if any of my good and honourable friends apes me a little in a little interruption, agreeably, this afternoon, in a relaxed fashion, why should we not enjoy ourselves of an afternoon in this House?

We have had much tension yesterday. We have seen many historic happenings. We have seen men suddenly coming to a realization of their inner selves which they never realized themselves in the Cabinet in which they worked. We have seen men who have suddenly seen totalitarianism grow into a cloud which is covering us all and yet never used the word "totalitarianism" once while they were on this side of the House—men who had to be decoyed across before they could understand the totalitarianism that seemed to be hanging like a doom over their heads, men who, after all, having spent their lives in the belief that they were fighting the United National Party, had to become its tail in order to understand where totalitarianism exactly hangs. Why? Those are very natural and normal matters. I only wish to say this much about that. There is a very historic phrase which I hope at least this honourable House will carry in mind in the future, whether I am here or not; and that is this.

In the nineteen twenties in the politics of Britain there was a party known as the Liberal Party which was then quite a powerful party and led by no less a person than a one-time Prime Minister and a war-time Prime Minister of the First World War of England. His name was David Lloyd George. David Lloyd George suffered the usual consequences of leading his country to success in war, as Sir Winston Churchill himself had to experience.

That is, Sir, if you lead your country in war and win, immediately thereafter your country removes you from the premiership. That is almost a standard habit in England. So, David Lloyd George, having led his country to victory in war, was pushed out of the premiership in peace, and there came a gentleman by the name of Stanley Baldwin who sported no less a prominent pipe than so many honourable Friends of mine in this House like to sport and carry about. Even our good Friend, the Leader of the Opposition, who, I have no doubt, is greatly preoccupied elsewhere at this moment and cannot preoccupy himself with such a subject as Kankasanturai, why, even he likes to be photographed with a pipe. So, that is all right.

But, David Lloyd George's Liberal Party was defeated after the War; and what happened? He came in with a group about the size of the group that yesterday crossed the Floor, and I want to particularly tell them a tale which I hope they will understand. They were about the same size as that Liberal group, and were as internally divided as that group as we shall soon see in the near future. Ultimately, this Liberal Party split in two. There was Mr. David Lloyd George seated more or less where my honourable Friend from Kankasanturai himself is now seated—that is, in the House of Commons in the equivalent place—and there used to be seated together with him in the leadership of the Liberal Party a gentleman who even then was world famous as a lawyer. His name is Sir John Simon, a man tall of body, wide of chest, but very short of neck and very small of head, but literally bursting with brains. This Liberal, Sir John Simon, found that the liberalness of the Opposition was not very satisfying to him. He found the Conservative Party and the Government of Mr. Baldwin proving increasingly attractive to his liberalism; and what happened? One fine day Sir John Simon, just like the former Hon. Leader of the House who crossed the Floor of the House yesterday, suddenly discovered that

கனகசுந்தரே வரம் சம்பந்தம்

[ஃபார்மஸ் கௌஸ்மன் ஃபார். டி. சில்வா]

he had forgotten some principles which he believed he possessed, and on the basis of a very principled statement he engaged in a very unprincipled act, only, unlike the former Leader of the House, he did not conspiratorially wait for the last moment before his colleagues could make an answer. He did not do a stab in the back. Let that be said to his credit. He behaved like a good English gentleman—a phenomenon a little lacking in the politics of those who cross the Floor in our country. That is by the way.

So one fine day in the afternoon in the House of Commons our dear Sir John Simon of legal fame got up and said, "My principles do not permit me any longer to stay in the Opposition along with the rest of the Liberal Party with Mr. David Lloyd George. I have other principles which unfailingly attract me towards the Conservative Party and the Government side, and, therefore, I am crossing the Floor," and he crossed the Floor. And let it be said to his eternal credit—

தேர்தலுக்காக மி.

(திரு. துரைரத்னம்)

(Mr. Thurairatnam)

Did he take off from Kankesanturai Harbour?

ஃபார்மஸ் கௌஸ்மன் ஃபார். டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

If my hon. Friends enable me to get to Sir John Simon in England from Kankesanturai Harbour it only shows that I am a better sailor than they are. See how far I can sail!

வேலையாபேசு காமநாதன்

(டாக்டர் நாகநாதன்)

(Dr. Naganathan)

On a point of Order, Sir, the hon. Member is delivering his yesterday's speech today. It is twenty-four hours late.

கனகசுந்தரே வரம் சம்பந்தம்

ஃபார்மஸ் கௌஸ்மன் ஃபார். டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

No, no. I am treating my hon. Friends' banter with a little seriousness and I can already see that it is beginning to hurt in some wrong places. But that is no matter. This is what I was going to say.

கலாநாயகருக்கு

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

Shall we now come back to port?

ஃபார்மஸ் கௌஸ்மன் ஃபார். டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

Sir, may I complete that anecdote which I am sure you will enjoy.

உரு மன்றிவரு

(கௌரவ அங்கத்தினர்கள்)

(Hon. Members)

Carry on!

கலாநாயகருக்கு

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

Yes, all right.

ஃபார்மஸ் கௌஸ்மன் ஃபார். டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

Always with your permission, Sir, even though my hon. Friends are agreeable.

When Sir John Simon crossed the Floor, Mr. David Lloyd George, ex-Prime Minister of Britain, got up and said, looking Sir John Simon directly in the face—unfortunately his equivalent is not here for me to look him directly in the face—"Other and greater men than you have crossed the Floor of the House in their time, but why leave this slime of hypocrisy behind you when you do so?" I think the remark is exactly applicable to what we have seen yesterday. I believe it is the snail who leaves slime behind it. Thank you, Sir.

කන්කසන්තුරේ වරාය සංවර්ධනය

කන්කසන්තුරේ වරාය සංවර්ධනය

Now I come back to the Kankesanturai Harbour.

තුරෙසිරත්නම් මයා.

(திரு. துரைரத்னம்)

(Mr. Thurairatnam)

You have crossed the Floor.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

We have not crossed the Floor. We have formed a Coalition Government and that is not the same thing as crossing the Floor in this measly and miserable way, leaving, what is more, a cloud of doubt as to the motives and circumstances in which you cross. One should not leave the stink of corruption in the name of fighting against corruption in this country. That is what we have seen yesterday.

வேலையாட்சி நானாதன்

(டொக்டர் நாகநாதன்)

(Dr. Naganathan)

He does not cross the Floor, Sir ; he sweeps the floor !

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

I agree, I always sweep the floor. I am proud to be a sweeper instead of this paltry Brahmin from Nallur.

Back to Kankesanturai Harbour which seems to be a good sailing point for anywhere.

තුරෙසිරත්නම් මයා.

(திரு. துரைரத்னம்)

(Mr. Thurairatnam)

We want it developed. Then you can go anywhere.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

I entirely agree with my hon. Friend who introduced this whole question—[Interruption]. There are

good airports and I know the Hon. Minister is now determined to develop them—[Interruption]. I have no doubt he is determined to develop the seaports also. He wants all the planes going to Madras to touch Jaffna but unfortunately the Air Ceylon Corporation seems to have doubts about the matter.—[Interruption].

I forgot to join in the cheering for that ex-Prime Minister, having just spoken of ex-Prime Ministers.—[Interruption]. There will never be two Doctor Dahanayakes. There was a Dahanayake once but there will never be two Doctor Dahanayakes.

I was seeking to address my hon. Friends on the point they made in the course of their speeches that it is relevant to the question of the development of the Kankesanturai Harbour that we are a seafaring nation. Now, you will please excuse me if I permit myself a few minutes to deal with that point. It is relevant for this reason. I think when we appeal to history we must take care to have the record straight.

Sir, according to the historical chronicles of our country we have had fleets that went as far afield as China. But between the Chinese chronicles and ours there is a sharp difference as to what happened to those fleets. According to our chronicles we really conquered China but according to the Chinese chronicles we were dispersed very easily by the Chinese fleet. I have not the slightest doubt that our future historians will approach this with an entirely patriotic Ceylonese point of view and prove how much history might have changed for Ceylon and China if only our fleet from Ceylon had happened to conquer China on that occasion. We have been good sailors. That is very proper. We have been very good sailors in our time. Sir, we have been good fishermen, good sailors and swimmers. I believe recently we had a gentleman who swam across the Palk Straits. Then his nephew came and declared that it was not his uncle but he who swam

[ஈலாட் கைலீவின் ஈர். டி. டி. டி.]
across the Palk Straits. His uncle then said that it was not his nephew but he and we are still determining who swam the Palk Straits. I believe the first fellow really did it.

Now, Sir, when even recent history becomes the subject of so much controversy I begin to wonder what the past history of our Kankesanturai Harbour could be?

ஈ. கா. 2.30

கனம் கணினித் துறைமுகம்

(சபாநாயகர்)

(Mr. Speaker)

கனம் கணினித் துறைமுகம் வந்த. நியோஜன கனம் கணினித் துறைமுகம் டீன் இலாகாவை கனம் கணினித் துறைமுகம்.

ஈலாட் கைலீவின் ஈர். டி. டி. டி. இலாகாவை கனம் கணினித் துறைமுகம் இலாகாவை கனம் கணினித் துறைமுகம்.

அதன் பிறகு, சபாநாயகர் அவர்கள் அக்கிராசனத்தி னின்று நீங்கவே, உப சபாநாயகர் தலைமைதாங்கினார்.

[Whereupon, MR. SPEAKER left the Chair, and MR. DEPUTY SPEAKER took the Chair.]

ஈலாட் கைலீவின் ஈர். டி. டி. டி.

(டொக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

I expected a little bit of useful and detailed historical research from one of my hon. Friends of the Federal Party. After all, Sir, they are the representatives of the Tamil people. They are very much concerned with the development of the Kankesanturai Harbour. I notice that my hon. Friend and professional Colleague from Kankesanturai wishes me to speak on the subject, and it is nothing but right.

வெடிகைலீவின் கனம் கணினித் துறைமுகம்

(டொக்டர் நாகநாதன்)

(Dr. Naganathan)

What are you fishing for now?

ஈலாட் கைலீவின் ஈர். டி. டி. டி.

(டொக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

At this moment for a few more interruptions to prolong my speech to enable me to think of some new witticism. Why should we not have it today if we could not have it yesterday?

What I was going to say was that I am really and honestly very disappointed with my hon. Friends of the Federal Party. Of what do you think I am disappointed? I am not disappointed of your politics but I am disappointed about your sheer lack of historical research on the subject of Kankesanturai Harbour. A port so important in the North should have been the subject of some specific historical research by some good Tamil student or scholar from the North. I am sorry I have not yet seen that valuable dissertation which would have enabled us to make up our minds on the real importance of Kankesanturai Harbour.

Sir, I myself have engaged in historical research in my time. I have even accidentally written a book and what is more I have published it, thanks to those who imprisoned me and thereby gave me the opportunity of supervising it and publishing it. If I, inside the four walls of a prison, could have supervised the publication of two volumes of the history of the British occupation in the first 34 to 40 years, I cannot for the life of me understand why, under this stimulus of the patriotic and parochial appeals of the Federal Party, some good historian or scholar in the North could not sit down to a study of the ancient records of the old tales and the present tales about Kankesanturai so that we might have had a little monograph which we could have studied before we engaged in this Debate. The hon. Member for Nallur (Dr. Naganathan) has helped us all a great deal. He has been a very successful doctor for a long time. He should prepare to retire from his profession and it is a good time of his life to engage in a little historical research. I can assure him that that is a very, very, very interesting pursuit.

I was rather a careless student in my younger days. When I was a young fellow in school it never occurred to me that I had got to arm myself with a proper degree of learning if I was to be a success in life—

[Interruption]. I do not want hon. Members of the Federal Party to refuse to hear me one by one. I am on Kankasanturai in terms of the questions they have asked me and I am answering the questions but they do not seem to like the answers.

The hon. Member for Nallur is always gallant. When he and I sat together once upon a time we used to be both much given to gesticulatory speeches, if you do not mind that rather Johnsonian phrase. In the course of our mutual gesticulations we used to actually push each other out. However, we ended in mutual embrace, so it did not matter.

I am coming back to a very important matter which may or may not have anything to do with Kankasanturai except very incidentally. I have been a historical researcher, as I said, in my younger days. I was a rather careless student not sufficiently concentrating upon my tasks and not intent on coming first in the class, winning the school prizes and that sort of thing. I was a chap who was quite happy to totter along. I even was sent by my long suffering and patient parents all the way to the London University, to a school called King's College which, I think, is much superior to the London School of Economics where my good Friend the Minister of Finance, I am told, studied, and as a result even got a reception when he went to London. I have a grave suspicion that the gall bladder trouble which he is having must have been due to too much indulgence at that reception at the London School of Economics. After all he is teaching us all so much economics that the economy he practises does not seem to have included his own body in the process.

වෛද්‍යවරයා නැත

(டொக்டர் நாகநாதன்)

(Dr. Naganathan)

His gastronomies are not so good as his economics.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(டொக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

I thought he said Castronomics. But Castro is not a word to be used. Have I not got into trouble with all the papers by referring to Castro? We may not speak of Castro, for after all, is he not the most heroic revolutionary of our age? And you cannot expect the capitalist press of this country to like my referring to this revolutionary hero; except those heroes whom we have in this House whose heroic revolutionism links them up with none other than the representative of British imperialism in this country, my good Friend the hon. Appointed Member (Mr. Singleton-Salmon), with whom they propose to have a white imperialistic revolution in the future in this country. All things come round in turn. The wheels revolve. When I was a young fellow I remember a Sinhalese picture called "*Karekena Lokay*". This is really the "*Karekeña Lokay*". In the course of the revolution you find yourself propelled into the arms of British imperialism. This is a kind of revolution in your personal life and your political life even if it is not a revolution in your country.

As I said, I was at King's College, London. We have been told by hon. Members opposite that we might never again have a Parliament. So I want to get my autobiography recorded a little in HANSARD. If we are not going to meet again as a Parliament, it only means that my hon. Friends on the other side intend to continue their subversion of Parliamentary process as they have already done—so, quick into the HANSARD is my policy.

So I was at King's College in London. I hope you will not consider it boasting when I say that I was ordered by my teachers and tutors to complete my degree course in two years instead of the customary three. I hope you do not mind my saying that I ended up by winning the prize for the best student of the year—the first experience I ever had of that kind of mistake. Then, because there was one year to

[அ.வரைய கனகசுந்தரே அ.வ. 4 சிலை]

kill I thought I had better do a little historical research. What I want to tell hon. Members of the Federal Party is this, and I hope they will be stimulated by this little tale.

Sir, it was after I turned to the study of documents, it was only after I turned to historical research, that I found my interests so profound and complete that, for the first time, I really worked to the fullness of the capacities I had as a young fellow. I worked very hard. There in England, it is very cold I must confess, especially in winter time in London, with its fogs and so on. If I went there like my good Friend, the Hon. Minister of Finance, they might have stuck me also in a hospital, but, I hope not to be operated upon.

Well, Sir, I never could get up in time to get to town before 11.30, but the archives where I worked would close at 4 o'clock. So what was I to do? I used to work, Sir, from 11.30 to 4, with no lunch at all, so interested was I in historical research. And then I would go and have lunch afterwards. I did this foolish thing for two and a half years; and when I sat down to write my two-volume book, what happened? At long last, just as my good Friend the hon. Member for Nallur (Dr. Naganathan), who is trying to pretend to be asleep, knows very well, I fell ill. But, while ill, I completed the book, Sir.

What I want to say is that it is only when you do real research that you get profoundly interested in everything. So, I beg of my Friends, and especially my younger Friends in the Federal Party, while fighting their political battles, which is very desirable, while fighting them correctly sometimes, which is also very desirable, while making their occasional mistakes, which is inevitable, and while not totally leading their people astray even on the Kankesanturai subject, which they can certainly ensure, to give some of their time to a little research on the subject of the Kankesanturai electorate.

சு.வரைய நினைவரைய மன.

(திரு. ஸ்டான்லி திலக்கரத்ன)

(Mr. Stanley Tillekeratne)

What about your sports record, your boxing?

அ.வரைய கனகசுந்தரே அ.வ. 4 சிலை

(டாக்டர் கொல்வின ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

My sports record? I think my hon. Friends will be stunned if they knew how many sports I engaged in, and in how many of them I obtained my colours even though I am bulging at rather wrong points nowadays.

Once upon a time I played most games and was lucky enough to obtain my colours. My hon. Friend the First Member for Colombo South (Mr. J. R. Jayewardene), my oldest Friend in this House, and I—he and I love to tilt at each other and be good friends—were the first fellows to play rugger in Royal College together, if you want to know. But no sports, Sir. That is not fair. They do not have any sports in Kankesanturai. So I cannot link up that subject with Kankesanturai.

Why I said this was for the following reasons. By the way, even the Clerk of the House should do a little research along the lines which I researched, and one piece of research he must never do is from downstairs to control the upstairs. That he must never learn; that is a piece of research we must never indulge in.

Sir, I was only answering some very important question from the other side on Kankesanturai. I was not indulging in what you call a little lucubration, a little wandering about in my memory. No, Sir.

சு.வரைய நினைவரைய மன.

(திரு. எம். சிவசிதம்பரம்)

(Mr. M. Sivasithamparam)

I think the Hon. Minister wanted to make a statement. We might finish the Debate without going further into this question.

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ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(දොக்டර් කොල්වින් ආර්. ද සිල්වා)

(Dr. Colvin R. de Silva)

Are you sure the Minister's statement will finish the Debate?

එම්. සිවසිනම්පරම් මයා.

(තිரு. எம். சிவசிதம்பரம்)

(Mr. M. Sivasithamparam)

Yes.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(දොක்டර් කොල්වින් ආර්. ද සිල්වා)

(Dr. Colvin R. de Silva)

If you are satisfied, well and good, but I do not want to surrender my right to get up immediately after him.

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(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

I am prepared to make the statement. I think my hon. Friend the Member for Dehiwala-Mt. Lavinia (Dr. Colvin R. de Silva) is making such an interesting speech that I will wait till the end before I make that statement.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(දොක்டර් කොල්වින් ආර්. ද සිල්වා)

(Dr. Colvin R. de Silva)

Why is my Friend the hon. Member for Nallur on his feet? Is he challenging my history?

වෛද්‍යාචාර්ය නාගනාතන්

(දොක்டර් නාගනාතන්)

(Dr. Naganathan)

We listened for 45 minutes to his wanderings.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(දොක்டර් කොල්වින් ආර්. ද සිල්වා)

(Dr. Colvin R. de Silva)

No, no, meandering.

වෛද්‍යාචාර්ය නාගනාතන්

(දොක்டර් නාගනාතන්)

(Dr. Naganathan)

He was wandering, but I was wondering what he meant by saying that Mrs. Bandaranaike will do a

කන්කසන්තුරේ වරාය සංවර්ධනය

Castro. She has done a Castro on him. He has now become a mental imbecile and he is wandering.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(දොක்டර් කොල්වින් ආර්. ද සිල්වා)

(Dr. Colvin R. de Silva)

My good Friend the hon. Member for Nallur seems to be generating some unnecessary heat on a very cool and cold question which amounts to douching people in sea water.

I do not understand. He woke up from his sleep when he heard the word "Castro". He immediately had echoing in his mind the lies of the capitalist press, and since he likes to revel in the lies of the capitalist press he immediately jumped up. But the truth of the matter is, my good Friend, I never said in any meeting anywhere that Mrs. Bandaranaike did a Castro. That is one of these familiar inventions of the particular liars who own the press of Ceylon.

වෛද්‍යාචාර්ය නාගනාතන්

(දොක்டර් නාගනාතන්)

(Dr. Naganathan)

Having heard my hon. Friend for 45 minutes I am convinced that Mrs. Bandaranaike has done a Castro on him.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(දොක்டර් කොල්වින් ආර්. ද සිල්වා)

(Dr. Colvin R. de Silva)

That is all right. My hon. Friend states that Mrs. Bandaranaike had done a Castro on me. I do not understand the phrase, but I can say this. He is a surgeon, but I have a little physic for him. I understand that my hon. Friend has sometimes to do a little castor oil on him—but that is all right, no harm done.

I do not know why my hon. Friend is a little upset. There is no rule in this House, is there, that one's sentences must be terse, one's speeches must be brief and one's points must be immediately made. If so my hon. Friend from Nallur could never speak in this House.—[Interruption].

கனம் கனம் துரை வரம் மன்றம்

கனம் கனம் துரை வரம் மன்றம்

[அவரேசன் மன்றம் அவர். டி. சில்வா]

My hon. Friend from Nallur is speaking loud what he ought to say in a whisper. He says, "This man is going on." There was once a man in the famous advertisements called Johnny Walker. He was always going strong and still going strong, and so is the hon. Member for Dehiwala-Mt. Lavinia—he is still going strong!

தேவரேசன் மன்றம்

(டாக்டர் நாகநாதன்)

(Dr. Naganathan)

How much of "Johnny Walker" have you taken?

அவரேசன் மன்றம் அவர். டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

You know "Johnny Walker" is too costly nowadays for normal people like us.

துரைசென் மன்றம்

(திரு. துரைசென்)

(Mr. Thurairatnam)

Not for a lawyer like you.

அவரேசன் மன்றம் அவர். டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

For a lawyer like me it is not too costly, but it is not readily available. Well, I understand "Johnny Walker" is more readily available in Valvettiturai than in Colombo. That is all right.

அவர் மன்றம்

(கௌரவ அங்கத்தவர் ஒருவர்)

(An hon. Member)

He wants the Valvettiturai Harbour developed.

அவரேசன் மன்றம் அவர். டி. சில்வா

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

No. No. He and I are agreed on "Johnny Walker"; only, in his mind "Johnny Walker" has a different

meaning from what is in my mind. I am Johnny and he is Walker! That is the difference.

I am on all this because my good Friend from Point Pedro often goes —[*Interruption*]. I am sorry. I have completely forgotten this extremely unique fact that my hon. Friend represents also Valvettiturai. I think that is a high fact, a noble fact, a great fact, a fact which points to his interests in Kankesanturai. I think truly, though he spoke on it, he does not want Kankesanturai developed as a rival to Valvettiturai. He wants Kankesanturai to be developed as a diversion from Valvettiturai so that the proper operations may go on in Valvettiturai while the known operations could go on in Kankesanturai. Strictly speaking, he wants Valvettiturai—[*Interruption*]. No, Sir. My hon. Friend from Point Pedro must not misunderstand us. We are not suggesting that he should have improper interests in Valvettiturai. No one in the north has an improper interest in Valvettiturai. I am told that there are some very powerful anti-social interests in Colombo which are greatly interested in keeping the lines of traffic open through Valvettiturai. That is so, I must confess.

My hon. Friend from Ja-Ela (Mr. Paris Perera) asked me whether I had defended smugglers. Well, I had defended one smuggler who taught me a very important thing. When you want to bring any opium through the well-known channels, you must understand that if you import it in a quantity too large to be sold in this country, you must have your lines of communication and export open in some other country where they will take your opium. But my good client who was an extraordinarily clever man had imported opium through these channels in Ceylon. Do you know what he did? He arranged to sell it to a Chinaman in Singapore. He even went to Singapore to settle it with the Chinaman, and when he went there the Chinaman had opened a drawer and made him realize that he had a tremendous lot of money,

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the kind of money that is said to have been passing about these last few days. But, still, it was some money. And then what happened? He went there to collect his cash, and he found the customs officers waiting for his arrival. He fled back. He believed that he was communicating and carrying on a correspondence with an illicit customer in Singapore. In actual fact, he had been carrying on his entire correspondence with the police!

තුරේසිරන් නම් මයා.

(திரு. துரைரத்னம்)

(Mr. Thurairatnam)

That will not happen in Ceylon.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

I will tell you what happened at the Ceylon end. Having failed at the Singapore end, he thought of another way. He bought a big steamer crane and arranged to export it to Borneo. In the midst of the machinery of the crane he stacked a great portion of his opium. Unfortunately, one of his friends, whom he got to help him, ratted on him and passed the information on to the police.

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(திரு. துரைரத்னம்)

(Mr. Thurairatnam)

It is not fair for the hon. Member for Dehiwala-Mt. Lavinia (Dr. Colvin R. de Silva) to divert the attention of this House and try to make out that this harbour is meant for smuggling. It will give that impression to the country.

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(டொக்டர் நாகநாதன்)

(Dr. Naganathan)

I rise to a point of Order. This Motion is in regard to the Kankesan-turai Harbour. If my good Friend, who belongs to the L. S. S. P., wants to play the fool and make an ass of himself, we do not mind, but he is wasting time, trying to speak out

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time. That shows the approach of the L. S. S. P. on a matter that is fundamental and serious to us people in the North. He is indulging in tomfoolery. If he wants to exhibit himself as an ass we do not mind, but he wants to show that the Government of Ceylon, of which he is a part, does not take notice of a matter which is of fundamental importance to the country. It is a matter of national and economic importance. If he wants to fool about, let him go outside where his comrades, his cheer-boys, are. When he comes to this House he must understand that he cannot fool the people all the time.

පී. ජී. බී. කෙනමන් මයා. (මැද කොළඹ දෙවන මන්ත්‍රී)

(திரு. பி. ஜி. பி. கெனமன்—கொழும்பு மத்தி இரண்டாம் அங்கத்தவர்)

(Mr. P. G. B. Keuneman—Second Colombo Central)

On a point of Order, may I have a Ruling from you, Sir, as to who has made a bigger ass of himself, the hon. Member for Dehiwala-Mt. Lavinia or the hon. Member for Nallur (Dr. Naganathan)?

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(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

I gave way to what I believed was going to be a point of Order, but apparently it is a—

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(டொக்டர் நாகநாதன்)

(Dr. Naganathan)

The point of Order is that the hon. Member for Dehiwala-Mt. Lavinia is not speaking on the subject. He gets fees when he talks in the courts. He does not realize that here there is parliamentary procedure and principle to be followed.

කෙනමන් මයා.

(திரு. கெனமன்)

(Mr. Keuneman)

Walking and talking for fees is spreading to Parliament.

கன்கசன் துரே வரலய ஸ்வமிய

ஊலரீய கைலீவீன் ஊர். டி ஸில்வா

(டொக்டர் கொல்வின் ஆர். டி ஸில்வா)

(Dr. Colvin R. de Silva)

If I may echo my good Friend the hon. Second Member for Colombo Central, speaking for fees is spreading to this House also.

துரேசிரன் மலி மல.

(திரு. துரைரத்னம்)

(Mr. Thurairatnam)

Then the proper thing to do is to move the correct motion, and if anybody is found guilty of a corrupt practice he must not be allowed to remain here. I am one with you if you say that action must be taken against corrupt practices, and it is for us to cleanse this House. That should really have been done some time before this, too.

ஊலரீய கைலீவீன் ஊர். டி ஸில்வா

(டொக்டர் கொல்வின் ஆர். டி ஸில்வா)

(Dr. Colvin R. de Silva)

I did not know that there can be a point of Order on the subject of asses except from an ass. It is asinine to get up and speak of asses on a point of Order. There was an old Roman coin which was known as an ass. I do not know whether my hon. Friend was referring to that kind of ass when he spoke. Coins seem to be getting so familiar that I do not know whether the old Roman asses are being resuscitated for use now. There was an old Roman patrician who wanted to show that the value of asses had fallen. He went round with a slave behind him carrying a big bag of asses. In old Rome, if you slapped a man the fine you had to pay was two asses. This patrician, as he went along, slapped every man he met and gave him two asses. He was trying to show that the value of money and the value of slaps had fallen.

So, why is my hon. Friend dealing with this question of asses?

கன்கசன் துரே வரலய ஸ்வமிய

நியோஜன கலாநாயக துல

(பிரதிச் சபாநாயகர்)

(Mr. Deputy Speaker)

Please come back to the matter in issue.

ஊலரீய கைலீவீன் ஊர். டி ஸில்வா

(டொக்டர் கொல்வின் ஆர். டி ஸில்வா)

(Dr. Colvin R. de Silva)

My good Friends themselves got up, and one of them, the hon. Member for Nallur (Dr. Naganathan), from that distinguished seat this afternoon asked me to reply to him on the question of smuggling from Valvettiturai in connection with Kankesanturai. I am always a courteous man. I love to reply to fair and friendly questions and now when I reply to his question with the fullness that it deserves and a courteous man should give him in reply, he gets up and calls me an ass and thereby shows that he opened the road to asininity. I cannot help that.

Let us get back to Kankesanturai in terms of how the hon. Member for Point Pedro (Mr. Thurairatham) got in. He sailed a very long distance. He sailed from the days of Parakrama Bahu down to history along very tumultuous seas before he got to Kankesanturai and there can be no objection by this honourable House if I sail along with him along those tumultuous seas until we come to Kankesanturai Harbour. There is no objection whatsoever.

வேலுலாசீய நானாதன்

(டொக்டர் நாகநாதன்)

(Dr. Naganathan)

This is the Marxists' approach to economic questions.

ஊலரீய கைலீவீன் ஊர். டி ஸில்வா

(டொக்டர் கொல்வின் ஆர். டி ஸில்வா)

(Dr. Colvin R. de Silva)

I have not even got to economics yet. I assure you, just before the Adjournment you will get your reply.

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කන්කසන්තුරේ වරාය සංවර්ධනය

I think it is very unfair of the hon. Member for Nallur, after such agreeable exchanges between us, that he should march out in that way with both his hands in his trouser pockets and neither in his coat pockets which are generally too empty for anybody who wants to pick.

කෙනෙත් මො.

(திரு. கௌமன்)

(Mr. Keuneman)

That is where economics come in.

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(டொக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

I come back to Kankesanturai Harbour. Although it is quite true that down the centuries we have been a seafaring nation, the problem of seafaring and the problem of harbours and ports today are of a totally different order and on a totally different level from those ancient mariners' times.

I am very glad to see my hon. Friend from Wattala (Mr. Jayasinghe) here. I should inform him that his hon. Friend from Ja-Ela (Mr. Paris Perera) rather sought to separate himself from Wattala.

ඩී. ෂෙල්ටන් ජයසිංහ (වත්තල)

(திரு. டி. செல்டன் ஜயசிங்ஹ்—வத்தலை)

(Mr. D. Shelton Jayasinghe—Wattala)

I am not going to get drawn into this.

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(டொக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

This is the first time that the hon. Member for Wattala has listened to a Debate. They are learning.

The Hon. Minister, who is my hon. Friend and comrade, tried to make a very important point which I should like myself to stress to this honourable House. Ceylon not only has a history of harbours, Ceylon has a geography by which we know that we are a land of many estuaries, inlets and bays. In other words, there are innumerable places in Ceylon

where one can build harbours. One of these happens to be Kankesanturai, and I want to say in advance, lest there be any misunderstanding, that I wish to assure my hon. Friend from Point Pedro that I am not seeking to set the seal on smuggling on the Kankesanturai Harbour. I am not. I think it is a good harbour. I think it should be developed. I am entirely in favour of its being developed. I am entirely in favour of its being developed for any purpose whatsoever. Only he and I seem to have a small disagreement.

I do not consider smuggling a dishonourable trade. Smuggling is one of the oldest occupations of seafaring peoples. That is the one way in which some of the best navy men in the world have been trained. And what is the difference between that kind of smuggling and, for instance, Sir Francis Drake of old? He was really an official and honourable smuggler for his Queen while these are unofficial smugglers whom people unnecessarily denounce. I am not seeking to place the seal on them.

The second point I want to make is this. Let not my hon. Friends misunderstand me. I am for the development of the Kankesanturai Harbour, but why, when and in what circumstances, is also important in any economic question like the development of a harbour, and I wish to discuss that soberly and seriously.

It is many, many years since my hon. Friend, the First Member for Colombo South (Mr. J. R. Jayewardene) first broached the idea of economic plans for this country. I am not going to analyze or criticize that plan. But he launched that. No plan really emerged! Thereafter, we had other plans, and then finally after six-year plans we have had five-year plans, three-year plans, two-year plans and one-year plans. And, according to the advertisements, we also have a stuff called Complan! The only point about Complan is that it reduces your weight. That is one form of plan.

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කන්කසන්තුරේ වරාය සංවර්ධනය

[ආචාර්ය කොල්වින් ආර්. ද සිල්වා]

Now, into a plan one must fit the development of a harbour ; otherwise, one would fall into error. This is the trouble we have had in our country with the whole question of economic development—that we have not worked to any known plan whatsoever, none at all. We have had all sorts of plans which were never operated and apparently we have never had an operable plan. And now, unfortunately, the Hon. Minister of Finance has got ill in London. I heard, incidentally, that a certain demonstration had accompanied certain Buddhist priests on a certain Saturday and even killed my good Friend, the Finance Minister, in London for their own benefit. But that is small matter. The United National Party is eternally killing whom they ought not to kill. I think they will soon kill their extra friends. Since those who have gone into their embrace—[*Interruption*]. But that is a business between themselves, and we do not mind a little mutual throat-cutting after we have known what stabbing in the back is !

A plan must not only be comprehensive but it has also to be detailed and properly staged. So, the question arises : where do you fit in the question of a harbour into a general national plan ? This is a subject which could also be a good subject for a doctoral thesis. But I do not think any of my honourable Friends in the Federal Party will deal with that dissertation. But we need one.

Let us look at this. I have personally—I wish to say—been deeply interested in the transport problem in Ceylon. I have not the deep understanding of my honourable Friend from Akuressa as to how much displacement a modern ship has in comparison with an old ship. Whether a present oil tanker displaces 40 feet or 50 feet of water, I do not know. Frankly, I am not sure—not that I very much care until such day as our National Shipping Lines get interested in tankers. But the point is this. I believe that we must look at our problem of transport in

Ceylon as a comprehensive unity. That is what is the trouble with us. We are developing our railways independent of our roads; we are developing our roads in competition with our railway; and now, it is proposed that we should develop our sea-lanes and sea-ways in competition with our railways and our roads. Now, this, in my opinion, is the beginning of insanity in economics as well as politics—certainly in planning.

Let us look at it the other way. Let us look at our Island for the moment from the point of view of the fact that it is a compact little island which is well-roaded, has a fair railway, has sea routes to be developed and has rivers which are navigable. How should one look at the problem? Should one look at it and say: Well, there is a harbour in my constituency, if I develop that, that would be a good thing? No. Should I say: There is a harbour in my region and regardless of all other harbours we must develop this harbour? No, that will not do. How should we look at it? I am speaking seriously. I say, you must look at this whole question as a unity—as I said, a comprehensive unity. We need to carry goods and carry people in our country. I forgot one thing. I forgot our airways. So, we have four ways in which we can carry—no, five ways in which we can carry goods and human beings in our country. The earliest were the roads. Ever since man there have been roads even in the form of bad roads.

I am not quite sure that, until my good Friend from Kalutara became the Minister of Public Works, our good roads were not deteriorating into bad roads. Today I think we are improving from bad roads into good.

Then I am very pleased to see that the man who knows much about the railways in this country is inside the House though outside the Chamber and that is how it should be—[*Interruption*].

Then we have the railways. I do not propose to interest this hon. House in the history of railways in

this country although that is a profoundly interesting piece of history. I think it was a former railwayman by the name of G. F. Perera who wrote a centenary history of the railways of our country and maybe it will do us all good to read it, because then we will know something about our own railways through that.

Then we have always had the seaways. It is little remembered now. Indeed, it is forgotten by the present generation that in the twenties or the earlier period we had two little ships one of which I remember was called "Lady Blake". I forget the other lady's name.

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(திரு. துரைரத்னம்)

(Mr. Thurairatnam)

McCallum.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

That is right. I thank you for reminding me about it. I am a little short of memory and I am growing old and grey-haired.

"Lady Blake" and "Lady McCallum" used to go round the island, one clockwise and the other anti-clockwise, and I believe Batticaloa depended much upon these two ships.

I was once upon a time a student at St. John's College, Panadura, under C. A. Jansz, a very celebrated principal in this country, and I still remember there was an older boy at St. John's boarding house and school by the name of Fontaine, and Fontaine came from Trincomalee and he always came by the "Lady Blake" or the "Lady McCallum" to Colombo and went back home.

We used the seaways then. "Lady Blake" is gone, "Lady McCallum" is gone, everybody is gone, and now we only have those little craft that go round from the south across to Trincomalee and so on for fishing.

That is the proof that, properly looked at, our seaways could be an important means of transport for us.

Everybody forgets what we have had in abundance in this country. What is that? Our rivers?

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(திரு. டி. பி. ஆர். குணவர்தன)

(Mr. D. B. R. Gunawardena)

Canals.

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(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

The Dutch created canals for us, but we are not Dutchmen, you see. We do not understand canals. We have descendants of the Dutch among us but even they have forgotten about canals. That is the misfortune of it. Wherever the Dutchmen went he built canals. You go to Java and Indonesia you have canals. Right through the heart of Djakarta is a wonderful canal which is still the source of transport and of water for all Djakarta. Remember there are over two million people in Djakarta.

Canals are an artificial method, but we have our rivers and today we have the air.

The Hon. Minister who is in charge of the Kankasanturai airport can pride himself on the fact that the new plane that has been obtained is to be used in such a way that it will facilitate my Federal Friends from Jaffna from getting home and to Parliament. More frequently than in the past I hope to see them in Parliament even though sometimes I visit them at home.

Why do we look at these things as five different methods of transport which must be developed in competition with one another? Nobody talks of developing the five fingers of his hand in competition with one another. No. We look at our hand as one composite unit. We look on our fingers as something prehensile gifted to us from birth which we can make use of for various purposes. No doubt we

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[අවමය කොල්වින් ආර්. ද සිල්වා]

can use our different fingers for different purposes and sometimes even for that unwise purpose called marriage when we want to put in a wedding ring. But the point is that we look at the hand as a whole unit.

Why do we not think of our roadways, our railways, our seaways and our airways as merely alternative forms of a single system of transport that could be established and developed in this country?

Sir, what do we have today? I will just illustrate for a moment and show how it is in direct line with the point we are discussing. Our friend the General Manager of Railways is faced with this problem. It is a problem that is unique to Ceylon; and that is what many people forget. Railways are not paying propositions in most parts of world save where there are long haulages available. That happens to be the case. That is because the modern methods of the internal combustion engine developed for purposes of transport is coming in handier and readier as a means of transport specially for human beings over short distances.

Once upon a time you got into a train to come from Balapitiya. Nowadays it is a little unwise to refer to Balapitiya because I am not quite sure whether the association there is quite as satisfactory as in my time. That is by the way. We now have men from Balapitiya who apparently have to depend on others to determine what goes on in their heads. It was not so in my time. Today, you can come by bus almost, I believe, as fast as by train. If you take an express bus—there is a stranger who shakes his head on that and I quite understand it and I withdraw that remark—you come fast enough by bus and having that advantage you can get into a bus right outside your doorstep and get down at the other end. Then what happens?

The railway says that road competition must stop; you must prohibit the development of parallel roads and have only feeder roads. In other

words, it says since railways go thus, roads shall not go thus. No, wherever railways go roads shall go—that is to say, at angles to the railways. What is the railway management thinking of every time you have roadways parallel to the railway and when the roadways divert traffic from the railway? The railway man says, "Instead of having your roadways in competition with my railways, please use your roadways in appropriate circumstances as feeders for the railway. Though this is an integral form of thinking, I think, it is partial and unsatisfactory and an inadequate form of integration.

Now, I go further. I will take the question of the transport of goods. Supposing the Government of this country forms a transport corporation, not just a bus corporation or a railway corporation or a shipping corporation or an air corporation or a river transport corporation, some day or other—I mean one single transport corporation—how will it operate? How would it operate and how should it operate? I say as follows. Just take it this way. Supposing somewhere in Vavuniya the transport corporation has an office, a business office where it says, "We will accept goods for transport"—leave aside the human beings alone for the moment. Now if a person gets in touch with the Vavuniya transport office of the transport corporation and says, "I have certain goods which I want to get to Colombo" well, I can imagine this transport man asking the person who contacted him, "Well, what are these goods?" The man says, "I have some ginger sacks", and the transport man might ask him, "Are you in a hurry to despatch these goods to Colombo or will you be satisfied if the goods get there in two or three days?" The man who wants to transport these goods is likely to ask the transport man, "What is the difference if I want them there within 24 hours, six hours or three days or I do not mind if it takes even three to four days?" Well, the transport man will say, "Well I have different means of transport. If you want them in six hours I will

be sending them by air ; if you want them within two or three days I will be sending them by our lorry. If you do not mind such and such a time, I will send it by rail-road." The choice is with me ; the tariff is there. The customer has the tariff and he can choose. After that what is necessary is that the transport station should send the transport to collect the goods from the customer.

If there is well developed sea transport and the goods to be transported are extremely bulky and time is not of great importance it will be cheaper to send the goods by sea. Then there will be an integrated transport system. A single authority or the customer decides how the goods should be transported and the transport authority will not be looking at the question from the point of view whether if the goods are sent by road it would be unprofitable to the railway or *vice versa* and so on. Then that is not the approach. Then I have got in my control five methods of transport—that is what the transport authority will say—and I will use the cheapest according to the needs of the customer. I think it is a great pity that we do not think along those lines. We will only think along those lines if we have a transport section in the national plan. That is my honest belief.

When you look at it that way you will never get to the question of Kankasanturai except in the proper context. I think that the overall task is to develop all our harbours to the extent that it is necessary to develop them in terms of volume of goods and other traffic we have in our country. You will have to have a system of priorities. That is unavoidable. And those priorities are determined not merely by geography alone. You will say: "I have got a fine harbour in such and such a place", but you will not first develop that when you may have a harbour that is not quite so fine in another place but in the hinterland of which there is so much economic and productive activity that there will be

use for that harbour. That is where the question of the Kankasanturai Harbour comes in.

The hon. Member for Galle (Dr. W. Dahanayake) brought up the question of the Galle Harbour. But my hon. Friend the Member for Akuressa (Dr. S. A. Wickremasinghe) joined issue with him. I do not want to enter into that controversy. But is it not relevant to point out that the hon. Member for Galle who is a "Galilean" wanted the Galle Harbour developed but the hon. Member for Akuressa who has obviously tried to study the question is able to point out that you cannot develop that harbour beyond a certain point by reason of the fact that you cannot get a sufficient depth in water because of the rocky bed of the harbour? The whole Southern Province may wish the Galle Harbour to be a substitute for or equivalent of the Colombo Harbour, but natural conditions do not permit it and therefore you must go elsewhere for the fresh development that you are searching for.

When you think of developing the Trincomalee Harbour what happens? It is a wonderful harbour but there is very little economic activity going on in the hinterland. Colombo has become the export point. All things lead to Colombo. We saw in recent years what happened to our attempt to divert our tea to Trincomalee. We did so at the cost of an extra two cents per pound. But the moment that advantage was not given, back came the tea to Colombo—and quite naturally too. It could not be prevented. So, in this way, I say we have to consider Kankasanturai in relation to the importance of other ports. I myself agree with my hon. Friend the Member for Akuressa that the railway is a much more expensive mode of transport than the seaways, but unfortunately the use of seaways involves a lot of capital equipment in advance because you have to develop sufficient harbours for the purpose.

கனகசபை வரலாறு பற்றிய

கனகசபை வரலாறு பற்றிய

[அங்கத்தினர் கனகசபை அங்கத்தினர்]

In a plan, a national plan, or in a section of a national plan, what would the Hon. Minister and the Government have to do? They would have to list priorities by taking into consideration the comparative advantages, within the period and time contemplated, for that particular form of development that is asked for. If I understood the Hon. Minister, he pointed out that there was a difficulty for him. He agreed that you must develop Kankesanturai. He saw that it is governed by the fact that the cement factory has been placed there. He agreed that the seaways would be cheaper, but in the period and time within his contemplation—he has been so advised though he has not accepted the advice by any chance—he will consider the question whether, over a shorter period, it might not be better to use the railways which are under-used at present than await the expensive development of the seaways. Now, all that we can say as far as we are concerned is, let them think it over. I frankly do not pretend to be in a position to choose between the two, but I entirely agree with the hon. Member for Akuressa (Dr. S. A. Wickremasinghe) that ultimately, if we have a cheaper form of transport, it is better for us permanently to use the cheaper form of transport than the more expensive transport on the ground that it is the only way in which to reduce losses.

கனகசபை அங்கத்தினர் சி. என். வி. கிருமசிங்கம்

(டாக்டர் எஸ். ஏ. விக்ரமசிங்கம்)

(Dr. S. A. Wickremasinghe)

It is better to import clinker than to transport clinker by rail.

[அங்கத்தினர் கனகசபை அங்கத்தினர்]

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

My good Friend says that there are fantastic results from this. Well, Sir, I do not suppose anybody sat down and thought out the question in this way when they started the cement factory.

கனகசபை அங்கத்தினர் சி. என். வி. கிருமசிங்கம்

(டாக்டர் எஸ். ஏ. விக்ரமசிங்கம்)

(Dr. S. A. Wickremasinghe)

It is cheaper to bring clinker from Japan to Kankesanturai than to bring it from Galle to Kankesanturai by rail.

[அங்கத்தினர் கனகசபை அங்கத்தினர்]

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

I presume, respectfully, that the House heard what the hon. Member said. He said that it is cheaper to import clinker from Japan than to transport it from Kankesanturai to Galle by rail. Of course there is one difference.

கனகசபை அங்கத்தினர் சி. என். வி. கிருமசிங்கம்

(டாக்டர் எஸ். ஏ. விக்ரமசிங்கம்)

(Dr. S. A. Wickremasinghe)

It was cheaper to transport coal to India from England by sea than by rail transport.

[அங்கத்தினர் கனகசபை அங்கத்தினர்]

(டாக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

That is true.

These are different forms of transport and we have to enter into the comparative economics of these things. But we should ask ourselves, do we want to develop the Kankesanturai Harbour at a later time, or do we want to make an immediate investment on that matter? These are two different things. It seems to me that the only question at issue is the question of the rate and time of development. I do not think the Government will get the money for the development of the Kankesanturai Harbour. I was a little sorry that in his efforts at persuasion, my good Friend who introduced this Motion, who is a very old friend of mine, introduced into it a reference to a speculative remark that the Kankesanturai Harbour might be used as a harbour for an Indian invasion. I do not know who was guilty of that particular thing, but if—

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එම්. සිවසිනම්පරම් මයා.

(திரு. எம். சிவசிதம்பரம்)

(Mr. M. Sivasithamparam)

I said that I was told that the Ministry of Defence and External Affairs had used that as an argument.

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(டொக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

It is my belief, Sir, if my hon. Friend would permit me to say it, that the source for that could only be his new-found friend, the hon. Member for Welimada (Mr. K. M. P. Rajaratna).

I do not think we can enter into the economic development of this country on the basis of racial discrimination or bias. It is a little idle for us to chatter about the Tamil and Sinhalese sections of the community, even when it comes from the Tamil end. We must talk about Ceylon and its development, its unity; and when we have that, let us understand that the proper unified development of Ceylon will be of greater service to the unification of the people of Ceylon regardless of their racial differences. I have no doubt that in the coming elections, from some of your new-found friends we shall hear a lot about racialism, but let us not—you and I—fall into it. All means of communication are both import and export, and are both means of carrying invasion to other countries and bringing invasion from other countries. You cannot keep a communication that cannot be used for communication. But the point is, we who desire the peaceful and intensive development of our country want Kankesanturai also in its proper circumstances developed no less than Galle for instance, or that little fisheries harbour there at the river in my own village. We want all that developed, and let us all get together for that development.—[Interruption].

My hon. Friend from Nallur (Dr. Naganathan) has forgotten even where the Bar of the House is. He is probably just walking from a long sleep.

කන්කසන්තුරේ වරාය සංවර්ධනය

I believe my Hon. Friend the Minister is now ready to give the particular assurance that my hon. Friend wants. I thank you for your great patience; I thank the hon. House for much tolerance, and I hope the Hon. Minister will thank me for having performed the service he wanted of me.

අ. හා. 3.25

ඩී. පී. ආර්. වීරසේකර මයා. (රත්නපුරය)

(திரு. டி. பி. ஆர். வீரசேக்கர—இரத்தின புரி)

(Mr. D. P. R. Weerasekera—Ratnapura)

I think when this question of the development of the Kankesanturai Harbour is being discussed we must look at it, as the hon. Member for Dehiwala-Mt. Lavinia (Dr. Colvin R. de Silva) stated, as a problem of transport. Transport does not mean only transport by sea. There is also transport by land, water and air. We have the roads, the river transport and the canals that were developed by the Dutch which are now neglected.

We are all agreed that the Kankesanturai Harbour should be developed. The only question is whether it should be taken on immediately and whether we can afford it. In short the question is whether priority should be given to the development of this harbour. I do not think any decision could be arrived at as to the order of priority without first considering the various other methods of transport available to us.

Our roads need repair. We have a new Minister but we know it will take some years to bring the roads back to the condition that they should be in, and it is expected that this will cost some millions of rupees.

We then have the airways. Although the Hon. Minister and I do not agree on certain matters, there is now an Avro plane brought in and there is development taking place. There are new routes—

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(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

And reduced fares.

ඩී. පී. ආර්. වීරසේකර මයා.

(திரு. டி. பி. ஆர். வீரசேக்கர)

(Mr. D. P. R. Weerasekera)

As a union matter I think we are satisfied with the progress and development of Air Ceylon.

I think there is also a privately owned lorry transport system. About 90 to 95 per cent of the lorries are owned by private owners. That is also a means of transport that is available to us.

With regard to canals I am sorry to say that no Government has so far thought of developing them as a means of transport. If transport by sea is cheaper than transport by land, this should also apply to canal transport. We have canals in Wellawatte, Pamankada and various other places. They are not outlets for water but part of a planned canal transport system of the Dutch. They found it cheaper.

Incidentally, I was in Holland recently for about a week. There I saw tremendous development of the canal transport system. It was fantastic. I think about 95 per cent of all transport of heavy goods in Holland is done by canal. Almost the whole of Amsterdam is a network of canals with narrow roads on either side, the canals linked together and finally ending in the harbour. Big ships bring goods into the harbour and the goods are loaded into tugs, which feed the canal boats. These canal boats take the goods even to retail dealers and sub-dealers.

Let me first deal with the question of road transport. The question arises whether we can give priority to the development of the Kankesan-turai Harbour when the roads of Ceylon have to be improved and millions of rupees spent on them. Ceylon's main roadway is graded A1.

The road from Colombo to Kandy is, I think, graded A1. I travelled on that road recently. It has been premixed for about one-third of the distance.

The Kegalla-Colombo road is premixed up to the 23rd mile from Colombo, but I do not think we can be satisfied until that road, which is graded A1, is completely premixed.

The condition of the Colombo-Kandy road has an impact on the cost of transport, which is very high. All our vegetables from the up-country come in lorries on this main road. As such, the development of the Colombo-Kandy road should be on the top of any list of priorities.

Then there are other main roads such as the Colombo-Trincomalee road. That road has not been improved at all. The road is in a horrible state, especially in the Kantalai area, where tractors go up and down the road. That road is in such a state of disrepair that one does not even like to travel on it.

We also have a harbour at Trincomalee. You cannot expect all traffic to develop into sea traffic. The road from Colombo to Trincomalee, which is graded A2, needs to be developed before you can think of spending money on other projects.

Mr. Deputy Speaker, even the road to Beliatta is not exactly a minor road. You will yourself bear that out.

විවියන් ගුනවර්ධන මය. (පළාත් පාලන හා ස්වදේශ කටයුතු පිළිබඳ පාර්ලිමේන්තු ලේකම්)

(திருமதி விவியன் குணவர்தன—உள்ளு ராட்சி, உள்நாட்டு விவகார அமைச்சரின் பாராளுமன்றக் காரியதரிசி)

(Mrs. Vivienne Goonewardene—Parliamentary Secretary to the Minister of Local Government and Home Affairs)

It leads to Sarath Wijesinghe's house.

කන්කසන්තුරේ වරාය සංවර්ධනය

ආචාර්ය කොල්වින් ආර්. ද සිල්වා

(දොக்டර් කොල්වින් ආර්. ද සිල්වා)

(Dr. Colvin R. de Silva)

It has proved a source of much golden profit to many in the last couple of days.

ඩී. පී. ආර්. වීරසේකර මයා.

(තිரு. ඩී. පී. ආර්. වීරසේකර)

(Mr. D. P. R. Weerasekera)

I personally think that that road should not be given priority because it leads to certain other areas, too. There is also the Hakmana road, which is part of the transport plan.

රෝයි රාජපක්ෂ මයා. (හක්මන)

(තිரு. රොය් රාජපක්ෂ—හක්මන)

(Mr. Roy Rajapakse—Hakmana)

We cannot go on that road, that is the trouble.

ඩී. පී. ආර්. වීරසේකර මයා.

(තිரு. ඩී. පී. ආර්. වීරසේකර)

(Mr. D. P. R. Weerasekera)

At least, we are on the straight road. Whichever road we go along, we never turn back.

රෝයි රාජපක්ෂ මයා.

(තිரு. රොය් රාජපක්ෂ)

(Mr. Roy Rajapakse)

The U.N.P. people are going on a crooked road. You have gone along a crooked road and now also you are going on a crooked road.

වෛද්‍යාචාර්ය නාගනාතන්

(දොක்டර් නාගනාතන්)

(Dr. Naganathan)

Can you walk straight on the road ?

රෝයි රාජපක්ෂ මයා.

(තිரு. රොය් රාජපක්ෂ)

(Mr. Roy Rajapakse)

Shut up. Do not talk through your hat.—[Interruption].

කන්කසන්තුරේ වරාය සංවර්ධනය

ඩී. පී. ආර්. වීරසේකර මයා.

(තිரு. ඩී. පී. ආර්. වීරසේකර)

(Mr. D. P. R. Weerasekera)

It depends on the circumstances. For example, when the hon. Member for Nallur (Dr. Naganathan) wanted to walk along Galle Face Green, the information I had was that he did not walk straight across the road.—[Interruption]. Outside there is a great demand for the hon. Members for Nallur, Welimada and Avissawella. They are all waiting to greet them. Personally knowing the type of greeting that is awaiting them, I advise them—not that I agree with their politics—that they should not step out just now except with police protection.

Then there is the Ratnapura road. I understand there is a move now to give Ratnapura double deckers. Personally I like that idea.—[Interruption]. The Ratnapura road is something I know of unlike many of those who in the near future will buy cars. I travel by bus. I travel about a thousand miles a month by bus. For the last 1½ years I have done all my travelling by bus.—[Interruption]. That road is very, very narrow and its surface is terrible. A certain amount of premixing has been done up to Hanwella. Double deckers are being given to us, but until the trees overhanging this road are cut and the electrical and telephone wires along that road are raised I do not see how these double deckers are going to run on that road. That is also going to cost several millions of rupees. That road needs development right up to Balangoda. The road has to be widened and premixing has to be done. It will take at least another hundred miles of premixing before that road could be considered satisfactory. If double deckers are to run on that road, all the electrical and telephone wires and overhanging trees will have to be attended to. All that is going to cost half as much as the Kankesanturai Harbour development is going to cost.

If you have gone on that road you would have seen a relic of British imperialist corruption—the narrow

கனிககன் துரே வரூசு கலவீதன

கனிககன் துரே வரூசு கலவீதன

[தி. பி. ஸார். திரசேக்கர மல.]

gauge railway. I am sure all hon. Members of this House know how that railway came there. We talk of corruption now.—[Interruption].

திரிசன குனவர்தன மல.

(திருமதி விவியன் குனவர்தன)

(Mrs. Vivienne Goonewardene)

The oil company managers were in the galleries yesterday.

தி. பி. ஸார். திரசேக்கர மல.

(திரு. டி. பி. ஆர். வீரசேக்கர)

(Mr. D. P. R. Weerasekera)

Naturally. Their pockets were bulging when they came in; their pockets were empty when they went out.

That narrow gauge railway is up to Opanaika. I am sure you would have heard about this yourself. Long, long ago during the British times, at the time the so-called white rulers of this corrupt country were ruling over us without a taint of corruption and bribery—all the corruption seems to be attributed to the black Asiatics; that is the impression that is created—one Governor is supposed to have taken a fantastic bribe to palm off to Ceylon a railway that was rejected by Africa. Today, it is running up and down daily and the fastest speed it can do is about 15 miles per hour. It takes 6½ hours to go from Colombo to Ratnapura.

கெனமன் மல.

(திரு. கெனமன்)

(Mr. Keuneman)

That is if there is no breakdown.

தி. பி. ஸார். திரசேக்கர மல.

(திரு. டி. பி. ஆர். வீரசேக்கர)

(Mr. D. P. R. Weerasekera)

If there is a breakdown, the passengers have to get down and push. Now there are no passengers to push even a single compartment. When I was attending the Law College I remember going back from Colombo to Ratnapura, and at Pannipitiya we

used to get off the train and walk alongside it and then get back into the train without even having to run. It is as slow as that. Surely, we cannot talk of development of transport without deciding on what we should do with this narrow-gauge railway. The wiser thing for the Hon. Minister of Communication to do, if he cannot afford a broad-gauge railway, is to scrap that and give those sleepers and lines to the village committees to put up their bridges. The maximum number of passengers you see on that train beyond Nuge-goda is about five to ten. Thus, you see a great deal of money will have to be spent on the development of—[Interruption]. I think there was a suggestion by various Members of Parliament to scrap that narrow-gauge railway.

தேவநாதன் மல.

(டாக்டர் நாகநாதன்)

(Dr. Naganathan)

The subject has deviated to narrow-gauge, or, is it narrow brains? This Motion is about the Kankesanturai Harbour. If the hon. Gentleman does not know to speak on that subject may I move the closure of the Debate? They must respect that Chair and not try to fool that Chair.

தி. பி. ஸார். திரசேக்கர மல.

(திரு. டி. பி. ஆர். வீரசேக்கர)

(Mr. D. P. R. Weerasekera)

I am perfectly within the subject because the cost of development of rail transport, road transport, sea transport and air transport—all that is material. It is only after we know these things and after assessing how much road transport development costs, how much air transport development costs—[Interruption].

தேவநாதன் மல.

(டாக்டர் நாகநாதன்)

(Dr. Naganathan)

On a point of Order, Sir: Is the hon. Member for Ratnapura (Mr. D. P. R. Weerasekera) in order?

නිවේදනය

නියෝජ්‍ය කථානායකතුමා

(பிரதிச் சபாநாயகர்)

(Mr. Deputy Speaker)

He is in order. Will you please take your seat?

ඩී. පී. ආර්. වීරසේකර මයා.

(திரு. டி. பி. ஆர். வீரசேக்கர)

(Mr. D. P. R. Weerasekera)

I do not think, Sir, you have ever visited that great institution at Angoda where every inmate thinks he is the cleverest man.

අ. හ. 3.45

නියෝජ්‍ය කථානායකතුමා

(பிரதிச் சபாநாயகர்)

(Mr. Deputy Speaker)

Order, please! Mr. Speaker will now take the Chair.

අනතුරුව නියෝජ්‍ය කථානායකතුමා මූලාසනයෙන් ඉවත් වූයෙන්, කථානායකතුමා මූලාසනාරූඪ විය.

அதன்பிறகு உப சபாநாயகர் அவர்கள் அக்கிராசனத் திலிருந்து நீங்கவே சபாநாயகர் அவர்கள் தலைமை தாங்கினார்.

[Whereupon Mr. DEPUTY SPEAKER left the Chair, and Mr. SPEAKER took the Chair.]

නිවේදනය

அறிவிப்பு

ANNOUNCEMENT

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

Will you please give me a little of your time to make an announcement?

I think hon. Members are aware of the scenes that are taking place outside the House and within the precincts. This morning at about 11.30 A.M. I heard in this Chamber shouts from outside. I asked the Assistant Sergeant-at-Arms to inquire. He came and told me that a crowd had come over the wall, got into the northern porch and was cheering the Member who was taking the Address of Thanks to the Governor-General. I gave immediate orders to clear the crowd. The crowd went on to the pavement and started shouting.

නිවේදනය

Again at 12.10 P.M. after we adjourned for lunch I saw with my own eyes a big crowd gathered near the steps and there was continuous shouting and jeering. I am sorry to say there were Members of Parliament who were encouraging them—

ශර්ම මන්ත්‍රීවරු

(கௌரவ அங்கத்தினர்கள்)

(Hon. Members)

Shame, Shame!

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

Order, please! I have not finished.

—and this was done by Members from both sides of the House. I heard remarks cast at the hon. Member for Dambadeniya (Mr. R. G. Senanayake).

ආල්වින් කොල්වින් ආර්. ද සිල්වා

(டொக்டர் கொல்வின் ஆர். டி. சில்வா)

(Dr. Colvin R. de Silva)

Why do they not shout shame to themselves?

කථානායකතුමා

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

Order, please! I have not finished.

I immediately asked the Superintendent of Police and the Inspector in charge of the police officers here to see me. The Superintendent of Police told me that he had 19 officers in the premises and 8 officers round the parapet wall and that the police force was not enough to cope with the situation.

I rang up Mr. Van Twest, Superintendent of Police and told him about the situation. He promised me that he would quieten the crowd and bring order to the place.

From that time onwards till now I found that there had been no decrease in the shouting or in the disorder.

I rang up the D. I. G. twice again. He was not to be found. I rang up the I. G. He had gone out of town. I contacted his Personal Assistant.

[கருத்துரை]

He promised to be here, but so far he has not turned up. I rang up a second time and I was told by his office that he was on the way.

As the situation was worsening, I got down the Superintendent of Police again a little while ago, and told him there would be a serious situation developing. It has already developed. He told me that he was helpless—I do not know what he actually meant by that—and that he would try his best and restore order without causing a clash between the two parties.

Now the situation is almost getting out of hand, and just now I saw the car of the former Leader of the House being stoned in the premises. I saw it with my own eyes. When the car approached the southern porch a crowd of people followed and stoned the car and there were police officers just looking on. Every police officer was just looking on and not doing anything. In fact, I shouted from upstairs, from the balcony, and asked some of the police officers in harsh language what they were doing. There were some members of the crowd who were better behaved than some of the police officers and who tried to bring about peace and order. I am especially thankful to the Minister of Communications. He was leading a crowd—a crowd followed him but he was trying to pacify the crowd.

This sort of thing is beyond my control because I did my best to protect the interests of Members of the House here, and I leave it to the police to do the rest.

I have no other comments to make. I am thoroughly dissatisfied with the way the police have been handling the whole situation.

சே. ஐ. பி. ஜெயவர்தன

(திரு. ஜே. ஆர். ஜயவர்தன)

(Mr. J. R. Jayewardene)

Shall we adjourn?

[கருத்துரை]

(சபாநாயகர் அவர்கள்)

(Mr. Speaker)

In this situation we cannot possibly carry on with the work.

I must also say one thing more. When I asked the Superintendent of Police to clear the crowds, he told me that some Members of Parliament were not allowing the crowds to go away but were asking them to stay behind and shout and jeer. [Interruptions and uproar.]

Shall we adjourn?

கனகசபைத் துறை

காங்கேசன்துறைத் துறைமுக அபிவிருத்தி

DEVELOPMENT OF THE KANKESANTURAI HARBOUR

சு. அனில் மூனேசிங்க (பிரதான அமைச்சர்)

(கௌரவ அனில் முனசிங்க—போக்கு வரத்து அமைச்சர்)

(The Hon. Anil Moonesinghe—Minister of Communications)

My learned Friend from Uduppidi (Mr. M. Sivasithamparam) wanted me to make a statement on the Kankesanturai Harbour. I want to say that I accept, in principle, the ideas enshrined in his Motion and the question of the development of the Kankesanturai Port. Regarding the time factor, I am not able to give an assurance. All I wish to say is that long before this Debate, on the 16th October, in reply to a letter from me to the Hon. Minister of Rural and Industrial Development, I had the following communication which I would like to read out to the House to show that there has been no communal bias, whatsoever on this question after the Coalition Government came into being:

“My dear Minister,

The Proposed Harbour at K. K. S.

The Chairman of the Ceylon Cement Corporation has brought to my notice a communication from your Permanent Secretary, No. AA/63/64 of the 17th August, 1964, wherein it is stated that the transport of clinker by rail by the Railway Department is uneconomic and inquiring what action the Ceylon Cement Corporation proposes to take in this

කන්කසන්තුරේ වරාය සංවර්ධනය

කන්කසන්තුරේ වරාය සංවර්ධනය

regard. In this connection I annex hereto a copy of a report dated 1st September, 1964 from the Chairman, Ceylon Cement Corporation.

My Ministry was always of the view that the most economic method of transport of clinker from KKS. to Galle was by sea and had taken all steps to enable this to be done. However, on representations by your Ministry this matter which involved the construction of a harbour at KKS was dropped. The matter was taken up before the Hon'ble the Prime Minister and a decision taken in this regard.

At the discussions with the Hon'ble the Prime Minister, the claim continued to be maintained that in terms of the national economy transport by rail was the cheapest method and I had myself reluctantly to agree to the decisions of the experts in this regard.

In this background it is a matter of great surprise to me that your Ministry, no doubt on the advice of the same experts, now considers the proposal uneconomic. As I stated earlier, this Ministry has always taken the view that the most economic means of transport would be by sea and still stands by the position it has taken. In the larger interests of the cement industry and the country, it seems desirable that this matter should be re-discussed and finalised and I shall be glad if you will be so good as to arrange a meeting of ourselves and the experts on this matter."

Sir, I think, that this shows the bona fides involved. I wish to say that we are looking at this whole question from the point of view of a Unified Port Authority which would deal with port cargo handling as well as the maintenance of the harbours as one integral part. Under the Unified Port Authority we hope to have a Port Planning Authority which will deal with all ports in Ceylon and I would like hon. Members of the Opposition to leave the matter at that stage so that we may discuss the matter further.

සෛද්ධාන්තය නැගීම

(டொக்டர் நாகநாதன்)

(Dr. Naganathan)

I move, "That the Question be now put."—[Interruption].

එම්. සිවසිත්ථම්පරාම මයා.

(திரு. எம். சிவசிதம்பரம்)

(Mr. M. Sivasithamparam)

In view of the assurance given by the Hon. Minister I am not pressing the Motion to a division. I only

want to make two points in reply to the speech of the hon. Member for Dehiwala-Mt. Lavinia (Dr. Colvin R. de Silva). He said that we are asking that this should be done forthwith as if this matter had been brought up in this House for the first time in 1963-64. That is not so. The question of the development of the Kankesanturai Harbour had been taken up by the Government as early as 1952 and there had been a Token Vote of Rs. 10 passed by this House in every Budget from 1952 to 1959. That is the position as far as the Kankesanturai Harbour is concerned.

Sir, it is not something new. This question had been taken up during the last so many years. In 1962 the Hon. Minister of Industries asked for a Supplementary Vote of Rs. 1 million for this purpose in this House. That is really the history of this whole question. That is why I said that the Hon. Minister of Communications should make a decision now as to whether they are going to take it up or not; whether it is to be phased over a period of four to five years is a matter for the Government to decide. Therefore, it is quite clear that this is not something new. It has been there since 1952. I am sorry that the then Hon. Minister of Communications for reasons of his own, as the hon. Member for Akuressa (Dr. S. A. Wickremasinghe) said, had wanted the money meant for the development of the Kankesanturai Harbour diverted elsewhere. That is how this whole question arose. Therefore, I suggest that this matter be looked into.

I am sorry to say that the question of smuggling has been intertwined with the development of the Kankesanturai Harbour. I am sorry that that suggestion should have come from the hon. Member for Dehiwala-Mt. Lavinia (Dr. Colvin R. de Silva).

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(டொக்டர் கொல்வின் ஆர். டி சில்வா)

(Dr. Colvin R. de Silva)

No, No! I did not intertwine it. It was my hon. Friend from Nallur (Dr. Naganathan) who brought it in. So I dealt with it.

கனகசுந்தரம் வரைய சம்பந்தம்

பதி. சிவசிதம்பரம் மைய.

(திரு. எம். சிவசிதம்பரம்)

(Mr. M. Sivasithamparam)

I am only saying that it has nothing to do with it. The importance of Kankesanturai Harbour is closely linked with the development of the cement factory. That is why I ask that this matter be given priority.

சுரு. அனில் மூனேசிங்க

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

I move, "That the Debate be now adjourned."

புனிய விமலா தேவி, கனகசுந்தரம் மைய.

வினா விடுவிக்கப்பட்டு ஏற்றுக்கொள்ளப்பட்டது.

Question put, and agreed to.

கல் துணி

கல் துணி

ஒத்திவைப்பு

ADJOURNMENT

சுரு. அனில் மூனேசிங்க

(கௌரவ அனில் முனசிங்க)

(The Hon. Anil Moonesinghe)

I move,

"That the House do now adjourn."

புனிய விமலா தேவி, கனகசுந்தரம் மைய.

வினா விடுவிக்கப்பெற்று ஏற்றுக்கொள்ளப்பட்டது.

Question put, and agreed to.

மன்றத் தீர்மானம் 20 அக்டோபர்
அ. கா. 3.55 0 1964 டிசம்பர் 17 வன
இதன் பின்னர் அ. கா. 2 வன தைன் கல்
கிளேய.

அதன்படி சபை, பி. ப. 3.55 மணிக்கு,
1964, டிசம்பர் 17 ஆம் தேதி வியாழக்
கிழமை பி. ப. 2 மணிவரை ஒத்திவைக்கப்
பெற்றது.

Adjourned accordingly at
3.55 p.m. until 2 p.m. on Thurs-
day, 17th December, 1964.

* லோகாலை பதி வன பார்டிமென்ருவை (1964 நோவம்பர் 20 வன தின விவா
கரன லு (பய வன வாரயே அவசாய நைகரின் விராசமான டேவன
பிளீஸனென் ராஜேயனே நைலேய வன ராசு வகியே தி கிழ வி.

* பார்டிமென்ரு வாரயே அவசாய 1964 டிசம்பர் 17 வன தின புகாயயை பன் கரன லு—
பரிசீலன நலு.

பரிசீலனம்

தி லோகாலைபயே பன பவகிய அனிகுன் விசயன்தி னா யவன் புகேயன்தி
அன ருசின பி டு, பைது ராசு மன்கலேயை அபிபதினிய பி டு,
நைகரின் விராசமான டேவன பிளீஸனென்
மனா ராசேயனே தி நாமயை

புகாயனய

தி லோகாலைபயே னா நடிய யவன் டேயன்தனே அபுன்குமார னா
கேநாமிநாயக டுரின, நினாநாய அபிராசயே அன டுன்நம
பபிபாபியை பாமாசீகயகபி விளியி னைபலேல
டுதுமனன் வன்தகே விசின

கிளீவி. னைபலேல.

புகாய

1946 லோகா (அன்கு புகாய) ராசபனா அன்கு 15 வன வன்தகியைன் மன வன பவரி
அன கலாநல அபுன பன 1946 லோகா (பார்டிமென்ரு மனவரன்) ராச பனா அன்கு 27
வன வன்தகியைன் விவிவிவன புகார, அபுன்குமார நான்பன் விளியி னைபலேல
வன ம விசின் மை புகாயனயைன்—

(1) பார்டிமென்ருவி விசுரவா கார, 1965 அபுலே பதி வன தின ருசின லேய
அபுன் பார்டிமென்ருவக காலவன கவன்,

- (2) பார்டிமேன்டு மன்ஜிவரன் நோர்னு லென் மனா மூனிலர்ணய பூவின்வென்
நீநய வலயென் 1965 மார்சு விசி டேவூநி நீந நியம கர்ந லென்,
- (3) மன்ஜிபூராபேக்ஷகயன்ஸே நாம யோச்சனா ஸார் டீமே நீநய வலயென் 1965
பனலாரி பகலோஃப் வூநி நீநய நியம கர்ந லென்,
- (4) மீட யாகோவ புநி † ரூபலேவனயே டேவூநி நிரயேகி ஸடென் பக் பக்
ஃபூநய, ப் ரூபலேவனயே ப்ரூபூவூநி நிரயே ஃபூரூப ஸபகனேகி
ஃபூநன் மூனிலர்ணய டீஃபூநிக்நய வெநுவென் மூனிலர்ணய ஃபூநா ஓடிபிபன்
வந ஃபேக்ஷகயன்ஸே நாம யோச்சனா ஸார் மன்நா ஃபூநய வலயென்
நியம கர்ந லென்,

மேஃன் டூந மந யூநய.

1964 டேசுலிபர் டூநன் வூநி நீந பூ மே நீந பேரவூ 12.10 ட கொலூகி டீ ஃபன்ஃன்
கோவ டேந லீ.

ரூபூமணன் வஃன்ஃஸே ஃபன் பரிடீ.

நி. விசேவரீவன,
ஃபூநன் பூகாரவூமளே லேகமீ.

† ரூபலேவனய மேகி டீஃபூ நோமூந.

*இலங்கையின் ஐந்தாவது பாராளுமன்ற ஆளுவது கூட்டத்தொடர் (1964, நவம்பர்
20 இல் ஆரம்பம்) மாட்சிமை தங்கிய மகாராணி இரண்டாம் எலிஸபெத்
ஆட்சியின் 13 ஆவது வருடம் முடிவுற்றது.

*பாராளுமன்றக் கூட்டத் தொடர் முடிவு 1964, டிசம்பர் 17 இல் பிரகடனப்படுத்தப்பட்டது—அனுபந்தம்
பார்க்க.

அனுபந்தம்

இலங்கையினதும் மற்றும் இராச்சியங்கள், தேசங்களினதும் அரசியும், பொதுநலவரசுத் தலைவியுமான,
மாட்சிமை மிக்க இரண்டாவது எலிஸபெத் அம்மையாரின் பெயரால்

பிரகடனம்

பிரித்தானிய சக்கிராதிபத்தியத்து அதியுத்தம வரிசை அங்கத்தவர் இலங்கைத் துணைத்தினதும்
அதன் ஆளுகைக்குட்பட்டுள்ள நாடுகளினதும் மகா தேசாதிபதி, சேனைமா தலைவர், அதி

உத்தமராம் விலியம் கொபல்லவ
அவர்களால்

டப்ளியூ. கொபல்லவ.

மகாதேசாதிபதி விலியம் கொபல்லவ ஆசிய நான், 1946 ம் ஆண்டின் இலங்கை (அரசியலமைப்பு) அரசப்
பேரவைக் கட்டளையின் 15 ம் பிரிவால் என்னிடத்துப் பார்க்கப்பட்ட அதிகாரங்களின் பலத்தைக் கொண்டும்,
1946 ம் ஆண்டின் இலங்கைப் (பாராளுமன்றத் தேர்தல்கள்) அரசப் பேரவைக் கட்டளையின் 27 ம் பிரிவின்
ஏற்பாடுகளைப் பின்பற்றியும், இப்பிரகடனத்தின் வாயிலாக—

- (1) பாராளுமன்றத்தைக் கலைத்து, 1965 ம் ஆண்டு ஏப்ரில் மாதம் ஐந்தாம் நாளில் கூடுமாறு, புதிய
பாராளுமன்றமொன்றுக்கு அழைப்பாணை விடுத்து ;
- (2) பாராளுமன்ற அங்கத்தவர்களின் பொதுத் தேர்தலுக்கான தேதியாக 1965 ம் ஆண்டு மார்ச் மாதம்
இருபத்திரண்டாம் நாளை நியமித்து ;
- (3) தேர்தலுக்கு நிற்கும் அபேட்சகர்களை நியமிக்கும் தேதியாக 1965 ம் ஆண்டு ஜனவரி மாதம் பதினொ
ராம் நாளைக் குறிப்பிட்டு ;

- (4) இதன் ஠அட்டவணையின் இரண்டாவது பந்தியிற் கூறப்பட்டுள்ள இடமொவ்வொன்றையும் அதற்கு நேரே அட்டவணையின் முதலாவது பந்தியிற் கூறப்பட்டுள்ள தேர்தற் றெகுதிக்கு தேர்தலுக்கு நிற்க நாளும் அபேட்சகர்களை நியமிக்கும் இடமாக நியமிக்கிறேன் என்பதை அறிவீர்களாக.

இந்த 1964 ம் ஆண்டு டிசம்பர் மாதம் பதினேழாம் நாள் இரவு 12.10 மணியில் கொழும்பில் கொடுபட்டது.

அதி உத்தமனாரின் ஆணையினால்,

நி. விஜேவர்தன,
மகா தேசாதிபதியின் செயலாளர்.

஠அட்டவணை மீண்டும் வெளியிடப்படவில்லை.

* *End of the Sixth Session (opened 20th November, 1964) of the Fifth Parliament of Ceylon in the Thirteenth Year of the Reign of Her Majesty Queen Elizabeth the Second.*

* *Consequent upon the Dissolution of Parliament on 17th December, 1964, vide Appendix.*

APPENDIX

In the name of Her Majesty ELIZABETH THE SECOND,
Queen of Ceylon and of Her other Realms and
Territories, Head of the Commonwealth.

PROCLAMATION

By His Excellency WILLIAM GOPALLAWA, Member of the
Most Excellent Order of the British Empire,
Governor-General and Commander-in-Chief of
the Island of Ceylon and its Dependencies.

Seal.

W. GOPALLAWA.

KNOW Ye that by virtue of the powers vested in me by section 15 of the Ceylon (Constitution) Order in Council, 1946, and in pursuance of the provisions of section 27 of the Ceylon (Parliamentary Elections) Order in Council, 1946, I, William Gopallawa, Governor-General, do by this Proclamation—

- (1) dissolve Parliament, and summon a new Parliament to meet on the Fifth day of April, 1965 ;
- (2) fix the Twenty-second day of March, 1965, as the date for the general election of Members of Parliament ;
- (3) specify the Eleventh day of January, 1965, as the date on which candidates for election are to be nominated ; and
- (4) specify each place mentioned in the second column of the † Schedule hereto as the place of nomination of candidates seeking election for the electoral district mentioned in the corresponding entry in the first column of that Schedule.

Given at Colombo at 12.10 a.m. this Seventeenth day of December, 1964.

By His Excellency's Command,

N. WIJEWARDANE,
Secretary to the Governor-General.

GOD SAVE THE QUEEN

† Schedule not reproduced.

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දශක මුදල් : මුදල් ගෙවන දිනෙන් පසුව ආරඹෙන මාසයේ සිට මාස 12ක් සඳහා රු. 32.00යි. අනෙක්දින පිටපත් සඳහා නම් රු. 35.00යි. මාස 6කට හාස්තුවෙන් අඩකි. පිටපතක් ශත 30යි. තැපෑලෙන් ශත 45යි. මුදල්, කොප්පි, හාපු මුවදෙර මහ ලේකම් කාර්යාලයේ රජයේ ප්‍රකාශන කාර්යාලයේ අධිකාරී වෙත කලින් එවිය යුතුය.

சந்திர பணம் கொடுத்த தேதியை யடுத்துவரும் மாதம் தொடக்கம் 12 மாதத்துக்கு ரூபா 32.00 (திருத்தப்படாத பிரதிகள் ரூபா 35.00). 6 மாதத்துக்கு அரைக்கட்டணம். தனிப்பிரதி சதம் 30. தபால்மூலம் 45 சதம். முற்பணமாக அரசாங்க வெளியீட்டு அலுவலக அத்தியட்சரிடம் (த. பெ. 500, அரசாங்க கருமகம், கொழும்பு 1) செலுத்தலாம்.

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ලංකාවේ වාලවිචේතයෙහි පිහිටි "රිස් වරින්" පේපර් මිල්ස් කෝපරේෂන්" &
නිපදවන ලද කඩදාසිවල ලංකානුවෝ මුද්‍රණාලයේ මුද්‍රාපිතයි

இலங்கை, வாழைச்சேனை ஈஸ்டர்ன் பேப்பர் மில்ஸ் கோப்பரேஷனல் உற்பத்தி செய்யப்பட
காகிதத்தில், இலங்கை அரசாங்க அச்சகத்திற் பதிப்பிக்கப்பெற்றது

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