

Volume 4

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Tuesday

17th August, 1948

PARLIAMENTARY DEBATES

(HANSARD)

HOUSE OF REPRESENTATIVES OFFICIAL REPORT

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READ THE THIRD TIME

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HOUSE OF REPRESENTATIVES

Tuesday, 17th August, 1948.

The House met at 10 a.m., MR. SPEAKER [THE HON. MR. A. F. MOLAMURE] in the Chair.

PAPERS PRESENTED

Supplementary Estimate No. 17 of 1947-48.—[Hon. Mr. Bandaranaike.]

Supplementary Estimate No. 18 of 1947-48.—[Bulankulame Dissawa.]

ORAL ANSWERS TO QUESTIONS

Raid on Office of "Colombo City News"

1. **Mr. Dahanayake:** Will the Hon. Prime Minister state: (a) Whether he is aware that the office of the "Colombo City News" was recently raided by the Police? (b) If so, why?

The Hon. Mr. D. S. Senanayake (Prime Minister): (a) Yes; (b) In the course of the inquiry by the Police into the commission of an alleged offence.

Mr. Dahanayake: May I ask a supplementary Question? Was the alleged offence an allegation of libel against a public officer?

The Hon. Mr. D. S. Senanayake: Well, Sir, I cannot give any further information. The inquiry would lead to a criminal case.

Mr. Dahanayake: When the "Daily News" was alleged to have libelled the State Council, was the Lake House raided by the Police?

Mr. Speaker: That Question does not arise.

Pallai Railway Station

2. **Mr. Kumaraswamy:** Will the Hon. Minister of Transport and Works state whether he will take steps to erect a large waiting room in the Pallai Railway Station for use by passengers?

The Hon. Sir John Kotelawala (Minister of Transport and Works): As the programme of construction work for 1948-49 is already very large, the provision of a waiting room at Pallai is recorded for construction in 1949-50.

Central Dispensary for Pallai

3. **Mr. Kumaraswamy:** Will the Hon. Minister of Health and Local Government state:

(a) Is he aware that great difficulties are experienced by the people of Pachilaipalli by the delay in opening the Central Dispensary at Pallai?

(b) Will he take steps to open this Central Dispensary early?

The Hon. Mr. S. W. R. D. Bandaranaike (Minister of Health and Local Government): There is already a Central Dispensary at Pallai, and this is functioning for the past several years. The Rural Hospital has just been completed, and will be opened shortly.

Mr. Kumaraswamy: I am referring to the Rural Dispensary. I wish to know when you are opening the new one.

The Hon. Mr. Bandaranaike: Shortly.

Water Supply Scheme to Elephant Pass

4. **Mr. Kumaraswamy:** Will the Hon. Minister of Health and Local Government state:

(a) In what stage of progress is the water supply scheme to Elephant Pass?

(b) Will the water supply scheme be sufficient to satisfy the needs of all the residents of Elephant Pass?

(c) If not, will he take steps to provide a scheme that will satisfy the needs of all the residents of Elephant Pass?

The Hon. Mr. Bandaranaike: (a) The necessary funds for the construction of a water supply scheme at Elephant Pass has been released to the Public Works Department, which has been requested to take the work in hand immediately.

(b) The scheme now under construction will supply water to the bazaar area only.

[Hon. Mr. Bandaranaike.]

(c) The necessary data for a large scheme to supply the whole area has been collected, and the D. P. W. has been asked to report as early as possible.

Hospital Clerical Service

5. **Mr. Dahanayake:** Will the Hon. Minister of Finance state:

(a) Why the conditions of service of the Hospital Clerical Service are less favourable than those of the General Clerical Service in regard to leave, increments and overtime?

(b) What steps he has taken to ameliorate the conditions of service of the Hospital Clerical Service?

The Hon. Mr. J. R. Jayewardene (Minister of Finance): (a) The Hospital Clerical Service is a new name given to three hospital services amalgamated in 1940, viz: Hospital Stewards, Hospital Stores Clerks, Hospital Admitting Clerks. Conditions of service of these grades have always been determined more with reference to the conditions of hospital employees than with reference to the conditions of some of the General Clerical Service. There is no difference between the conditions of service of the Hospital Clerical Service and the General Clerical Service in regard to leave and increments. As regards overtime, they were required by the conditions of their service to work all the seven days of the week without any overtime, but in July, 1947, the Director of Medical and Sanitary Services was authorized to give a day off each week in lieu of Sundays or to pay overtime wherever lieu off could not be arranged.

(b) No other steps than those referred to in the concluding part of the reply to (a) have been taken.

Hospital Clerical Service Association

6. **Mr. Dahanayake:** Will the Hon. Minister of Health and Local Government state:

(a) Whether a final reply has been sent to the Hospital Clerical Service Association in regard to the representations made to him on the 27th February, 1948?

(b) If so, what was the reply?

The Hon. Mr. Bandaranaike: (a) A final reply has not been sent to the Hospital Clerical Association, as the matter is still under correspondence with the Treasury.

(b) Does not arise.

BUSINESS OF THE HOUSE

The Hon. Mr. Bandaranaike: I move,

"That, if the consideration of the Appropriation Bill, 1948-49, be not concluded this day, Wednesday, 18th August, shall be an Allotted Day for the consideration of the said Bill."

Question put, and agreed to.

SITTINGS OF THE HOUSE

The Hon. Mr. Bandaranaike: I wish to make a small Amendment to the Motion on the Order Paper, that is to add that we meet at 10 A.M. on Thursday although it is not an Allotted Day for the purpose of the Appropriation Bill and normally we meet at 2 P.M.

Mr. Speaker: The only thing is, if we sit tomorrow, you will have to move another Motion tomorrow.

The Hon. Mr. Bandaranaike: That is so.

Mr. Speaker: So to obviate that you might say "this day or tomorrow".

The Hon. Mr. Bandaranaike: I move,

"That, if the consideration of the Appropriation Bill, 1948-49, be concluded this day or tomorrow, this House at its rising do adjourn until 10 A.M. on Thursday, 19th August."

Dr. N. M. Perera (Ruwanwella): Might I inquire why we should not have a meeting tomorrow, even if we finish our work today? There are so many Private Members' Motions on the Order Paper.

The Hon. Mr. Bandaranaike: It is too much for Members.

Dr. Perera: Alternatively, I do not see why we should meet at 10 A.M. on Thursday. Apparently we are meeting on Friday also.

The Hon. Mr. Bandaranaike: Normally at 10 A.M. on Friday.

Mr. W. Dahanayake (Galle): This is another attempt to deprive Private Members of their day. The hon. Members of the Cabinet will agree that the burden of the Committee stage of the Budget fell on the Opposition, and not on the Government, and if the Opposition desires to work tomorrow, I do not see why the Government should desire to take a holiday.

The Hon. Mr. Bandaranaike: You have tired them out by your long speeches.

Mr. Dahanayake: We are the ones who are tired, but we are prepared to work. The Government is not tired, and yet does not want to work. I hope the Hon. Minister will recognize the fact that there are several very important matters on the Order Paper as Private Members' Motions.

The Hon. Mr. Bandaranaike: I have moved my Motion, Sir.

Question put, and agreed to.

APPROPRIATION BILL, 1948-49

Considered in Committee. [*Progress, 13th August.*]

[Mr. Speaker in the Chair.]

Head 147.—Public Works Department

Vote No. 1.—Salaries and Expenses of the Department of Public Works, Rs. 3,985,900.

Question again proposed, that the Vote be reduced by Rs. 100 in respect of subhead 7.

Amendment, by leave, withdrawn.

Dr. Perera: I want some information with regard to the recruitment and training of special apprentices for the Hydro-Electric Scheme.

The Hon. Mr. D. S. Senanayake: That has been going on for a long time now.

The Hon. Sir J. Kotelawala: When the Hydro-Electric Scheme was started we had an apprenticeship scheme to give our engineers an opportunity of doing construction work. We take three men who have passed the A and B Parts of the A.M.I.C.E. examination, or the

B.Sc. (Eng.) Examination. With the experience they gain here they can come out as qualified engineers. This year there is a small increase in the sub-head due to enhanced allowances for these apprentices. For the last ten years we have been going on with this scheme.

Question, "That the sum of Rs. 3,985,900, for Head 147, Vote No. 1, be inserted in the Schedule", put, and agreed to,

Head 147, Vote 1, ordered to stand part of the Schedule.

Vote No. 2.—Cost of Maintenance of roads, bridges, waterways, &c., Rs. 17,428,500.

Mr. Dahanayake: In regard to Vote No. 2, which deals with the cost of maintenance of roads, and so on, I would like to make a rather important observation. The cost of material has risen by $3\frac{1}{2}$ times the pre-war rate. The cost of maintenance of roads, bridges, waterways, and so on, has only risen by ten to fifteen per cent. It strikes me that the Minister must inaugurate a new policy about the maintenance of roads. Today a road is started, firstly, by the village committee. Thereafter, upon representations the road is taken over by the D.R.C. In the third stage the Minister condescends to take the road over to the P.W.D. By the time the road is taken over to the P.W.D., the country has spent a great deal of money the greater part of which is wasted, because the village committee has not got men sufficiently qualified in road work. Nor is the District Road Committee a competent body to look after a road according to modern standards. The result of this long process, in three stages, is that the greater number of roads in this country are bad and we are wasting money. Now, let us cancel the first two stages, and ask the Hon. Minister to instruct the P.W.D. to look after all the roads of the Island. Once a road is tarred, a great part of the work is over. The cost of maintenance is comparatively small.

10.15 A.M.

According to the present process, hon. Members may know, and they themselves may have observed that, when a culvert is put up by a village committee,

[Mr. Dahanayake.]

it has to be destroyed and built anew by the District Road Committee; thereafter, it has to be destroyed again and built anew by the Public Works Department. I have time and again called for a new road policy. Therefore, when the Hon. Minister formulates details of a new road policy, I hope he will keep in mind the fact that a central organization like the Public Works Department, working by itself, would give better results than three organizations working on their own.

Mr. J. C. T. Kotalawela (Second Badulla): In the past, the policy of this Government, especially in the Up-country areas, has been to provide the planting community with roads. As a matter of fact, on an earlier occasion, I mentioned that a new policy should be adopted so that the villagers may be provided with roads. The time has come for this Government, at least, to forget the planting community for some time, and to think of the villager who has been deprived of the use of proper roads for many centuries.

Dr. Perera: Could the Hon. Minister tell us how many D.R.C. roads have been taken on during the course of the last year?

Mr. S. Chandrasiri (Moratuwa): I should like to say a few words with regard to certain P.W.D. roads. I am referring to the condition of the road from Ratmalana to Moratuwa. I wanted to bring certain matters to the notice of the Hon. Minister, and with that end in view, I tried to make an appointment with him for an interview. I sent him a chit asking for an appointment and in return he sent me a note as follows: "Read note of M.P. for Moratuwa; regret I cannot see him. If you desire any information, you may write to me. J. L. Kotelawala."

The Hon. Mr. D. S. Senanayake: That is quite plain.

Mr. Chandrasiri: It was a surprise to me to receive a chit of this nature from an Hon. Minister who is partly responsible for the running of this Government. Is that the way how he expects to help poor people? May I know whether that is the policy of the U.N.P.?

The Chairman: We are now dealing with the road policy.

Mr. Chandrasiri: May I know whether that is the road policy of the Hon. Minister of Transport and Works? I do not think that this chit will come even from a murderer.

The Chairman: I do not think the hon. Member is in Order in bringing this matter up in that way. The hon. Member can go to the Hon. Minister's office and speak to him or he may do so outside this Chamber. This matter should not be brought up in the way the hon. Member has done it. It is a private matter. The hon. Member can only address the House on the question before the House; not on private matters. If he wants to address the House, he should speak on any road he likes.

Mr. Chandrasiri: I want to ask the Hon. Minister whether he will have the road constructed on the land belonging to Mr. R. E. S. de Soysa without going to the right side and pulling down the houses there.

Major J. W. Oldfield (Appointed Member): Shall I ask the Hon. Minister a question on the aerodrome now?

The Hon. Sir J. Kotelawala: The hon. Member may ask the question under Head 148, "Civil Aviation."

The Chairman: Yes, the hon. Member may ask that question under Head 148.

Mr. S. Thondaman (Nuwara Eliya): I should like to bring to the notice of the Hon. Minister the fact that the roads in the Nuwara Eliya district are sinking. Has the Hon. Minister any expert knowledge available to him on the sinking of roads? If not, I would ask him to obtain expert opinion because these roads are sinking fast.

Mr. D. B. R. Gunawardena (Kotte): I would like to refer to the Colombo roads. The low level road has a number of bridges which very often give way. When such a thing happens, the Hon. Minister orders his other 'bosses' or engineers of the department to go and have a look at those bridges. What happens is this: during one week we

find that a block in a bridge sinks completely. Then, a certain amount of patchwork is done and the bridge is repaired. The following week we find that another spot in the same bridge has sunk; again that sinkage is patched up. That is what is happening. The Hon. Minister is quite ignorant of it. Perhaps he is unable to have these bridges constructed on proper lines. That may be the policy of the U.N.P; I do not know! But, these damages have occurred right through the last two or three years, and every day one finds a camp set up and 10 to 15 workers there. These are the people who are doing the patchwork. I would ask the Hon. Minister to go into this matter and to see that public money is not wasted in that way. Most of the bridges completely give way because of this kind of repairs.

Mr. K. Herat (Nikaweratiya): I would like to refer to the bridge over the Mee Oya. Some time back the Hon. Minister went there with all pomp and glory to hold a meeting and lay the foundation stone for a bridge to be built across the Mee Oya. And, at present, there is a very imposing foundation stone there. During the Budget speech of the hon. Member for Wariyapola (Mr. Dasanaiké) last year, he asked the Hon. Minister why the work was delayed. The reply was that there was no cement available at the time. Seeing that at present there is plenty of cement available in the market I do not understand why there should be this inordinate delay in carrying out work which was started about two years. I hope the Hon. Minister will see that this work is completed without delay.

The Chairman: Under what sub-head is the hon. Member speaking?

Mr. Herat: I am speaking under Vote No. 2.

The Chairman: Which item is it? We are now under the item "Maintenance of roads".

Mr. Dahanayake: The term "roads" includes bridges.

The Chairman: Sub-head 31 deals with the maintenance of bridges; sub-heads 1 to 29 deal with the maintenance of roads; sub-head 30 deals with the maintenance of inland navigation; sub-head 32 deals with the maintenance of buildings; sub-head 33 deals with the Government Factory, general charges; sub-head 34 deals with miscellaneous items, and so on.

Mr. Herat: That is why I asked whether I was in Order in bringing up the question of the maintenance of bridges at this stage.

The Hon. Sir J. Kotelawala: I shall give the explanation.

Mr. Dahanayake: I ask that all plank bridges be replaced by concrete structures. I know of cases in which the removal of a plank led to a six months' discussion between various departments. It is a wastage of money to have plank bridges. They should all be replaced by concrete structures which are quite cheap and which will last indefinitely.

Mr. D. B. R. Gunawardena: I have brought to the notice of the Hon. Minister the condition of six to eight bridges in my constituency. I am particularly referring to the bridges along the road from Borella to Kotte, Battaramulla and Kalapaluwawa. Although the condition of several bridges in these places has been brought to the notice of the Hon. Minister, I find that no repairs have been done. The bridges I am speaking of, are all plank bridges. They were primarily built so that paddy boats might pass under them. Now that there are relief schemes, I think steps should be taken to fill up the roads and raise the bridges a little more so that boats may pass under them. The bridges can be built out of concrete. Further, there is a bridge on the approach road to Rajagiriya which is in a completely broken down state. Will the Hon. Minister look into this matter?

Mr. A. Sinnalebbe (Batticaloa): Sir, the roads in the Batticaloa district are in a very bad condition. A few years ago, owing to the activities of the Ser-
the roads were very badly

[Mr. Sinnalebbe.]

damaged. I understand that the military and the naval authorities who are using those roads have not paid sufficient compensation for the use of the roads. I would like the Hon. Minister to take note of those two points.

Mr. V. Kumaraswamy (Chavakachcheri): I have no complaint to make against the Hon. Minister of Transport and Works. I must confess that he has attended to all my complaints, but there are certain matters which I must bring to his notice as this is the only occasion on which I shall be able to point them out to him effectively. I wish to refer to work done on some of the roads in my constituency. As the Hon. Minister is aware, there are some very imposing proposals in his post-war reconstruction scheme. He said that the Government would have a new road policy, particularly, for fostering agriculture and developing the marketing of agricultural produce. I earnestly request the Hon. Minister to link up the district of Tunukai which is 100 per cent. an agricultural district with the other districts. Tunukai has vast potentialities for paddy cultivation. It is connected with the main Kandy road. I should like to have an answer from the Hon. Minister on this matter. It may probably be that due to a misunderstanding, and in the absence of consultation with anybody, he has not given the best attention to it as he ought to have given. Therefore, I hope that he will reconsider his decision and implement the new road policy which he has outlined in his post-war development proposals.

The second point which I should like to bring to the notice of the Hon. Minister is with regard to shortening the distance from Colombo to Jaffna. I am referring to the famous Marichchikadai-Mannar-Pooneryn road. That road was well under construction during the time of the late D. P. W., Mr. Mahadeva. It is not getting the full attention it deserves now. In fact, anybody motor-ing from the 1st mile on the Pooneryn section up to the 19th mile will have to return with a stomach-ache or with some other complaint.

10.30 A.M.

Mr. Kumaraswamy: These are important matters, and I want you to bear with me for one moment. Public money is being wasted. In certain cases the metal, after the engineer has inspected it, is transported from place to place. I know of an instance where even a mile-post was shifted from one place to another to show the Minister or the Director of Public Works that the officer had done work up to the 198th mile-post. These are certain irregularities. I am sure the Hon. and Gallant Colonel, with his recent honours, will look into these matters. These things happen particularly in districts where the roads run through jungle.

The road from Paranthan to Pooneryn is purely an agricultural road, and the Hon. Minister gave a very satisfactory answer when I questioned him. The district of Karachchi and the district of Pooneryn are linked together by this road. Unfortunately the first four miles of this road is under the Agricultural Department. I want the Hon. Minister to take over this stretch of road from the Agricultural Department and connect it with the main Paranthan-Pooneryn road so that traffic will not be held up and the road will be strong enough to carry heavy traffic.

I propose to deal with bridges under sub-head 31.

I would like the Hon. Minister to consider my suggestions, point by point, without giving me a general answer.

Mr. I. M. R. A. Iriyagolla (Dandagamawa): With regard to the state of roads in my area, last time too I made a complaint to the Hon. Minister stating that they are very badly maintained. Particularly the roads that lead from Kuliapitiya to Nattandiya and from Kuliapitiya to Hettipola are in a very bad state. There is another road which is now under construction. That is the road running from Kadurugashena to Bolawatta which, if properly built and taken over by the Public Works Department, will shorten the distance between these two places by about 14 miles. This road runs through an area highly developed agriculturally and the people of this area have to travel about 10 to 15 miles to bring their produce to the market. If the road is taken over by

The Chairman: Yes.

the Public Works Department, it will save a great deal of trouble for the agriculturists.

Very recently a strange thing happened. One paper published that the Hon. Minister was coming that way to see the state of the road there, and the Staff Officers got busy and prepared several roads. But the Minister never came that way, and I understand that he never gave an undertaking to come that way. If the Minister comes that way, the overseers will, I am sure, take a great deal of interest. I hope the Hon. Minister will come that way in the near future and see for himself the state of the roads there.

The Hon. Sir J. Kotelawala: In the first instance I am sorry to tell the House that I had to tell the hon. Member for Moratuwa (Mr. Chandrasiri) to put in writing whatever he wanted. I propose to do that always. I know the hon. Member for Moratuwa more than anyone else in this House. He does not know how to use the English language. Until he gets used to the English language I propose to treat him in that manner. Until he knows how to address persons, I propose to treat him in that manner. I can tell that straightway to the hon. Member.

In regard to the question raised by the hon. Member for Dandagamuwa (Mr. Iriyagolla) if he can always say that I would be visiting his area to get his roads done up, I shall be very happy. I am very happy to see that the overseers and others are still fearing my visits.

What we are trying to do is this. We are trying to see that the money voted is spent on the roads. That is one of the most difficult things that we find. But I can tell you this. In the Mannar District the roads were in a very bad state. So one day I took all the officials along with me and we visited almost every road in the Mannar District. That was last year or, I should say, just about 18 months ago. We found that they had spent several lakhs of rupees, but the roads were even then in a most abominable condition. Well, it took me about 1½ years to charge those who were responsible and bring them to book, and it was only yesterday that I was informed that the Public Service Commission had

dismissed the Executive Engineer concerned. We are trying to bring as much pressure to bear as possible on the other engineers too. We are adopting a different attitude towards them now because we feel that, in the past, they used to display a certain amount of non-chalance towards their work, with the result that a large amount of money, instead of being spent on the actual construction of roads, and so on, went into some people's pockets.

Mr. Dahanayake: Went down the drain!

The Hon. Sir J. Kotelawala: We are, therefore, trying our best to rectify those matters. I know that if we get Rs. 500,000,000 voted in this Budget for various items of expenditure, about Rs. 100,000,000 will be either wasted or robbed. If we are the Government, we must make an effort all round to stop that sort of thing. And that is what we are doing. In the past with an alien Government, people became very soft. If a certain person was in trouble and some members of his family went and pleaded with a Minister saying that it was a first offence, and so on, the matter was overlooked. I can say that from the 4th of February onwards it has been my endeavour to be extremely ruthless with dishonest people.

The engineer to whom I referred was dismissed the day before yesterday. Yesterday a party of people came to me and pleaded on his behalf, but I was adamant. I said that I had a lot of trouble and that it took me about 1½ years to get him dismissed.

I have also told the members of the Public Service Commission that it is their job not only to appoint people but also to dismiss them when necessary. It is part of our duty as Ministers to report any irregularities to the Public Service Commission. The Commission should also go very carefully into the previous history of those people whom they appoint. It is not merely the duty of the Commission to select people and say that "A" is good for this post and "B" is good for that post, and so on. If they feel that anybody is not doing his job well, it is the duty of the Public Service Commission to call for reports and, if necessary, dismiss the miscreants. We must see that we are going to make

[Hon. Sir J. Kotelawala.]

full use of the money that we vote and that every cent spent by the Government has its full value.

With regard to the question asked by the hon. Member for Galle (Mr. Dahanayake) about roads, I explained the policy that was being adopted in the last State Council too, and it was accepted. That was the question of the Public Works Department one day owning all the roads in the country. There are 17,000 miles of road in Ceylon and under the Public Works Department today there are nearly 6,000 miles—5,671 miles or something like that to be more exact. Of this, about 5,000-odd miles have been tarred and metalled and are up to A-1 standard. The balance still remains to be tarred, but it can be said that 90 per cent. of our roads are in first-class order.

This year we have taken over a number of roads from the District Road Committees. As a matter of fact, we are doing that every year with a view to completely doing away with these District Road Committees. It was my intention this year to take over all of the District Road Committee roads and proceed to improve them. Unfortunately, the Town Councils Ordinance has not yet been amended to permit of this being done. Apart from that it is necessary for certain Urban Councils and other local bodies to have roads of their own, and the Hon. Minister of Health and Local Government has asked me not to take any action this year as he will look into the question in detail and let me know.

Once the town councils are functioning and Ceylon is mapped out into different town councils, some roads will be taken by these bodies and the rest will be taken over by the Public Works Department.

Mr. Dahanayake: When, next year?

The Hon. Sir J. Kotelawala: I mean the Provincial Councils. I think the Hon. Minister of Health and Local Government explained that when his Votes were taken up. Instead of having Urban Councils and Village Committees there will be another body known as the Provincial Council. If they do not accept the responsibility of looking after certain roads, we will come with our road policy as we originally started.

The hon. Member for Ruwanwella (Dr. Perera) asked me how many roads were taken over from the District Road Committee. Every year, from 1937, we took over 150 miles of roads. In 1940, we stopped taking over any roads because of the war, and we reduced it to 50 miles. From 1940 till this year we have been taking over annually 50 miles of road. Altogether we have taken over 1,800 miles of District Road Committee roads. When I started the scheme, the Public Works Department was in charge of 4,000 miles of road. Now the Department is in charge of 6,000-odd miles of road.

As regards the question raised by the hon. Member for Chavakachcheri, I might say that I may go out of my way to get his roads and other requirements. I have explained to him privately how to get things done. If I say that publicly, the other hon. Members also will want their requirements attended to.

Dr. Perera: Why this special favouritism?

Mr. H. Sri Nissanka (Kurunegala): Nepotism beginning.

Dr. Perera: What about the milestone?

Mr. Dahanayake: What about the plank bridges?

The Hon. Sir J. Kotelawala: Plank bridges will be replaced one day by concrete bridges. In concrete bridges pure concrete is not used. Concrete bridges are expensive, and as much iron is required for a concrete bridge as for an iron bridge. Large girders are not used in a concrete bridge. A concrete bridge consists of iron bars tied up together and encased in concrete. Therefore the designing of it is rather intricate. The expansion of iron in the concrete is very difficult to judge, and one has to be very careful before one ventures on these schemes. We have got on the way to Galle three concrete bridges. It is a specialist's job. To us ordinary laymen mixing up concrete would appear to be a simple process once the spade, cement, sand and stone are found. But in mixing ferro-concrete for this type of structure, one must know the exact quantity of water, the exact quantity of sand and cement

and the exact time and method of mixing. Otherwise, if one sets faster than the other or one is more than the other, the structure becomes weak. That is why when building the Town Hall we had to get people from England. We are not used to it yet excepting that we have in the Public Works Department a set of people who have been building these bridges.

The hon. Member for Nikaweratiya (Mr. Herat) told us what we did with Mee-oya bridge. I am sorry we could not complete the bridge. If the hon. Member who started that was there, probably the work might have been expedited. But now that the hon. Member has mentioned it, I will go into that question and see how best we could finish the work on that bridge.

The hon. Member for Moratuwa asked me a question about the Ratmalana road.

The Chairman: He wanted to know whether you would take over Mr. R. E. S. de Soysa's property and not the properties of people on the other side.

The Hon. Sir J. Kotelawala: That is a departmental matter.

Mr. D. B. R. Gunawardena: There is a large quantity of iron and steel left over at McCallum road by the Imperial Government. I wonder whether that cannot be taken over by the Hon. Minister to construct the necessary bridges.

The Hon. Sir J. Kotelawala: One saw large quantities of iron and steel in Colombo after the war. Now that is all gone. We took some, but the majority of them the Army took to other places for construction work. If the shortage of steel did not arise, we could have got that iron and steel. But unfortunately there is a world shortage of steel and the Army would not part with their iron and steel. We are, however, making an effort to buy whatever there is in Ceylon.

10.45 A.M.

Mr. Herat: I should like to ask one question. The Hon. Minister just told us that, if the former Member was there, the work on that bridge would have been expedited. Will the Hon. Minister tell

us whether it is his policy to expedite only the work of those who blindly follow him and who never oppose him? If that is his policy, I am very sorry to say that it is not at all correct.

The Hon. Sir J. Kotelawala: That is not my policy, but I must tell the hon. Member that kissing still goes by favour!

Dr. Perera: I have a question to ask. Might I know from the Hon. Minister whether he is going to expedite the construction of the bridge at Anguruwella? They have been working on this bridge for the last two years and it has still not been completed. The Hon. Minister need not consider my feelings in this matter, but will he please have some consideration for the people who are there and the facilities that would be afforded to them once this bridge is completed because it forms an important link with the Kandy road.

The Hon. Sir J. Kotelawala: The hon. Member for Ruwanwella asked me whether I would make a statement about those workmen who were dismissed. Shall I do it now or take it up at some other stage? Shall I do it when we come to the Factories Vote?

The Chairman: Yes.

Dr. Perera: What about the Anguruwella bridge?

The Hon. Sir J. Kotelawala: The wheels of Government will turn even if they turn slowly. Everybody knows that the work that is included in this year's Budget, for instance, will not be completed this year itself.

Dr. Perera: To what can we attribute that?—your efficiency?

Mr. Wilmot A. Perera (Matugama): With regard to sub-head 32—Maintenance of Buildings—would it not be possible for the D.M.O's in charge of hospitals and other heads of Government institutions to be provided with a small imprest account with which they could carry out minor repairs to buildings themselves instead of asking the P.W.D. to attend to these. If the P.W.D. does the work, for one thing the cost will be more and it will also mean delay.

The Hon. Sir J. Kotelawala: I dare say it seems very awkward and unreasonable if, for instance, a glass pane is broken in a Government building, that the window should be repaired by the P.W.D. As far as hospitals are concerned, we tried this experiment during the time of the last Hon. Minister of Health—Mr. Geo. E. de Silva—and made certain doctors and heads of departments responsible for minor repairs to the buildings in their charge. I think we fixed an amount of Rs. 25 or Rs. 100 or something which they should not exceed. There was some difficulty, however, the doctors saying that they were subject to frequent transfers, and so on, and eventually we found it impracticable. What we did was to tell them to get their minor jobs done in the cheapest possible way, and ultimately we found that the job was either not done or that it was done badly, with the result that the experiment was given up. Anyway I do not see why some system should not be adopted, and I am prepared to accept any suggestions from hon. Members.

Dr. Perera: The Hon. Minister of Health is here, and cannot he make a feasible suggestion? Can we draw the attention of the Hon. Leader of the House for a moment?

The Chairman: The suggestion is that minor repairs to hospitals and dispensaries should be done by the Medical Department.

The Hon. Mr. Bandaranaike: There is a block Vote for maintenance as well as little extensions, and so on, to hospitals and dispensaries. As a matter of fact, there are two block votes appearing in the votes of the Public Works Department. These Votes are administered by the Public Works Department because they appear in the Public Works Department's Votes. Certainly if there is no objection raised for release of funds from those block votes, our Sanitary Engineer's Department can do these small repairs. For instance, if a gutter at the General Hospital needs repairs the Public Works Department is expected under the present procedure to do that work under that vote. I think I can come to some arrangement with the

Hon. Minister of Transport and Works, and we can do those little things ourselves.

Dr. Perera: You wanted me to ask for a statement from the Hon. Minister about the factory workers when we deal with the Factory.

The Hon. Sir J. Kotelawala: I have gone into this question very carefully. If the hon. Member withdraws his Motion on this subject, I shall state what I propose to do. In view of the fact that the Motion will be taken up in a few days' time, I do not know whether it would be proper for me to mention now the steps I have already taken.

I looked into this matter not because of this Motion but because of the poor men who have been misled. I hope that the hon. Member will admit that the workers have been misled.

The workers are pestering me now, and I propose to do this. I am setting up an inquiry by one of my officers. I have discussed with the Hon. Prime Minister and he has given me authority to inquire into this matter. Each case will be inquired into. There were lots of people who went inside the workshop and pulled the men working there by their necks and assaulted them. These men will be charged. There were others who took their tools and threw them into the sea and walked off. There were yet others who took their tools and went home. We do not object to that. There were others who intimidated. I am taking up these cases individually, and I will consider whether they could be taken back with a break of service. That is, if they count 30 years' service and if they are re-instated, their 31st year of service will count from the day of their reinstatement. I am not going to credit their period of service with the period that they did not work.

If there is anyone who has intimidated another worker, I propose to give him his gratuity and ask him to find another job. That is one of the biggest concessions that will be given to a man who is dismissed. If a man with 30 years' service is dismissed for an unfortunate incident for which he was himself not responsible, I am proposing to pay him his gratuity and give him a certificate so that he might find employment

elsewhere. That is the best I can do, and I am doing this in the interests of the workers and not in the interests of those who misled these workers.

Dr. Perera: Do I understand the Hon. Minister to say that an inquiry will be held into each case of dismissal?

The Hon. Mr. A. E. Goonesinha (Minister without Portfolio): That is what he said.

Dr. Perera: In all departments?

The Hon. Sir J. Kotelawala: The Departments in my charge.

Dr. Perera: That is in regard to the Ratmalana Workshops, Government Factory, and so on?

The Hon. Sir J. Kotelawala: Yes; but do not go and say that you did it.

Dr. Perera: So far as we are concerned, we are not interested in personal prestige. The Hon. Minister can blame us and scold us as much as he likes. As long as the workers are given back their work we will be satisfied. Am I to understand that, if the charge is proved against the workers, they will be given a gratuity?

The Hon. Sir J. Kotelawala: I will have to get the permission of the Treasury to give a gratuity. If hon. Members will straightway take the blame, I am sure the Treasury will sanction the gratuity.

Mr. D. B. R. Gunawardena: One more point regarding this matter. There were many people who were suspended during that time. During the period of their suspension, one or two of them have been tried in the courts for various offences. Will you consider those cases also? Generally those people who are fined in the courts are dismissed.

The Hon. Sir J. Kotelawala: I shall look into it.

Question, "That the sum of Rs. 17,428,500 for Head 47, Vote No. 2 be inserted in the Schedule", put, and agreed to.

Head 147, Vote 2, ordered to stand part of the Schedule.

Vote 3.—Cost of Additions and Improvements, Rs. 13,650,000.

Dr. Perera: Might I have some detailed information about the various sub-heads under this Vote? For instance, with regard to buildings for the Police Department that are mentioned here, might I know where these buildings are going to be put up? Last year's Estimates showed nearly Rs. 200,000, but now I find that the estimated total cost in this Budget is about Rs. 400,000. May I also know the reason for this increase?

Mr. Dahanayake: In this connexion I would like to point out that the Police Barracks at Galle are a disgrace to humanity and should be replaced immediately.

The Hon. Mr. D. S. Senanayake: They are being replaced.

The Hon. Sir J. Kotelawala: With regard to the Police Department, Sir, it is stated here that these votes are to complete work started last year but not finished—"Provision for this work was made under Head 147, Vote No. 3, sub-head 14, of Estimates 1947-48, and the vote is to complete work." It is stated here quite clearly that this is to complete work that had already been undertaken. We cannot stop the work because it is on a fixed programme. Supposing last year we started on a scheme of work but could not complete it? Take for instance, the erection of a school. What we do is, we extend the work to the following year.

The Chairman: What the hon. Member wants to know is about the estimated total cost and where the buildings are to be erected.

Dr. Perera: Yes, that is what I want to know.

The Hon. Sir J. Kotelawala: This provides for—

- (1) Mess room and kitchen for the Police Station, Gampola.
- (2) New buildings for Police Station at Minuwangoda.
- (3) Reconstruction of barracks at Balangoda.
- (4) Recreation room for barracks at Jaffna.

[Hon. Sir J. Kotelawala.]

- (5) Police Station at Vavuniya.
- (6) Quarters for Police Station at Kayts.

The work at Kayts and Balangoda are already in progress.

Mr. Dahanayake: Before recreational facilities are provided, the ordinary living quarters should first of all be made habitable. I understood from the Hon. Minister—

The Chairman: We are now under a different vote.

The Hon. Sir J. Kotelawala: Buildings for the Galle Police come under Loan Works. There is a large amount—I think about Rs. 20,000,000—and the whole thing is under a six-year plan. We are going to reproduce the plan on paper first so that it could be easily followed. Full details will be given—so much this year, so much the next, and so on. When the six years are over, we shall have everything we need. I am getting the full facts ready and the foundation stones will be laid very soon by the Hon. Prime Minister.

Mr. Dahanayake: That is with regard to housing plans because the housing shortage is present here and now. I cannot understand why the Hon. Minister cannot utilize the services of the thousands of masons, carpenters and other skilled workmen who are unemployed in the country.

The Hon. Mr. Goonesinha: Thousands! and we cannot even get ten.

Mr. Dahanayake: We should have a large branch of the P.W.D. to handle all these building programmes. From what the Hon. Minister said it would appear that one-tenth of the hospitals extension scheme, one-fifteenth of barracks extension scheme, one-twentieth of some other scheme and one-fortieth of yet another scheme will be put into effect in the coming year.

The Hon. Mr. D. S. Senanayake: No, no.

Mr. Dahanayake: We are not satisfied with that programme of work. We want a scheme to be undertaken and completed once and for all. We are not satisfied with the programme of work.

We want the programme to be completed within one or two years. Why not, Sir? The Hon. Minister shakes his head like a wise man. If he is wise, he will call up his engineers for a conference and devise a plan for putting up these buildings rapidly.

11.0 A.M.

How did England put up 20,000 houses a month? Did they manufacture engineers overnight? No, Sir, they utilized the available material and men. They organized themselves, and that is what we ask the Minister to do: to call for a plan from his engineers to expedite the work and put through a big programme as quickly as possible. Otherwise, we on this side of the House have reason to complain, and complain bitterly.

We never know when a very urgent building programme in our electorates will be taken up. Somebody will say, "It is on the priority list for such-and-such a year;" and nothing will be done. Even now I appeal to the Hon. Minister to call up a conference of his engineers to see whether the greater part of this money cannot be spent in the coming year.

Mr. Sri Nissanka: In the list that was read out by the Minister, I noticed the absence of any mention of the names of Kandy and Galle, where the conditions prevailing in the Police barracks are deplorable.

The Chairman: On page 561 you find a million rupees set apart for major buildings for the Police Department.

Mr. Sri Nissanka: That comes under the six-year plan. I wish to mention that those barracks and the living quarters that are necessary for some of the senior officers of the Police Department are things that cannot wait the fruition of the six-year plan, but call for immediate action.

Mr. Wilmot A. Perera: May I raise a general question, Sir? This concerns the cost of buildings the construction of which is undertaken by the P.W.D. I think the Hon. Minister would himself admit that the cost is excessive. For instance, if a private individual does a job of work, costing a certain amount;

and, if the same work is done by the P.W.D., it would probably cost treble the expenditure.

Will the Minister consider setting up a committee of private architects who will look into this question from every aspect and put forward their suggestions. There are very eminent local architects here in Colombo, and probably he might be able to get advice on this question of reducing the cost of buildings.

Another point to which I would like to draw the Minister's attention is the setting up of an architectural branch of the P.W.D.

The Hon. Sir J. Kotelawala: We have one.

Mr. Wilmot A. Perera: It is very much under-staffed.

The Hon. Sir J. Kotelawala: The point raised by the hon. Member for Matugama is very important, and I would like to explain it to the other Members of this House, too.

If we engage private architects to do Government work, this is what would happen. Every Head of Department or every Minister would say, "I want such-and-such a thing done." That is to say, somebody will want a distillery, another will want a six-storied building, and so on.

The plans for all these works will have to be drawn up in a department of architects. Supposing we go to private architects, we will have to pay a heavy bill. As a matter of fact, the cost of the works for which plans are made in the P.W.D. is about Rs. 30,000,000 a year; but when they come to the Budget stage, the figure would have come down to about Rs. 2,000,000. That happens in this way: one scheme may have to be shelved for one reason, and another for some other reason; or there may be no money, or something like that. Therefore, entrusting the work to private architects will be too expensive. But we, all the same, get private architects for specialized jobs like the building of the University. Our architects are not specialists who can take over a big scheme costing, say, Rs. 50,000,000. Therefore, for the University scheme we

commissioned one of the world's greatest architects, Professor Abercrombie.

We engage specialists for special work. If we are going to re-organize the post offices, we would get a specialist who has a thorough knowledge of post office administration and matters connected with it like the lay-out of buildings, how each task is to be performed, and so on, in order to speed up the work in our post offices. It is the same thing even in regard to hospitals. Air conditioning people will have to be consulted in regard to the arrangement of operating theatres, and so on.

The next argument is, why are P.W.D. buildings more expensive than buildings put up by private individuals? The hon. Member ought to know it himself; it is because the private individual takes a risk when he constructs a building. Take, for instance, the foundation of a building. The private builder will look at it and say, "This is enough; do not put 2½ feet; 1½ feet will be enough". But the P.W.D. buildings have to be constructed according to architectural specifications. There is also the fact that we call for tenders, the lowest of which is generally accepted.

Supposing the question arises where on looking at a wall in course of construction I tell the architect, "This wall looks too thick; reduce it by half." He would turn round and say, "No, Sir. According to the engineering specifications, this thickness must be maintained. If you want the thickness reduced, you must take over my responsibility." He does this because it is a very difficult situation for an architect if a building he has erected happens to collapse: the fact will follow the architect right up to his grave.

I do admit that some of the buildings constructed by the Public Works Department are more solid than they should be, but that is the actual position.

New sub-head 5A.—Prefabricated Office Buildings, Badulla Kachcheri.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 12,000 in respect of New sub-head 5A, item 'Prefabricated Office Buildings, Badulla Kachcheri'."

Question put, and agreed to.

Dr. Perera: I would like to have some explanation from the Hon. Minister in regard to the revised estimates which you find in respect of sub-heads 5, 6, 7, 9, and a number of others.

Under sub-head 5, there is an increase of very nearly Rs. 4 lakhs. I would like the Hon. Minister to give us an explanation why the whole thing has been revised. It seems that the whole of the original plan has been changed. It cannot merely be the question of an extra building or something like that, because the estimate has been almost doubled. We should like to know the reason for these sudden changes.

The Hon. Sir J. Kotelawala: The original scheme was a pre-war scheme. That was started in 1938-39.

The position of sub-head 5 is this. It includes:

- (a) Powder magazines.
- (b) Quarters for magazine keeper.
- (c) Store; retiring room.
- (d) Cottages for labourers.
- (e) Office and store for magazine keeper.
- (f) Walls, gates, &c.,

That is a big scheme. At that time we calculated the cost to be Rs. 4½ lakhs for the whole scheme; but we did not do all the work that year. For instance, we did not put up the boundary wall because that is the last thing that is required to be done. A portion of the work has been completed, but the rest of the construction work is going on. The difference is that the cost of the material has gone up by about three times. You will find that what is not completed this year will be carried forward to next year, and so on. That means that if the cost of materials rises further, the cost of the scheme also will increase.

Mr. F. H. Griffith (Appointed Member): I have to ask a question regarding sub-head 94.

The Chairman: Any sub-heads before 94?

Dr. Perera: Yes, Sir, sub-head 15, Quarters for judicial officers. Can we know where these are going to be? The estimate is Rs. 150,000.

The Hon. Sir J. Kotelawala: This vote provides for quarters at Mannar, Trincomalee, Tangalla, Negombo, Jaffna, Kandy, Avissawella, Badulla, Kegalla and Kalutara.

Dr. Perera: Sub-head 17, Acquisition of land and quarters for the Superintendent—

The Chairman: Of the Zoological Gardens.

Dr. Perera: There is Rs. 32,000 provided for that. What is the extent of land they are going to acquire?

The Hon. Sir J. Kotelawala: The acquisition is in hand. Quarters will be taken up after completion of the acquisition.

Dr. Perera: Does that mean that this provision is only for the acquisition of the land?

The Hon. Sir J. Kotelawala: Also for building the quarters.

Dr. Perera: How much would the acquisition of land cost, and what is the extent of the land required?

The Hon. Sir J. Kotelawala: I think the land must be over an acre or so; but that part of the work is not done by us.

Dr. Perera: Sub-head 25, Layout of compound and dormitory of Emergency Kachcheri, Polonnaruwa—surely, Sir, that is a luxury item.

The Hon. Sir J. Kotelawala: The work has been finished.

Dr. Perera: They seem to be doing all the inessential work first.

Sub-head 33, Cattle Farm, Bopatalawa. There is an increase under this sub-head—I am glad the Hon. Minister of Agriculture and Lands is here—of about Rs. 1,000,000 on the original estimate. Surely this House is entitled to know what the economics of this business is. We are increasing expenditure at a tremendous pace. We do not know where we are going.

The Hon. Mr. Dudley Senanayake (Minister of Agriculture and Lands): These estimates are for the buildings in the various stages of the scheme.

The Hon. Mr. D. S. Senanayake: We have almost completed the scheme now.

Dr. Perera: What is the total estimated cost of the Bopatalawa Farm?

The Hon. Mr. Dudley Senanayake: The revised estimate is here.

Dr. Perera: Is that the final estimate?

The Hon. Mr. Dudley Senanayake: Yes. As the farm develops, we have to put up buildings.

Dr. Perera: This is a huge place covering about 6,000 acres.

The Hon. Sir J. Kotelawala: When you start developing Ceylon, can you make an estimate of the cost?

Dr. Perera: But, surely, when we put up a scheme like this, we must have some idea of the returns we are going to expect, some economic concept of its value to this country. We cannot dump our money into these schemes and say, "We are putting up a building here, a building there, and so on." When we have a scheme, we must have some idea of its cost.

The Hon. Mr. D. S. Senanayake: I certainly am surprised to find my Friend questioning this item. If there is a shortage in any valuable food in Ceylon today, it is the shortage of milk. We know very well that the Ceylon cattle do not produce sufficient milk and they cannot be economically reared.

Of the whole area in Ceylon, we find that the Up-country consists of large extents of patna waste lands which could be converted into good pasture land, and the best cattle can be reared there. We have already taken over 4,000 acres in Bopatalawa and we are now developing that area. We started with a certain number of cattle, but we intend to import more cattle and breed good strains.

As far as the farm is concerned, this Rs. 1,000,000-odd is for its further expansion, and before long we hope to see that Bopatalawa and Ambawela are joined up.

Dr. Perera: What I want to know is whether they have worked out the economics of this scheme.

The Hon. Sir J. Kotelawala: Yes, we had a Ph.D.—to do it.

Sub-head 34.—Cattle Farm, Ambawela, Rs. 16,600.

11.15 A.M.

Dr. Perera: May I know what this item is about?

The Chairman: It is the same thing as sub-head 33.

Dr. Perera: But why should there be two separate items.

The Hon. Sir J. Kotelawala: If the hon. Member will read the details given in the Estimates, he will see that the revised estimate indicates that this sub-head provides for the taking over by the Agricultural Department of the various stages as required; Stages I. to III. are complete.

Dr. Perera: The Hon. Minister is missing my point. May I refer him to sub-head 167?

The Hon. Mr. Dudley Senanayake: That is for a milk room.

Dr. Perera: What I am worried about is this: why should there be a separation of these items?

The Hon. Mr. Dudley Senanayake: These are continuation works.

The Chairman: This is a continuation of what had been started.

The Hon. Mr. D. S. Senanayake: I am sure my hon. Friend will realize that when a farm is extended, if in one section there is a milk room, in the other section, too, a milk room is necessary. For each of the sections a milk room is necessary.

The Hon. Sir J. Kotelawala: What about the cows which calve? Additional accommodation will have to be provided.

Dr. Perera: What I am worried about is this: the items are scattered about Sub-head 34 reads "Cattle farm, Ambawela". They had a definite policy which they worked on. The revised estimate goes up to $2\frac{1}{2}$ times the original estimate. Then sub-head 167 deals again with a vote for buildings at Ambawela Farm, providing for—

- (a) 1 Dispensary
- (b) 2 Rat proof stores
- (c) 1 Engine room (power house).

The Hon. Mr. Dudley Senanayake: There is a dispensary at each of the two farms.

Dr. Perera: All I want to know is, why separate the items in this way, if there had been an original scheme? It only shows that there is a certain amount of haphazardness in the way things are done.

The Hon. Mr. D. S. Senanayake: We have got to make provision as we extend the activities of the farm. Take, for instance, human beings. If the population was 1,000,000 and it increases to 2,000,000 you have to provide for extra housing. In the same way, when the cattle increase—

The Hon. Mr. Dudley Senanayake: The hon. Member will realize that one is dealing with items under the heading "Continuation Works". The other items are new proposals coming for the first time this year.

Dr. Perera: The full scheme is now worked out?

The Hon. Mr. D. S. Senanayake: Oh, no. It will go on for ever.

Sub-head 52.—Rebuilding Kandy Hospital, Rs. 150,000.

Dr. Perera: There is no total estimate given in respect of this sub-head. What is the total estimated cost?

If we are going to rebuild the whole hospital, we might as well spend a good sum of money and have the hospital shifted to a decent site instead of having it in that rotten place.

The Hon. Sir J. Kotelawala: As you know, the Kandy hospital is being built all over again. New land has been acquired, and extensions to the hospital are continuing to come up. We put up our plans in connexion with whatever we are called upon to build.

It depends on the Hon. Minister of Health whether the Kandy Hospital should be removed from the present site or whether it should remain in the same site.

Sub-head 64.—Maternity Ward, Ittappana Cottage Hospital, Rs. 10,000.

Mr. Wilmot A. Perera: May I know why provision is being asked for for the next financial year? This building is in my constituency, and it has been completed. If the Hon. Minister would go and have a look at the building, he will agree that Government has not got value for the money spent; so much so that the locks and bolts of the doors of some of the rooms have been fixed on the inside, and a person who wants to lock a door, will have to lock himself in.

The Hon. Sir J. Kotelawala: That is precisely why this money is provided for. That is my grouse always. Not only the department, not only the contractor, but the ordinary man himself must do an honest job of work. If we have to deal with rogues, we will have to make use of the Police Force; that is the necessity for having a Police Force. We must try to raise the standard of all the people, not only the workmen, the contractors and the engineers, but even the Members of Parliament, the Ministers and everybody else.

Mr. Wilmot A. Perera: May I know why this Rs. 10,000 is asked for?

The Hon. Sir J. Kotelawala: The work is being completed. The contractors have to be paid the balance money that had been withheld till all those locks and bolts had been properly fixed.

Mr. Wilmot A. Perera: If the contractors had finished the work, there is no necessity for a vote under the Public Works Department to complete the work.

The Hon. Sir J. Kotelawala: The unpaid balance has to be paid to the contractors.

Sub-head 65.—Improvements to Eheli-yagoda Hospital, Rs. 25,000.

Mrs. Florence Senanayake (Kiriella): May I have some information about this sub-head? What does this vote provide for?

The Hon. Sir J. Kotelawala: Work on six wards, four duty rooms, nurses' quarters, and covered way in progress. Fifty per cent. of the work is over.

Mrs. Florence Senanayake: Is this vote in respect of the maternity ward which the Hon. Minister of Health and Local Government had promised would be constructed? I had asked for the opening of a maternity ward in that area, and the Hon. Minister of Health and Local Government had promised to get that done. Does this item include that maternity ward?

The Hon. Sir J. Kotelawala: Yes. The maternity ward is included in that fifty per cent. I spoke of.

Sub-head 94.—Bridge over the Kaluganga at Naragalla, Rs. 10,000.

Mr. Griffith: I think I am correct in saying that when the provision of Rs. 10,000 was asked for by the Hon. Minister to put up this bridge 2½ or 3 years ago, there was already a bridge in existence which had been built by the Services, and the Hon. Minister hoped to be able to use some of the materials of that bridge for this purpose. As far as I can see, nothing has been done in this connexion. Am I correct when I assume that the old bridge is going to be pulled down and a new one will be built?

The Hon. Sir J. Kotelawala: That is so. I remember the bridge that had been built by the Military. The position is now being investigated. The money asked for is for the purpose of investigation. We do not know the exact nature of the construction of the old bridge, and the engineers are now reboring to find that out. Further investigations are in progress.

Mr. Griffith: I hope the Hon. Minister will correct me if I am wrong, but I remember that 2 or 3 years ago he gave instructions to the Director of Public Works in my presence to get on with the investigations at once. Surely it is not going to take so many years to complete the investigation?

The Hon. Sir J. Kotelawala: I would be pleased to visit this place with the hon. Member and see what can be done.

Sub-head 59.—Buildings for the Medical Department, Rs. 350,000.

The Hon. Sir J. Kotelawala: I move, "That the vote be increased by Rs. 500,000 in respect of sub-head 59".

Question put, and agreed to.

Dr. Perera: What is the reason for this increase?

The Hon. Mr. D. S. Senanayake: The explanation was given.

Dr. Perera: I do not think so. This is a continuation of new works. There is no mention of buildings. The Hon. Minister has just asked for an increase of Rs. 500,000.

The Hon. Sir J. Kotelawala: This is to increase the provision by Rs. 500,000. That is, to alter the amount in the column, "Estimated total cost" from Rs. 750,000 to Rs. 1,250,000. This is to provide for new works.

The Chairman: These are all new works.

The Hon. Sir J. Kotelawala: The Hon. Minister of Health and Local Government has requested that this amount be provided for in the Estimates for the building of hospitals. Whenever there is a new work to be undertaken, the funds will be taken out of this vote.

Dr. Perera: Are there no details available?

The Hon. Sir J. Kotelawala: No details are available because this provision is for new works which may have to be undertaken in connexion with hospitals, like the maternity ward referred to by the hon. Member for Kiriella.

Dr. Perera: It seems to be a general reserve.

We must have some idea of what they are going to do when money is being asked for.

The Hon. Sir J. Kotelawala: You must ask the Hon. Minister of Health and Local Government.

Dr. Perera: Unfortunately that Hon. Minister is not here.

Sub-head 100.—Bridge at Avithawa, Elpitiya-Opata road (Investigation only), Rs. 10,000.

Mr. Wilmot A. Perera: May I enquire what the position is with regard to this bridge? Last year, too, it was said that certain investigations had to be undertaken in connexion with this bridge which links up the Baddegama and the Matugama constituencies. This year, too, they are only carrying out investigations. May I know whether next year also they are only going to carry out investigations?

The Hon. Sir J. Kotelawala: If the hon. Member wants I can give him the details. The investigations are in hand. We are investigating this problem because last year we could not do so. It is a very big problem. It is a re-vote from last year. The proposal is to construct a new bridge at Avithawa with a view to connecting two roads namely, Lewwanduwa-Ittapana-Udugama in the Kalutara District and Elpitiya-Opata in the Galle district, separated by the Bentota river. It is useless to carry on this work without making proper investigations. I do not think you can get this bridge completed in another five or ten years, as it requires the working out of a scheme as big as the one we had for the Kelaniya bridge.

Sub-head 109.—Constructing link road between Cotta and High Level road, Rs. 6,000.

Mr. D. B. R. Gunawardena: I would like to know the exact position with

regard to this item. The amount provided for in the Estimates is utterly inadequate to carry on this work.

The Hon. Sir J. Kotelawala: The major part of this work is completed. Further work is held up, due to delay in land acquisition. There are several people yet whose lands have got to be acquired. I think the hon. Member himself can help us in this matter; his lands too come under this scheme.

Sub-head 149.—Acquisition of bungalow for A.S.P., Matale, Rs. 29,500.

The Hon. Sir J. Kotelawala: I move, "That the Vote be reduced by Rs. 9,000 in respect of sub-head 149."

Question put, and agreed to.

Sub-head 192.—Labour Office, Ratnapura, Rs. 40,000.

Dr. Perera: Unfortunately the Hon. Minister of Labour is not here to give us some information about this item. I do not know why a semi-permanent building is put up in this place. If they are going to have a permanent labour centre, I think they should have not a semi-permanent building but a permanent structure which could be used for a long time. I do not know why Rs. 40,000 is spent on a semi-permanent building; it is a waste of money.

The Hon. Sir J. Kotelawala: "Semi-permanent" does not mean that it is not permanent. Although it is put down as semi-permanent, it is really permanent. This is the type of structure built with brick and asbestos roofing. When you make anything with asbestos roofing, it is bound to be permanent—it might even last 1,000 years.

Dr. Perera: And the Hon. Minister calls it a semi-permanent building! Perhaps he does not understand the meaning of the word "permanent"!

Sub-head 205.—Strengthening, improving and renewing bridges and construction of small bridges, Rs. 1,750,000.

Dr. Perera: May I know whether it is proposed to increase this vote?

The Hon. Sir J. Kotelawala: This provides for strengthening and improving numerous weak and defective bridges throughout the island and for completing works undertaken during 1947-48.

Dr. Perera: I also want to urge that the causeway that is being built connecting Bulatkohupitiya with Ederapola estate should be expedited. They have already spent a good deal of time over it.

The Hon. Mr. D. S. Senanayake: Where is this?

Dr. Perera: In Yatiyantota.

The Hon. Mr. D. S. Senanayake: A part of it has been washed away. They are building a new culvert higher up.

Dr. Perera: I hope there will be no delay over it, as it is seriously handicapping the people in that area.

Mr. Iriyagolla: May I request the Hon. Minister to see whether something could not be done in regard to Galahitiyawa Bridge between Kuliapitiya and Galahitiyawa? The planks of that bridge have been washed away. Nobody seems to accept the responsibility for reconstructing the bridge. The Village Committee says it is not their responsibility; the Urban Council says it is not theirs. Will the Hon. Minister see what could be done?

The Hon. Sir J. Kotelawala: If the hon. Member will draw my attention to it, I will examine the position.

Sub-head 206.—Reconstruction of roads in the Kurunegala District, Rs. 50,000.

Mr. Herat: Hon. Members will observe that this vote provides for the reconstruction of certain roads which happen to be in one particular electorate, and that the Hon. Minister's electorate. Kissing goes by favour, and I think in this matter the Hon. Minister seems to have shown more favour to his own constituency.

The Hon. Sir J. Kotelawala: I admit that there are bad roads in my area, and it is necessary that these roads should be reconstructed.

Dr. Perera: I remember the other day the hon. Member for Kiriella (Mrs. Florence Senanayake) drew the attention of the Hon. Minister perhaps to a much more important road from my point of view. But here I see that he has taken up D. R. C. tracks and V. C. tracks and brought them under the P. W. D. straightway.

11.30 A.M.

The Hon. Mr. D. S. Senanayake: A connecting road?

Dr. Perera: We are asking for a connecting road, connecting Avissawella and Panawela—

The Hon. Mr. D. S. Senanayake: Sometimes these connexions are undesirable!

Dr. Perera:—through estate land. The estate belongs to an ex-Minister.

The Hon. Sir J. Kotelawala: There is no Amendment on this item.

The Chairman: He is merely asking for information.

Dr. Perera: There is special consideration given to "Ministerial areas"!

Mr. Dahanayake: That is why we are asking for a road policy. Then there would be no "kissing"; then it would be a question of construction, not "kissing", construction according to a plan. Then no Member would get up here and say that certain electorates are favoured and others neglected. Let us have a plan, and let us go according to a plan, regardless of whether a particular district is represented by a "Leftist" or a "Rightist". The Government today is working for only one section of the population.

Question, "That the sum of Rs. 14,002,100 for Head 147, Vote No. 3, be inserted in the Schedule", put, and agreed to.

Head 147, Vote 3, as amended, ordered to stand part of the Schedule.

Head 148.—Civil Aviation

Vote No. 1.—Salaries and Expenses of Department of Civil Aviation including maintenance of Airways Communication system, equipment and aerodromes and subsidies to flying clubs,—Rs. 760,971.

Sub-head 1.—Personal Emoluments, Rs. 273,512.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 1,260 in respect of sub-head 1, new item, '1 clerk, 1 messenger, Air Inspectorate.'"

Question put, and agreed to.

Major Oldfield: I want to ask the Minister which are the subsidiary aerodromes which he proposes to retain. Do they include Minneriya and Vavuniya?

In the cadre there is no provision for meteorological officers. That work is being done by the R. A. F. at Negombo. I want to know whether the Civil Aviation Department will have its own meteorological officers, or whether the work will be done by the Observatory.

My third question is, where the headquarters of the Department is to be, in Negombo or Ratmalana?

The Hon. Sir J. Kotelawala: The meteorological work is being done for us by the Observatory.

The Hon. Mr. Dudley Senanayake: A new Department.

The Hon. Sir J. Kotelawala: Yes.

The R. A. F. are continuing their meteorological work, and we take advantage of it. The R. A. F. are continuing the work not for the R. A. F. as such but for the B. O. A. C.

The question as to which aerodrome, Ratmalana or Negombo, is to be developed is being discussed, and will soon be settled.

As regards subsidiary aerodromes, the Army built a number of them, about nine. We have taken over Kankesan-turai, and the Negombo and Ratmalana aerodromes are functioning. Trinco-malee is still functioning, although there are no planes there. It is not going to be abandoned. Minneriya and Kurunegala have been abandoned, but we are

trying to keep a small patch of ground at these places, not as aerodromes but for emergency landings. The Minneriya aerodrome is on Government land, and we have to decide with the Minister of Agriculture and Lands whether that strip can be retained for future use. We are not going to build anything there, and we are not going to acquire the land. Vavuniya is going to be closed down entirely. We do not want it.

Mr. S. A. Silva (Agalawatta): What is the minimum number of flying hours that each pilot in the Department is expected to do for a month? Pilots in other air services perform——

Mr. Dahanayake: I want to know what the future of the Koggala sea-plane base is going to be.

The Hon. Sir J. Kotelawala: As regards the Koggala sea-plane base, its future has not been decided as yet. It continues to be a sea-plane base——

Mr. Dahanayake: Imperial?

The Hon. Sir J. Kotelawala: There is nothing "imperial" in this country. I wish that could be driven into the heads of hon. Members opposite. There is nothing "imperial" here.

The hon. Member for Agalawatta wanted to know something about flying hours. I do not understand what he means——

Mr. S. A. Silva: How many hours is a pilot in your service required to fly per month? I refer to the minimum number of hours. Is there not a minimum number of hours that a pilot is required to fly in order to earn his month's salary?

The Hon. Sir J. Kotelawala: There are different systems adopted by different people. Some people tap rubber by the hour, others by the day, while yet others tap rubber on contract. We have pilots who are monthly-paid employees.

In some air lines, the pilots are paid so much per flying hour. If the pilot flies for 500 hours a month, he is paid so much per hour. Our system is different. There is a maximum number

of hours over which no pilot in any service is permitted to fly. I cannot say off-hand what that maximum is. As in the case of drivers of cars, or drivers of railway locomotives, a pilot is not allowed to fly more than so many hours at a stretch. There must be a break of 12 hours between flights, and the pilot must have 8 hours' sleep a day.

Mr. S. A. Silva: The Minister has not answered my question. I asked what was the minimum number of hours a pilot in our service is required to fly in order to qualify for his month's salary. The Minister says that each company has a different mode of paying its pilots, and that rubber tapping is done in different ways. That is not an answer to my question.

The Chairman: The Minister said that his pilots are paid by the month.

Mr. S. A. Silva: But is not the pilot required to fly a certain number of hours a day——

Dr. Perera: Is there a requirement that a pilot must fly a certain number of hours before he can be paid his salary for the month?

The Hon. Sir J. Kotelawala: That is not so. In large air-line companies, with a good deal of flying to be done, they have introduced the system of paying a fixed fee—say Rs. 500—for the month and so much per flying hour. Under this system, the pilot's earnings may come to about Rs. 1,200 to Rs. 1,500 a month. In these companies, the pilots have a chance of earning a good salary.

Air Ceylon has a plane flying six times a week to India. Today I started a new service to Trichinopoly. In addition there are charter flights. In these circumstances, we cannot offer those terms to our pilots.

Mr. S. A. Silva: My information is that in other air line companies and in the air services run by other Governments, the pilots have to do, for the salary paid by our Government, double the number of flying hours that our Ceylon pilots do.

The Hon. Sir J. Kotelawala: Are we better off? Are we over-working our pilots?

Mr. S. A. Silva: You are not giving them enough work.

The Hon. Sir J. Kotelawala: I am glad that the hon. Member at least realises that we must get sufficient work out of our employees!

Mr. D. B. R. Gunawardena: When the Koggala base was opened, several temples were demolished. I want to know whether the treasure and articles of value in the temples were taken over by the Minister.

The Hon. Sir J. Kotelawala: It is very heartening to see the Member getting interested in temples—

Mr. D. B. R. Gunawardena: Is that an answer to my question?

The Chairman: All the images and treasure were removed by the persons concerned.

Dr. Perera: How many aeroplanes are at our service today? I understand that the Minister has brought some "Constellations." That is the rumour.

The Hon. Sir J. Kotelawala: I shall give an idea of the work being done by this Department.

We have today four aircraft belonging to the Government of Ceylon. They are "Dakotas". We have a Colombo-Madras service which was inaugurated in December last. We had 118 flights, and carried 1,652 passengers. Our aircraft have been used for 13 charter flights, and 18 special flights. We have flown so far 56,038 air miles during this period of 8 months, 8,200 miles in special services, and a total of 99,120 air miles in regular service.

At present there are 17 aircraft with Ceylon registration, belonging to private individuals and clubs. They include 4 Tiger Moth trainers and 4 Sentinel Advanced trainers.

We have started an additional service today from Colombo to Trichinopoly, as a regular service. I did not think that

[Hon. Sir J. Kotelawala.]

we would make any money on our Colombo-Jaffna run, but I am glad to say that Jaffna is getting air-minded, and now the Colombo-Jaffna line is proving to be our most paying line. The fare is almost the same as the first class-train fare to Jaffna.

Mr. Dahanayake: The Minister gave an evasive reply to my question about Koggala. I asked what the future of Koggala would be. I asked that question for good reasons. It is not merely that we have handed over a good air base to the Imperial authorities. There is something more in it. Some 5,000 families lived by fishing in the waters of the Koggala Lake. During the war these families had to go away because the land was requisitioned. Now these families have been permitted to return, and they have asked for permission to carry on the work to which they were accustomed.

I took up their case with the appropriate authorities, but the reply I was given was that the men could not go back to their old occupation because the place was needed for imperial purposes—

The Chairman: The hon. Member might take this up with the Prime Minister.

Mr. Dahanayake: I am asking the Minister of Transport and Works to take over the Koggala base.

The Hon. Sir J. Kotelawala: I shall go into that.

Mr. Dahanayake: Will you take it over?

The Hon. Sir J. Kotelawala: When the time comes, I shall take it over.

*Sub-head 8.—Development Expenses
—Training Schemes for Specialised
posts,—Rs. 30,000.*

Dr. Perera: May I have some details about this sub-head?

The Hon. Sir J. Kotelawala: Arrangements have been made for a Probationary Assistant Engineer, Telecommunications Department, now under training in England, to switch over to specialised work on radar, with a view to his appointment as Radio Communication

Officer on his return. The cost of training at a recognized institution is estimated at £400, inclusive of flying lessons.

Provision is also made for the training of a Technical Assistant to succeed a non-Ceylonese officer whose term of service expires on 27th January, 1950. The cost is estimated at £300 for this financial year.

It is proposed to take over area control from the R.A.F. once Ceylonese staff is trained for this service. Four supervisory officers will be required for this organization. They have to be trained abroad, preferably in the United Kingdom where specialized courses are available. The course will last six months, and provision is made for £1,500 to cover passage, subsistence, training expenses and outfit allowance for four officers.

11.45 A.M.

Dr. Perera: Have these officers been chosen already?

The Hon. Sir J. Kotelawala: No, because provision has just been made in the Estimates.

Sub-head 9.—Grants and subsidies to Flying Club, &c., for “ab initio” flying training and other expenses connected with the encouragement of flying in Ceylon, Rs. 125,000.

Dr. Perera: I move, “That the Vote be reduced by Rs. 100 in respect of sub-head 9.”

Originally only one flying club was given a subsidy of Rs. 50,000. This was subsequently increased to Rs. 60,000. Now, the amount has been increased to Rs. 125,000. I would like to know from the Hon. Minister what conditions have been imposed by Government with regard to the payment of these subsidies.

The Hon. Sir J. Kotelawala: Originally there was one flying club called the Aero Club of Ceylon Ltd. This club functioned quite satisfactorily till just before the war. Then there was internal dissension in the club, the war came on, and the club practically went into liquidation. Instead of flying they started indulging in other activities.

Mr. Dahanayake: Flying at each other's throats!

The Hon. Sir J. Kotelawala: As a result, some of the members of that club started another club called the Colombo Aeronautical Club. So there were two clubs. I tried to get them together and form one club, but that failed. So we started this scheme of giving subsidies in order to enable people to learn to fly. In no country in the world can anyone learn flying unless a subsidy is given because of the high cost of petrol, planes, instructors, and so on. We therefore drew up a scheme by which we could give a rebate to Ceylonese youths between certain ages who put in so many flying hours, and if they passed their flying tests in so many hours they would get their licences. A qualified pilot in order to keep in touch with flying, has to do so many flying hours, for which he will be paid at Rs. 30 per hour. Originally it was Rs. 60 per hour.

This Rs. 50,000 was allocated last year for six months only, in order to encourage these clubs to provide facilities for the training of pilots. Once these men qualified as pilots they drew their money by showing in the log books the number of hours flown by them. The clubs are not given advances. The clubs make payments to pilots when they qualify and inform us at the end of the month that so-and-so has qualified and we give the clubs a refund of the payments made.

This scheme was started early this year and it went on for a couple of months. Then the clubs started giving credit to their learner pilots and—as hon. Members know what happens in this country when credit is given—very soon they had no money to buy their petrol and so on for the coming months. Activities then ceased and no flying was done by these clubs. Credit was given for the number of flying hours put in by a learner pilot. If an officer put in an hour's flying today he did not draw his Rs. 30 that day but let it accumulate. As a result of these accumulations they found they could not buy their petrol. I then stepped in and said, "You cannot go on at this rate. I am going to take over your machines and Instructors and I am going to run your concerns." We are running them now as a makeshift measure till they put their houses in

order. Our object is to have a training school for Ceylonese pilots. It entails the obtaining of planes, and so on, which we cannot get just now. The ultimate aim is in a few years' time—probably next year—to start a Government Flying School. I am aware that a Government Flying School will be much more expensive than giving a subsidy to the Aero Clubs. Individuals must join to make this a success. Once a person learns to fly, he must continue flying; but in a Government Flying School, we can only teach them to fly.

The sum of Rs. 125,000 is required for the whole of this year. Last year Rs. 60,000 was estimated for 6 months only.

Mr. J. C. T. Kotalawela: May I know the number of persons who are being trained in these clubs?

The Hon. Sir J. Kotelawala: I was last informed that there were about 26 or 27 people who had deposited money with the Government to learn flying. It takes a man about 15 to 20 hours to fly properly.

Dr. Perera: Is this a makeshift arrangement?

The Hon. Sir J. Kotelawala: Yes. We did not pay for the planes. We took over the planes of the clubs, and the running expenses are met out of the money that we get from the learners. In other words, when the flying ceased, the clubs could not pay their instructors or their petrol bills.

There are 26 people waiting to learn to fly. Some of them have learnt half and some of them have flown for 5 hours or so. Something had to be done. So I brought the clubs together and said, "We will pay for your staff and maintenance of the machines out of the money that is paid by the pupils." With this subsidy we will be able to cover the other expenses.

Mr. S. A. Silva: The explanation of the Hon. Minister really indicates that flying is taught only to young men who can afford to pay. The Hon. Minister has not yet started a scheme to train suitable youths in the art of flying.

The Chairman: The Hon. Minister has said that he will start a flying school later on.

Mr. S. A. Silva: That is later on. As it is, these clubs are only meant for young men who can afford to pay.

The Hon. Sir J. Kotelawala: The hon. Member wants free flying, like free education.

Dr. Perera: Might I know the financial position with regard to these clubs up to the last few months? Are we making any money on this, or are we on the debit side?

The Hon. Sir J. Kotelawala: During the last few months we have neither lost nor made a profit. About 3 months ago, we had lost some Rs. 30,000 or so, but during the last month or so we have recovered and balanced our income and expenditure. We anticipate a profit by the end of the year.

Dr. Perera: Does that cover the total overhead costs, and so on?

The Hon. Sir J. Kotelawala: Yes. Our overhead costs are little. We do not pay rent for aerodromes or hangars.

Dr. Perera: We want to know the actual amount this will cost the country. It may be found desirable to even forgo a certain amount—

The Hon. Sir J. Kotelawala: We have not enough experience in this matter.

Question, "That the sum of Rs. 762,168 for Head 148, Vote No. 1, be inserted in the Schedule", put, and agreed to.

Head 148, Vote 1, as amended, ordered to stand part of the Schedule.

Head 149.—Commissioner of Motor Transport

Vote No. 1.—Salaries and Expenses of the Department of the Commissioner of Motor Transport including cost of the Appeal Tribunal, &c., Rs. 459,553.

Mr. E. W. Mathew (Second Balangoda): I am given to understand that several applications have been made to

the Hon. Minister for the registration of new insurance companies but that these applications have been scheduled.

The Chairman: The hon. Member put the same question the last time and the Hon. Minister answered it. The hon. Member was probably not here at the time.

Mr. Mathew: The question is regarding the policy of registration of new motor insurance companies.

The Hon. Sir J. Kotelawala: There are a large number of Ceylonese insurance firms doing this business of insurance. I have only got authority to ask them to deposit a certain amount of money. That is the only authority I have in regard to this matter. It is a matter for the Hon. Minister of Commerce and Industries.

A large number of Indian firms are asking to be registered as insurance companies. I have therefore inquired whether we have a sufficient number of people in this business already, and that is why these applications have been held up. Most of these applications are from foreign firms. This is a matter in which I cannot discriminate. These applications will not be considered till we know whether there is a sufficient number of insurance companies in the business at the present time.

Sub-head 1.—Personal Emoluments, Rs. 283,572.

Dr. Perera: I move, "That the Vote be reduced by Rs. 100 in respect of sub-head 1."

I would like to make a few observations on this general question of Commissioner of Motor Transport. I am afraid the Hon. Minister has not enough control over buses. Outside Colombo, in particular, overloading is atrocious, and the Hon. Minister is quite aware of it. Only the other day I visited Jaffna and the common complaint of the workers employed in these bus companies was that rickety buses are passed by the officers responsible for the licensing of motor vehicles. Some buses have actually been licensed while inside the garages in Jaffna.

There is also slackness on the part of the officials concerned. There is no guarantee that any of these buses are really observing the requirements of the Ordinance. Time-tables are never found in the buses, and even if they are found, the buses never adhere to the timetables. The Hon. Minister must exercise a greater degree of control in regard to this matter.

The Hon. Minister's proposal—the proposal of giving a private share to the worker, or broadening it out—will never really make any difference to the service that we are getting today, because it does not provide for a complete change in the organizational system of these bus companies. The Hon. Minister must step in and see that these bus companies are not allowed to run private touring trips by taking buses off the line. If you go out on the Kandy road on any day, you will find a large number of people waiting on the roadside for buses, unable to get into the buses because they are overcrowded. That is due to the fact that the bus companies are not putting out the actual number of buses that they are expected to put on the road. You will find large numbers of people putting up their hands and asking passing cars to give them lifts. I have had, on more than one occasion, to give lifts to these people. All this is because bus companies find it more profitable to take buses off their lines and run private trips. That must be prevented.

The other day the Hon. Minister fanfaronaded a new scheme he had brought in. That has apparently already failed. We do not know what the present position is with regard to the new scheme of broadening out the bus companies. We would like the Hon. Minister to give us some idea of what he intends to do in order to maintain greater control over the bus companies.

There is one further difficulty, and that is the question of licensing private lorries or buses. I am inclined to agree that this is a better proposition than giving only those companies who have already got routes the right to run private buses. They will be specifically ear-marked for specific jobs.

The Hon. Sir J. Kotelawala: What happens when they come out in the nights?

Dr. Perera: It is not beyond the imagination of the Hon. Minister to devise a means of exercising control over these buses. I do not see any reason why we should not encourage a certain amount of competition rather than give a monopoly to certain people.

The Chairman: The Sitting is suspended till 2.0 P.M.

Sitting accordingly suspended until 2 p.m., and then resumed.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 900 in respect of sub-head 1, New item 'Peons' Allowance to outstation Divisional Road Transport Officers."

Question put, and agreed to.

Mr. J. C. T. Kotalawela: On the question of motor transport the hon. Member for Ruwanwella referred to the lack of control by the Department of the Commissioner of Motor Transport.

The Chairman: We have finished all that.

Dr. Perera: No, Mr. Chairman. We began Head 149 just before we adjourned.

Mr. J. C. T. Kotalawela: I might say that this Department exercises no control whatsoever over the bus services of this country. The Department has given to the bus magnates of this Island the gift of the roads, and therefore it is our duty to see that the bus magnates play fair by the passengers. I might mention the case of Uva. I believe the worst bus service is operated in Uva.

The Chairman: Unfortunately it was the last State Council and not the Department of Motor Transport that gave the bus owners that monopoly. It was done by legislation.

Mr. T. B. Subasinghe (Bingiriya): We can rescind that now.

The Chairman: This House has agreed to that.

Dr. Perera: We can control the services.

Mr. J. C. T. Kotalawela: I might say that the bus services in the Uva Province are the worst in the Island.

Mr. Dahanayake: Next to Galle.

Mr. J. C. T. Kotalawela: There is not a single bus that is not overcrowded. Recently a number of cases came before the Magistrate's Court at Bandarawela. When the conductors were charged for overloading their buses, the Magistrate questioned the conductors and said that if they were heavily fined the fines would be paid by the bus companies. That shows that it is the companies that aid and abet the bus conductors to overload. It is on record in a number of cases that this is what happens.

There are two bus companies which operate in my electorate. One is the Uva Bus Co., and the other the Panadura Motor Transit Bus Co. During the festival seasons these companies increase the bus fares. I know that during Wesak these companies made it a point to increase bus fares. I might mention that one of these companies is managed by one of the propaganda officers of the U. N. P. in Uva. He is a gentleman who was a Member of the State Council. He was ousted by the hon. Member for Galle.

I would appeal to the Hon. Minister to see that the bus services are better controlled and that an efficient service is ensured to the people of this country.

Mr. Dahanayake: I move, "That the Vote be reduced by Rs. 10 in respect of sub-head 1, item 'Commissioner of Motor Transport'".

I ask the Hon. Minister to look closely into the work done by the 8 Divisional Road Transport Officers for whom we pay no less a sum than Rs. 37,586 a year. These officers were appointed about two years ago, and they were asked to see that the bus companies played the game by the public. But my experience is that these officers are working in league with the bus companies. I believe the Hon. Prime Minister and the Hon. Minister of Transport and Works will testify to the fact that I have given both of them a good deal of trouble over the wretched

and miserable conditions prevailing in and around the town of Galle over the bus service.

I remember last year during the General Election that the Bus Company that operates in Galle had the impertinence, the brazen effrontery to stop its bus services every time that I held a meeting and to increase its service every time that my opponent held a meeting. Such low, mean tactics bus magnates practise in this country, and the Government pays certain officers to see that such offences are not committed.

There is the question of overloading. I have time and again protested against the scandalous—

The Chairman: Order please!

Mr. Dahanayake:—state of affairs in the town of Galle.

The Hon. Mr. Goonesinha: We could not hear the hon. Member when he thumped the table.

Mr. Dahanayake: But all in vain because Government will not heed the protests of the representatives of the people. It allows the busmen to fleece the public of this country. Every day, from 7 A.M. to 10 A.M., even a blind man can see the overloading that takes place. I ask the Hon. Prime Minister to take an interest in the matter as Police officers only pretend to do something. They take a few cases to Court. They say that buses only overload by two or three passengers when it is a fact that overloading is by two hundred per cent.

I have got to complain that the buses in my electorate do not run to their time-tables. The D.R.T.Os have got to see that the time-tables are adhered to. But busmen in this country have their own time-tables and are out to make money. I have pointed out to Government that the bus companies that operate in my electorate do not play the game even by the passengers who make their existence possible. The bus companies are in league on the one side with the Police and on the other side with the D.R.T.Os. Bus accidents are glossed over; passengers who get injured are not even paid compensation. Today it is *bus raj* in and around the town of Galle. But let me assure the Hon. Minister that this cannot continue for long.

I ask why the Hon. Minister allows his officers to whom he pays such handsome salaries to work in league with bus magnates. Let him sack the D.R.T.Os in my electorate. Let him allow Committees of the people to look after the bus services, and the busmen might then play the game by the people. This has become a scandal in this country. I am a bus traveller. As a change from the C.G.R. I like to get into a bus. But this is like a jump from the frying pan into the fire.

I would like to ask the Hon. Minister, even if he cannot nationalize the bus services of this country to see that the bus magnates are not allowed to do just as they like. I find the Hon. Minister smiling. Does he know that behind his back these magnates say, "The Minister is in our pockets". Does the Hon. Minister know that? I know the Hon. Minister is not, and I am appealing to him to look closely into the working of this Department.

It was only the other day that the Hon. Minister thundered against bus magnates. But of what use is the thunder unless it is translated into action. Therefore I appeal that he should translate his thunder into action.

Mr. Mathew: I wish to draw the attention of the Hon. Minister to a particular route in Ratnapura. It is the Ratnapura-Wewalwatte bus route. Today there is only one bus running on that route. It starts from Wewalwatte at 7 A.M. and comes on to Ratnapura. It does two trips. If a passenger misses the bus at Wewalwatte at 7 A.M. he has to wait for 9 hours to catch the second bus. Formerly there were four buses plying on this route. But today there is only one. The people are thoroughly dissatisfied with the service on this particular route. They are prepared to form a co-operative society and run the service. I would like to know from the Hon. Minister whether he would give this particular route licence to a co-operative society if it is formed so that the bus service may be run in a more satisfactory way.

Mr. D. B. R. Gunawardena: I would like to say that the present system by which the bus services are run is scandalous. I would particularly like to bring to the notice of the Hon.

Minister that there are a large number of workers who come by bus for work in his own workshops and that a large number of students too travel by bus. The buses never run to time, and as hon. Members know, when a bus does not run to time and workers are late to work, they are victimized.

I know that if a worker gets a minute late in reporting for duty at the Harbour Engineer's Workshop a black mark is entered against his name. If he gets 3 black marks in a month, and such a thing continues for 3 months in succession, the man is dismissed from service. There are certain regulations that have been passed by the officers in those departments.

In regard to school children we have brought it to the notice of the Hon. Minister that children who come to schools in Colombo from suburban areas like Malabe, Kotte, and other areas have no means of getting back to their homes. We have heard it said that children are sent up to the headmasters of their schools for not attending school at the correct time and that severe punishment is meted out to these children.

I wish to stress one more point. I can see the Hon. Minister looking hard at me. The Hon. Minister's chief supporter in the Uva Province—that matter was dealt with by my hon. Friend the Second Member for Badulla—has a fleet of buses that are not registered. He only registers two buses and makes them perhaps ply on the line. When the drivers and conductors are caught, they are brought before the courts and fined for plying buses without registration. He has permitted these irregularities to take place, particularly in sections like—

The Chairman: Who has?

Mr. D. B. R. Gunawardena: The Department, because there are many cases in which he has not—

The Hon. Mr. Jayewardene: The hon. Member says "he".

Mr. D. B. R. Gunawardena: I refer to the Department.

The Hon. Mr. Jayewardene: The Department is "she".

Mr. D. B. R. Gunawardena: Perhaps the Hon. Minister may be aware of these cases because I generally say that the U.N.P. is aware of all this. The bus magnates are their chief supporters.

The Hon. Mr. Goonesinha: Question!

Mr. D. B. R. Gunawardena: I should like the Hon. Minister to inquire into the case of the particular bus company that was mentioned. The buses of this company are expected to ply between certain sections. Instead of that they stop half way and put their passengers into lorries for transport.

Major Oldfield: There are two matters I would like to comment on. The first is in connection with the renewal of driving licences for commercial vehicles and hiring cars. It was referred to by the Appointed Member (Mr. Koch) in the Debate on the Second Reading when he narrated the case of a man who had a driving licence when he was suffering from night blindness. A great many of these licences are out-of-date and I consider it in the public interest that there should be an examination of licences at fixed periods and probably the examination of drivers themselves to see that they are not suffering from physical defects.

The second point to which I wish to refer is in connexion with the appalling damage that is being done on our roads to human lives. I do not know whether most of the hon. Members listened to the broadcast recently by a senior Police officer in connexion with what he called road manners. The figures he detailed were staggering. I think that something must be done to try and improve the conditions in our roads. The lack, of what I call road manners, is also appalling.

Recently the Automobile Association put up a suggestion to the Hon. Minister. They suggested the organization of road patrols, the publication of particulars of road manners, and also the conducting of lectures in various towns and villages, particularly in schools, for the purpose of giving help to road users. The Automobile Association of Ceylon is unable to carry out the work with its own funds. As the

Hon. Minister knows, as one of the Association's Vice-Patrons, they have asked for assistance from Government. I do hope that assistance will be forthcoming. It is essential that the users of our roads should be protected from some of those people who are a real danger when they get behind the steering wheel.

2.15 P.M.

In the United Kingdom a campaign was launched against this evil, and it proved most successful. The Automobile Association officers took notice of bad driving and reported such cases to the Police. After a time when the Police had several reports against one particular individual, they took action. But in the first stage it was only a matter of warning. I would put forward that suggestion to the Hon. Minister because I really feel—and most members will agree with me—that something has got to be done to improve our road conditions.

Mr. P. G. B. Keuneman: (Third Colombo Central): Sir, this Department of Motor Transport used to have the reputation of being one of the most lackadaisical departments when it came to deal with requests of members of the public. I understand that after the present Minister took over this Department he went there and gave it a shake-up, but unfortunately his broom has not been sufficiently effective to give it a cleaning, because there is still a great deal of complaint about the Department by members of the public who have dealings with it. I have known several cases of persons who have applied to this Department for licences and who have had to wait for long periods to get a reply. There was a case which came up recently of a man who, six months ago I believe, had applied for a conductor's licence and sent in all the necessary stamps and complied with all the other requirements, but he had not received even an acknowledgment. But here, money transactions are also involved. It is only by payment of a sum of money to the officers concerned that these poor people can obtain a licence. I hope the Hon. Minister will see that the department is cleansed of all these defects and run more efficiently.

Mr. S. A. Silva: With regard to Divisional Road Transport Officers, I would like to bring to the notice of the Hon. Minister that overcrowding of buses in my area is beyond human ability to bear. I find from Kalawellawa up to Horana there are only three buses running and those are small size buses which can carry only a few people, with the result that most of the passengers are left on the road.

Then, Sir, with regard to Motor Car Examiners, I find provision made for only 15 Examiners of Motor Cars. Their duties are to examine transfers of licences, to examine the applicants for driving licences, and also to report on accidents. It was only the other day, I think it was last Friday that I had occasion to go to the Motor Car Registrar's office and I found four accidents reported on the previous day. The Department was unable to report on all these accidents—which are of vital importance to the public—even on the following day. These Motor Car Examiners, of whom there are only fifteen, are intended for the whole Island. That means that one Examiner has to cover up practically a whole province. This is most astonishing to the public. Besides, when these Examiners are put to cover wide areas, and they are overburdened with work, they will never be able to do their work satisfactorily. I ask the Hon. Minister to increase the number of these Motor Car Examiners, and to delegate to them the work that is being done by these Divisional Road Transport Officers who are doing no work at all. These people need not be paid higher salaries than the Motor Car Examiners who do better work, and their work also can be assigned to the Motor Car Examiners.

Mr. Griffith: I would like to draw the attention of the Minister to the difficulty which a good many of the motor car drivers suffer from in obtaining a licence to drive a lorry. I know personally of one particular case. There is a certain driver who was under my service for a number of years. He wanted to take a licence to drive a lorry. He went on two or three occasions, and each time he came back saying he was unable to obtain the licence. Various suggestions had been put to him as to how he could get a licence. Later, I sent my neighbour who was going down to Colombo

and he got this man a licence without any difficulty. On the previous occasions when the man went, the officers there demanded Rs. 150 from him, but when I sent him with my neighbour, he was given a licence.

Mr. Herat: I endorse the views expressed by the hon. Appointed Member, and I would go still further in my complaint about the unsatisfactory nature of the bus services. The only suggestion that I can put forward, that will convince the Hon. Minister, is that he should go and see the bus service in his own electorate of Dodangaslanda. If he does that, he will be fully convinced of what I say.

I also want to bring to the notice of the Hon. Minister, for his serious consideration, the fact that when a bus or a lorry driver wants to obtain a licence he has, first of all, to get through his driving test at some provincial Kachcheri where the Motor Car Examiner is. Later on, he has to come to Colombo, and then his knowledge of the mechanism of vehicles is tested. I want to know whether it is not possible for the Motor Car Examiner at the provincial Kachcheri to test this particular applicant in his mechanical knowledge too, because it will, for one thing, save a lot of trouble and expense to the applicant, and it will also save a lot of work in the Colombo Kachcheri. I trust that the Hon. Minister will give serious consideration to this matter.

Mr. P. L. Baudhasara (Polonnaruwa): I want to make a few comments with regard to the licensing of private and hiring lorries. There are certain lorry magnates who somehow or other try to prevent *bona fide* applicants from getting a route licence. I know personally of a case where a *bona fide* applicant who had an interest in Colombo when he applied for a route licence, was asked to run his lorry only a part of the journey, the rest to be done by a certain lorry magnate. Sir, there are hundreds of drivers today who want to make an honest living by investing about Rs. 5,000 or Rs. 6,000 on a lorry. But according to the present system he has to get a route licence. These lorry magnates somehow or other kick these fellows out. I appeal to the Hon. Minister to reorganize the present system of

[Mr. Bauddhasara.]
giving lorry routes to applicants so that it may go in line with the contemplated bus routes.

Mr. Wilmot A. Perera: I want to ask the Hon. Minister for a clarification of his policy regarding the issue of licences to co-operative societies who want to run a service on an existing route.

Mr. D. F. Hettiarachchi (Niwitigala): One point I wish to make, Sir, is this: In Ratnapura most of the school children who are attending schools in Balangoda, Niwitigala and Kiriella were paying half rates for the last few years; but of late the Niwitigala Bus Company are charging full rates from these children.

Mr. Dahanayake: Because Niwitigala returned a leftist.

Mr. Hettiarachchi: I would ask the Hon. Minister to look into this matter and see that something is done.

Mr. S. A. Silva: I want to bring to the notice of the Minister the racket that is going on with regard to the Motor Car Ordinance.

The Hon. Sir J. Kotelawala: We also know it, Sir.

The Chairman: All know it.

Mr. S. A. Silva: I want the Hon. Minister to bring in legislation in order to amend this Ordinance so that the renewal of licences every year would not be gazetted. Once a lorry owner gets a licence, he should be able to run the lorry as long as that lorry is in working order.

Mr. L. Rajapaksa (Hambantota): I want to bring to the notice of the Hon. Minister that during the pilgrim season at Kataragama and Tissamaharama the pilgrims are at the mercy of these bus magnates. I should like to tell the Hon. Minister that these bus companies have published fares as well as secret fares. Added to that, Sir, I find that the bus magnates and the managing directors of these companies have private buses of their own which they ply during these pilgrim seasons without a licence. I would like the Hon. Minister to look into these

matters very carefully and see that this sort of thing is put an end to. As you know, the travelling public of this area have to put up with a lot of harassing because the managing director of the bus company is one of the notorious thugs in that area.

The Chairman: I do not think that the hon. Member can be allowed to use such unparliamentary language. It is not fair by the House that a member should use such language. The hon. Member forgets that we have a decent standard of speech here.

2.30 P.M.

Mr. R. S. Pelpola (Gampola): I wish to draw the attention of the Hon. Minister to the fact that private lorries are now used for hiring by most owners. Some method must be devised to distinguish a private lorry from a hiring lorry.

The Hon. Sir J. Kotelawala: The position with regard to lorries is this. When this Ordinance was introduced by the present Minister of Local Government, all these questions were gone into, whether we should have different numbers—hiring numbers and private numbers. It was felt that since lorries were meant for the transport of goods, a certain number of lorries should be licensed for a particular area, according to the amount of goods that had to be transported in that area. That is the justification for giving a lorry licence. If there was not sufficient goods to be transported, then no lorry licence was allowed. Hon. Members want to know how a licence is granted. Before the war there were only 4,000 lorries, but to-day there are applications for 11,000. As hon. Members know, our transport of goods has not increased by that amount to give these licences. We have had experience of this situation in bus transport. There was a time when there were more buses than passengers. In the same way, when there are more lorries than goods to carry, we know what the situation would be.

The Ordinance says that a lorry licence will be given to a person if there is no objection. That is, if "A" applies for a lorry licence, the Commissioner of Transport goes into it to see

whether there is sufficient goods to transport in that area. If he is satisfied, he publishes a notice in the *Gazette*, inviting objections, if there are any. Once an objection is upheld, the matter goes off the hands of the Commissioner, and the applicant can go before the Appeal Board, whose word is final. They decide whether the licence should be granted or not. I have no authority in this matter, nor do I want any authority. If there is any point of law involved, then the matter can be taken to the Supreme Court. If we go on allowing lorry licences indiscriminately, we will not be able to go on our roads. Petrol, tyres and tubes will not be safe. Undercutting will go on, because there are over 40,000 drivers, Army drivers and others.

The hon. Appointed Member suggested that driving licences should be renewed once a year. It is a good thing no doubt, but think of the inconvenience and expense involved for 40,000 people. In England, if a person wants to drive a car, he has only to go to the nearest post office, fill up a certain form, put his signature on it, and then he gets his driving licence. But there, with regard to third party insurance, if a person has trouble twice or thrice, the insurance company tells him, "Pardon us, but we are not prepared to insure you any more", and that means that his driving licence is of no value. I know of an hon. Member of this House who had to hire a chauffeur to drive his car because his licence was taken away.

Mr. Dahanayake: It must have been a U.N.P. man!

The Hon. Sir J. Kotelawala: In Ceylon, too, it will come to that because the insurance companies will start worrying about it. If a person has trouble too often, the companies will not insure him. But I will certainly see if there is any possibility of renewing the licences of drivers of big buses, double deckers, and so on, because they are responsible for the safety of so many lives.

Then I will come to the question of buses. When the hon. Member who referred to this subject spoke so vehemently and loudly, I was reminded

of the way that bus drivers speak to each other. That is the normal way they speak. But I may say that before the present system came in, the roads were not safe.

Let us understand the position of these bus owners today. We ought to remember that they are a set of people who, without any experience whatsoever, formed themselves into companies and managed their bus services and have brought them up to a stage when they are now transporting nearly 45,000 people a day.

Mr. Dahanayake: The people transport themselves!

The Hon. Sir J. Kotelawala: I know of one bus owner to whom I myself gave Rs. 15 to earn his living by selling bread. During the war he made money, and today he is the managing director of a bus company, and I am proud of his achievement. I say we must be proud that that class of people have come up, have built up a business and are running it well. We must come to their help now. We must help them to run these companies. That is our duty.

Mr. Dahanayake: You kill the passengers and help the bus magnates!

The Hon. Sir J. Kotelawala: Before these companies were started, there used to be running fights on the road between rival bus owners. Then most of them amalgamated and formed themselves into private companies. When the war came, and the transport problem became very acute, we suspended the Police regulations and told the bus owners, "You load as many as you can." It is true they made their money then, but if they had not come to our rescue, the transport problem could not have been solved. Although they made money, they also rendered a great service. There were no spare parts, no tyres, no tubes, but yet the service did not break down. Anyway, they ran these companies, one man became manager of one line, the other partner became manager of another line, and so on. They never kept proper accounts. Some of them became rich and bought estates, and it

[Hon. Sir J. Kotelawala.]
 was only when income tax had to be collected that we came to know that no proper accounts had been kept, and tax had to be assessed on the mileage done or the amount of petrol consumed. The result is that some of them are paying their income tax for 1944-45; the tax for 1946-47 has not yet been collected. They were not businessmen in the real sense of the word, because they had not put by money for depreciation and that kind of thing. They are paying income tax, E.P.D., and so on, but they have not got the wherewithal to put all their buses on the road. What do you want us to do? To step in now and buy the buses? They will be only too pleased. I do not want the Government to be burdened with these buses. Who is going to value them? I am not going to do it. The Valuation Department will have to do it, but on what basis?

Dr. Perera: Value it on the old rates?

The Hon. Sir J. Kotelawala: If you are going to be unjust, you might as well take them away without paying for them. That sort of thing cannot be done, Sir. We are a just Government.

Mr. Dahanayake: Where is your justice to passengers?

The Chairman: Order, please!

The Hon. Sir J. Kotelawala: You can get these bus people to form public companies to run these bus services. It is they who have got the experience of this business, and they will be able to run it well. As I said on the last occasion, I happened to pass one of these garages at about 5 o'clock in the morning one day and I saw the managing director there. So I stopped and asked him what he was doing there at that time, and he said, "I am getting these buses out." I said, "But you are the Managing Director". "That is true," he said, "but if I don't do it, nobody else will take the same interest in the matter." Well, I felt that if the General Manager of the Railways went to the railway yard every morning, probably there would be a first-class service.

The point I am making is this. These bus proprietors started life in that business, and they know how to do it. We know the defects in the present system, and when Mr. Rutnam comes, we will go into the matter. If the Government is to take this service over, are we to take these men into Government Service? Here, even without competition, we are unable to collect our tickets on the Railway; in fact, we must have a Security Service to enable a fellow to travel in safety. So that until a sense of duty, a sense of proportion, and a sense of patriotism and nationalism have been inculcated into the people, we must not nationalize these services. That is the most important thing. As the Hon. Minister of Finance said the other day, there must be some motive to do anything: it may be either a profit motive, or a fear motive, or a power motive, or whatever you like. Let us therefore, have some motive in this nationalization. If anybody says that in Russia these services are run well by the State, the explanation is that it is the fear motive that does it. Why do these services run well in Japan? It is the nationalist motive that operates there.

Mr. Dahanayake: It is the U.N.P. motive here!

The Hon. Sir J. Kotelawala: The U.N.P. motive is the *maitrya* motive.

I think I have said enough about these bus people. I think we ought to be thankful to them and be proud of them. We will bring our proposals up in the course of the year for discussion here. There is nothing to prevent the whole thing being taken over by the Government at some stage or other, but till that time comes we have to carry on.

The bus people came and told me that there were private buses and station wagons. There are 600 station wagons competing with the buses; in fact, nearly a thousand station wagons have been licensed. I did not want to stop these vehicles from being licensed because I thought the existence of these station wagons would give people who had never travelled in a car the opportunity of riding in them. They were going very cheap, and I thought it was a sin to go and dump them into the sea when people could use them. But unfortunately they are now competing with

the buses. The bus people point out that there are private parties plying these vehicles for hire. I have to frame regulations to the effect that nobody but companies can have private buses. Let them be like Tourist Companies or any other companies, but let them run these as a business. Those are the little difficulties we have to face.

2.45 P.M.

I must admit that bribery and corruption was very high in this Department. Why was that so? It was because it had to deal with that type of people. Unfortunately for me, this building is housed in such a bad place and the conditions are such that it prevents supervision. There was one instance when I myself sent my driver from my office with Rs. 5 in order to get a licence. But their activities were so well conducted that they found out that the man was my driver and then they did not issue a licence. All that will have to be remedied by degrees. Today I think the position is very much better than what it was six months ago.

With regard to the Divisional Road Transport Officers, their job is to check up all these irregularities, and, I must admit that, with the new Commissioner of Motor Transport, we have solved most of our difficulties. But, as long as conditions are as they are, we cannot expect anything better for the present.

Mr. S. A. Silva: What about the lorry licences?

The Chairman: The Hon. Minister has given his reply to that question.

Mr. S. A. Silva: But the practice of issuing lorry licences at the Motor Transport Office is not what the Hon. Minister tells us.

Mr. Dahanayake: We press for a Division on the cut.

The Chairman: Yes, I have no objection to that. The Hon. Minister has stated that in one year's time he hopes to put the whole matter right.

Dr. Perera: Might I make one or two suggestions to the Hon. Minister? He has now decided not to allow private buses to be run by anybody except by bus companies.

The Hon. Sir J. Kotelawala: That right would be allowed to any company formed for that purpose.

Dr. Perera: Cannot the Hon. Minister insist that no bus companies should run private buses which are licensed for certain routes as tourist buses?

The Hon. Sir J. Kotelawala: What they do is not with the knowledge of the authorities. Supposing there are 1,600 buses, those 1,600 buses can only be regulated by regulations and by inspectors who see that the regulations are followed. You cannot have one Divisional Transport Officer for each bus. You will have to have one of these officers for each division. What happens is this: The Companies say that they are allowed to run 20 buses along a certain route, and that they have two buses to spare. They ask permission to transport pilgrims, say, to and from Katarama. Then they are given permission to run two buses. And what do they do? They take two buses out of the 20 buses also and run them, and, when a complaint is made, probably they are brought to book. But you cannot always detect these things unless you have an organization like the Police Force. To do this the Government would have to have an army of a couple of thousand inspectors.

So far as we are concerned, a timetable is given to bus companies. The fares are fixed, and the buses are run to time. It is the duty of the company to follow those rules. But, unfortunately, they break the rules and we do not have the necessary staff to check the wrongs they do except when, off and on, a complaint is made. We are well aware that buses are overloaded.

The hon. Member for Agalawatta asked a question about lorry licences. He asked, instead of issuing them every year, why they should not be issued once in five years. In our present Ordinance it is stated that lorries have to be licensed every year. That is an Amendment we would have to make. We cannot make the period ten or fifteen years. We must make it three or four or five years.

The Hon. Mr. D. S. Senanayake: But the lorry has to be examined.

The Hon. Sir J. Kotelawala: It can be examined but it need not be Gazetted.

Mr. Mathew: The Hon. Minister has not answered my question about issuing licences to co-operative societies.

The Hon. Sir J. Kotelawala: According to the present law, a route licence is given to a company and no other company can—whether it is a co-operative society or a new company—make use of that route for which a licence has been issued. That is what the Supreme Court has held. So that, whether it is a co-operative society or a private concern or any other company, they cannot make use of that route because the Supreme Court has held that, as long as a company holds a licence for a particular route nobody else can make use of it. We may say that we must have 20 buses on a route. All that the Commissioner of Motor Transport has to do is to see that only those 20 buses run along that route. If anything wrong has been done, the Commissioner will say that in two years' time, when licences are issued, he will not give the defaulter a licence. That law is inoperative, because the day may come, when five hundred buses might be needed on that route. Then who is going to serve the public if licences are not granted to them? The system of asking one company to extend their service to another area for default by another company will not work for this reason, that ultimately there will probably be one company for the whole Island.

Mr. S. A. Silva: The system of running buses ear-marked for certain routes on private hire is not at all satisfactory. When a bus is required for a special trip, an application has to be made to the Commissioner for permission to run that bus on a different route. The Commissioner has only to look at the list to see whether that particular bus is licensed to run on that specific route. But that is not done anywhere in my electorate. The result is that on Perahera days when buses run to Kandy, while usually 2 buses run from Akuressa to Horana, there is only one bus available.

Mr. Dahanayake: The reply of the Hon. Minister is so unsatisfactory that we have no alternative but to press for a cut in the Vote. We are only sorry that if the reply of the Hon. Minister is known to the Divisional Road Transport Officers they will become worse than they are today. That is the pity of it.

The Chairman: Does the hon. Member want to press the Amendment?

Mr. Dahanayake: Yes.

Question put, "That the Vote be reduced by Rs. 10 in respect of sub-head 1, item 'Commissioner of Motor Transport'".

The Committee divided (under Standing Order 48): Ayes, 22; Noes 40.

The Chairman: Is there any other item to be dealt with?

The Hon. Sir J. Kotelawala: No. Now that we are strictly following rules, I should like to say that there are no further Amendments under this Head.

Question, "That the sum of Rs. 460,453 for Head 149, Vote No. 1, be inserted in the Schedule", put, and agreed to.

Head 149, Vote 1, as amended, ordered to stand part of the Schedule.

Head 150.—Basic Technical Institute
Vote No. 1.—Salaries and Expenses of the Basic Technical Institute, Rs. 228,124.

Sub-head 1.—Personal Emoluments, Rs. 30,937.

Dr. Perera: I move, "That the Vote be reduced by Rs. 100 in respect of sub-head 1."

There is only one minor point on which I want information. I notice that the Chief Engineer's salary is less than the Assistant Engineer's salary. Can the Hon. Minister explain the discrepancy?

The Chairman: The Assistant Engineer is on a higher salary than the Chief Engineer.

The Hon. Sir J. Kotelawala: There is a note on that. The present holder is on the salary scale of £600—30—960.

Dr. Perera: Why is he on that scale?

The Hon. Mr. Bandaranaike: He is a non-new entrant on a sterling salary.

The Chairman: The Chief Engineer is a new entrant.

Dr. Perera: It is a peculiar situation for a Chief Engineer functioning over an Assistant under him to receive a lesser salary than his assistant. All I can say is that this is a topsy-turvy world.

Sub-head 4.—Training of Machine Tool Operators, Rs. 150,000.

Dr. Perera: I move, "That the Vote be reduced by Rs. 100 in respect of sub-head 4."

There are absolutely no details on this item. There are no details as to the staff, their salary scales, or what they are paid. It is a lump sum vote that has been asked. We do not know what the position is.

The Hon. Sir J. Kotelawala: These are all daily-paid hands. The staff of the Training Scheme Workshop has to be paid a sum of Rs. 40,500. The staff are all daily-paid people. They have been taken from workshops. Probably some of them have passed their 55th or 60th year. They have been taken on to train boys how to do their jobs with different kinds of tools, machines, and so on. They are on daily pay, and as soon as they are found incapable of instructing the boys, they will be asked to leave.

Dr. Perera: Are they taken from other workshops?

The Hon. Sir J. Kotelawala: Yes, from the Railway, Factory, and so forth. These men are skilled operators and therefore they are taken on to teach boys how to cut or how to chisel.

Dr. Perera: Are they people who have been retired.

The Hon. Sir J. Kotelawala: There may be one or two of them who have not retired.

Question, "That the sum of Rs. 228,124 for Head 150, Vote No. 1, be inserted in the Schedule", put, and agreed to.

Head 150, Vote 1, ordered to stand part of the Schedule.

Head 151.—Coast Lights

Vote No. 1.—Salaries and Expenses of the Coast Lights Service, Rs. 52,155.

Question, "That the sum of Rs. 52,155 for Head 151, Vote No. 1, be inserted in the Schedule", put, and agreed to.

Head 151, Vote 1, ordered to stand part of the Schedule.

Head 152.—Loss on Railway Working

Vote No. 1.—Loss on Railway Working, Rs. 15,000,000.

3.0 P.M.

Dr. Perera: I want to make a few observations. I am afraid, judging by the attitude adopted by the Hon. Minister, this loss will become a recurring decimal so far as the Estimates are concerned. The position that we have taken is that unless there is a co-ordinated scheme of all the transport in this country we will never be able to get this to a working proposition.

The Hon. Minister's position that during the war the Railway made profit is not conclusive because the Hon. Minister knows that prior to the war, for a number of years in point of fact, the Railway continued to lose. Therefore, even during the normal period, the Railway will continue to lose as long as it meets with competition from buses and lorries from outside. I say that there should be co-ordination between road and rail transport and that the buses should be worked on the basis of a feeder service, instead of having various lines competing with the Railway. Any other position will mean a dead weight on the Budget of the country year after year. The Hon. Minister must get away from this idea and try to understand the problem in this bigger way that we are placing before him instead of looking at it from a narrow angle.

Mr. Dahanayake: Further to the remarks of the hon. Member for Ruwanwella, may I point out that there are certain ways, which are certainly of less importance than the one mentioned by the hon. Member for Ruwanwella, whereby the Railway losses can be minimized.

I do not know whether the Hon. Minister is aware that a considerable amount of money is lost because of the ticketless passenger. When I speak of the ticketless passenger the Hon. Minister thought I will straightway run into the groove of prosecution. You will not be able to set the matter right by prosecuting them. I do not think the problem of the ticketless passenger can be remedied by prosecution or persecution.

You must try and find out why such large numbers of people, from my observations, travel without tickets. Perhaps I am not wrong in saying that there is a good 5 per cent. of passengers in the suburban areas of Colombo who travel without tickets. The real reason is not that they travel without tickets through a spirit of mischief. The real reason is that they find that the Railway management is slack.

I have noticed that in several way-side stations there are no railings; as a result of this the ticket collectors cannot do their work properly. Surely the Hon. Minister realizes the value of railings. They can be fixed up and they are very cheap. Why do you not find railings in way-side stations? Why is it that numbers of passengers get away without handing over their tickets?

Then again, there are not enough ticket examiners. I have seen them working in a very crowded third-class compartment. It is impossible for them to check the tickets of each and every passenger. When the passenger would realize that the Railway is unable to cope with the task of checking tickets, then comes the disease of travelling without tickets. If you tighten your controls and make your supervision better, the number of ticketless passengers will go down. But if you start prosecuting then the hatred towards the Hon. Minister will grow and the problem of the ticketless passenger will remain. That is not all.

The Hon. Minister was good enough to start a very lively service between Alutgama and Matara with the new Diesel

At certain times of the day between 7 A.M. and 10 A.M. and in the evenings those Diesel trains are thoroughly overcrowded. I have seen a poor ticket collector—an officer of the Railway—trying his best to issue tickets to everybody but I can say that, from Alutgama to Matara, at least a few hundreds get down every day without paying for their journey. Most of them intend to pay for the journey and they have the money with them, but surely, Sir, you do not expect a passenger to go up to an official and say, “Here is my money, please give me a ticket”? In such a service we must see that more than one person does the work of selling tickets inside the train.

That is not all. This morning when I was coming from Galle a most amazing thing took place. I travelled in a clean third-class compartment!

The Hon. Sir J. Kotelawala: Clean?

Mr. Dahanayake: And it was a very pleasant experience to hear the comments of the passengers.

The Hon. Mr. Goonesinha: Did you say that you got it done?

Mr. Dahanayake: If only the Hon. Minister can keep the compartments clean and see to the other very elementary needs of the passengers, by providing such amenities as light and windows, he is bound to have an increase in the number of railway travellers.

I will also give him this tip. He must make the country and everybody realize that the Railway is theirs—that the C.G.R. belongs to them. We have plenty of advertisements at the railway stations. Why cannot the Hon. Minister have advertisements over his initials containing slogans like “Remember, the C.G.R. is yours”? You must make the public realize that even the stealing of a bulb is a crime against society.

The Hon. Mr. Dudley Senanayake: Taking away his own property?

Mr. Dahanayake: Yes. There has been no effort on the part of the Hon. Minister to make the people railway-conscious. The only thing that he can do and has done is to prosecute and persecute the people. That prosecution

and persecution mentality will not pay. Let him first of all consider the question of increasing and improving the amenities provided for the railway passengers, and he will be improving the Railway as a whole and eventually reducing the losses that are sustained.

If the Hon. Minister is determined to put up a fight against the bus services I say that some day he will have to give in and take over the bus services and co-ordinate all the transport facilities in this country.

Not till he does what I have suggested will we be able to turn the corner in the matter of the Railway losses.

The Hon. Sir J. Kotelawala: The hon. Member for Ruwanwella is under the impression that the buses that are allowed to run do not bring in money to the Government. He does not know that some Rs. 1,400,000 a month is paid by the buses and lorries to the Exchequer. This sum does not include the recoveries on account of Income Tax and Excess Profits Duty. You will, therefore, understand that the Railway is actually not incurring any loss. We are not losing by allowing the buses to run. The Government is getting some money out of it and Rs. 1,400,000 a month works out to nearly Rs. 17,000,000 a year. That is the contribution from the buses and lorries towards the revenue of this country.

There is the theory put forward by the hon. Member for Galle that we should make the people understand that the Railway is their own and that they should treat it as such. As a matter of fact that is what I have been trying to do—to make, not only the people, but also the whole Government realize it.

Mr. Dahanayake: Yes, and that it is not Kotelawala's private property!

The Hon. Sir J. Kotelawala: There is, however, the other side of the question which must also be taken into consideration. Some people will say, "That is my Railway and I must travel free" or "This is my bulb and I can take it away when I like". Although we may provide more ticket inspectors and more ticket collectors, that alone will not effectively solve the problem.

One of the things that is affecting the Railway to a considerable extent at the present time is the shortage of engines. Owing to the shortage of engines we have kept on coupling bogies, and, as a result, they run out of the station limits. Now the hon. Member's theory is this: because nobody asks for a ticket a passenger can walk off without paying. That is what we are trying to defeat.

I was most surprised to find our school girls travelling without tickets.

The Hon. Mr. A. Ratnayake (Minister of Food and Co-operative Undertakings): They all belong to the B.L.P.I.

The Hon. Sir J. Kotelawala: I was going to tell the hon. Member for Galle that if our school girls are going without tickets and our country is going in this fashion, there is nobody responsible but they. I will not be surprised if our flowers lose their smell, and our birds their song; I hope our women will not lose their chastity.

Question, "That the sum of Rs. 15,000,000 for Head 152, Vote No. 1, be inserted in the Schedule," put, and agreed to.

Head 152, Vote 1, ordered to stand part of the Schedule.

Head 153.—Salvage Department

Vote No. 1.—Running Expenses of Salvage Scheme, Rs. 100.

The Hon. Sir J. Kotelawala: I move, "That the Schedule be amended by the inclusion of a sum of Rs. 100 (token vote) under New Head 153, Vote No. 1, Running Expenses of Salvage Scheme."

Dr. Perera: What is the present position of this Salvage scheme?

The Hon. Sir J. Kotelawala: The present position is that we are proposing to close down the Salvage Department if it is run at a loss. It is not run at a loss now. This was a Department that was started during the war. Even now it is of value in the sense that paper and other things are collected and handed over to the other departments. It is not run at a loss. We are asking for a token vote this year so that we can close it down if it is run at a loss.

Question, "That the sum of Rs. 100 for Head 153, Vote No. 1, be inserted in the Schedule," put, and agreed to.

Head 153, Vote 1, ordered to stand part of the Schedule.

Head 157.—Minister without Portfolio

Vote No. 1.—Salaries and Expenses of the Office of the Minister without Portfolio, Rs. 63,057.

Sub-head 1.—Personal Emoluments, Rs. 46,537.

Mr. Dahanayake: I move, "That the Vote be reduced by Rs. 10 in respect of sub-head 1, item 'Minister without Portfolio'."

I think all hon. Members will agree that no proper reason has yet been given for the existence of this Ministry. It is too much to ask this House to vote a sum of Rs. 63,057 for a Ministry that does no work. I have tried to find out what the work of this Ministry is. We know that the present holder of this office, who is a personality in himself, does not like to idle. When he found that as Minister without Portfolio he had no work, he started looking for fresh fields and pastures new.

The Hon. Prime Minister will recall the fact that I asked him a question about some work that the Hon. Minister without Portfolio intended to do. He intends, I believe, to help various Members in obtaining for their electorates the needs of those electorates. And it so happens that it is the intention of the Hon. Minister without Portfolio to render this assistance to hon. Members on the Government side only. Why should that be so? Why should we be satisfied with such a state of affairs?

3.15 P.M.

The Hon. Minister without Portfolio himself recognizes the fact that he has no work. If that is the position, Sir, why should not the Hon. Prime Minister think of abolishing this portfolio altogether? I am sure the Hon. Prime Minister has sufficient commonsense to realize that even the good intentions of his Cabinet are nullified in the eyes of the people by having a Ministry without

work—a Ministry for which work had to be discovered and yet remains to be discovered. However much we would like to throw a bouquet at the galvanic personality of the present holder of the office of Minister without Portfolio, we cannot, on principle, accept the position that there should be a Ministry without work. If there is a Ministry without work, it must be abolished immediately.

Therefore, Sir, it is with some regret that we press for a Division on the Amendment that there should be a cut in the vote of the Hon. Minister without Portfolio.

Mr. Keuneman: During the last Budget Debate too I opposed this entire Vote because I stated then that the creation of this Ministry was, in actual fact, the creation of a sinecure merely for the purpose of propping up the Government and not for the purpose of doing any real work for the people of this country. I do not want to repeat the arguments which I put forward during the last Budget Debate, but nothing that has happened since that occasion and this has convinced me that I was wrong in that analysis.

I notice that the present holder of the office of Minister without Portfolio, apart from his functions of keeping the Government votes together and seeing that the Government Members are here to vote against any helpful or valuable suggestions which we on this side of the House might make, has now become a sort of Information Officer, without pay, to the Cabinet. It would appear that the main task of this Ministry, apart from those set out by the hon. Member for Galle, is to release Cabinet decisions to the newspapers, with or without his photograph, and the announcement of the schemes which the Cabinet wishes to carry out.

The Hon. Mr. Goonesinha: Question!

Mr. Keuneman: I do not, therefore, see why this House should sanction a sum of Rs. 63,000 for luxury expenditure of this sort, and I think that we must very properly oppose this vote.

During the last Debate the Hon. Prime Minister, meeting the attack that this was a sinecure appointment,

mentioned that it was very necessary that there should be such a person and also spoke of the very cordial and genial relations which existed between the leading personages of the Opposition and the Chief Government Whip and Minister without Portfolio at that time, in relation to the question of Government Business.

The present holder of the Office and I are very old political antagonists, and if I say anything with regard to this I do not wish it to be construed as a personal reference to him. That is not my intention at all. What I want to say is that I was of the opinion that the Hon. Prime Minister made a rather unhappy choice. However, the choice has already been made, but I hope that in the exercise of the functions of this Hon. Minister there will be a little less concern on his part to curtail the rights of the Opposition. I hope that this Hon. Minister will show a little more desire to see that allowances are made to the members on this side of the House for the fullest expression of their opinions in any matter. That is all I want to say, and I want to say particularly that I am not making this criticism with any personal intent.

The Hon. Mr. D. S. Senanayake: I think it is for me to say how necessary it is that we should have the Hon. Minister without Portfolio. On the last occasion I said that one of the chief functions of our Friend, who was then officiating, was to be in close touch with Opposition Members and to see that Business is arranged and carried on in a spirit of good-will. Perhaps that same cordial relationship may not continue now as it did then, and it may appear as if the fault is on this side of the House. I am sure there is nothing that we wish so much as to see that unity and cordial relationship is established on the other side. If they can establish cordial relationship between themselves, and if we have a Leader of the Opposition, then I am sure my good Friend's services would be appreciated by them.

Very often when there are defects or some faults in oneself they see as if the fault is someone else's. Sometimes I

remember seeing a little child running on the road and about to be run over by a motor car. The child's mother runs and gets hold of the child and gives it a beating. The child is punished for the fault of the mother in not looking after the child. This is what has happened to our good Friends.

Dr. Perera: The mother is on your side.

The Hon. Mr. D. S. Senanayake: We are always kind mothers.

There was a good instance given of curtailing the Business of this House, and for all that my good Friend is found fault with. Surely hon. Members cannot expect my good Friend to make arrangements to suit the convenience of some hon. Members' political activities in some other area!

After all my good Friend is here for the purpose of conducting Business here and not for making arrangements convenient to a Party or to meet the political ambitions of someone else. One has got to think of all these things, and I am sure the actions of the Minister without Portfolio will be appreciated very much more because he is only too willing to do all he could. Even if there is some good coming out from the other side, we utilize it. My good Friend will be only too ready to give any assistance, and I certainly feel that the Chief Whip is given the Portfolio because he has got so much of work as Chief Whip. The work is much greater than an ordinary person can undertake because there is lack of co-operation among the Opposition Benches. I hope the Opposition Members would be able to co-operate and decide to appoint a Leader of the Opposition. If that is done, you will find that not only a Minister without Portfolio but also a Leader without Portfolio would be getting a salary.

Question, "That the sum of Rs. 63,057 for Head 157, Vote No. 1, be inserted in the Schedule," put, and agreed to.

Head 157, Vote 1, ordered to stand part of the Schedule.

PART II.—CEYLON GOVERNMENT RAILWAY**Sums Payable for the Railway Services**

*Vote No. 1.—Working Expenditure,
Rs. 70,051,942.*

*Sub-head 1.—Cost of Maintenance of
Way and Works, Rs. 15,298,710.*

Dr. Perera: What is the increase of Rs. 1,500,000 in Vote 1 due to?

The Hon. Mr. E. A. Nugawela (Minister of Education): Losses!

Mr. Dahanayake: May I point out that I have had representations from a number of small traders in Galle, and generally the southern parts of the Island, to the effect that the work of the Commercial Superintendent and the Assistant Commercial Superintendent is not satisfactory. I should like to explain the reason for those complaints. These small traders get down stocks of vegetables from various stations—very often from Up-country—and these vegetables are more often lost than delivered.

The Hon. Sir J. Kotelawala: Under which item is that?

The Chairman: We cannot discuss that matter under this. This is sub-head 1—Way and Works Department only. You find it on pages 490 to 493.

Mr. Dahanayake: I am speaking of certain officers in the General Manager's Department.

The Hon. Sir J. Kotelawala: That comes later on. I will tell you when you can take it up.

Mr. Dahanayake: I shall speak later.

Dr. Perera: Can we not discuss under the sub-head of "General Charges" what the hon. Member wants? He will not get another chance after that. I would also like, under sub-head 3, to get some information about the present position with regard to drivers.

Mr. D. B. R. Gunawardena: I would like to make some remarks under sub-head 1—Cost of Maintenance of Way and Works. Under this sub-head, I

would like to say a word or two regarding the general way in which the Department is carried on.

The Chairman: You cannot do that under this Vote. I think you have already dealt with that earlier—when the Hon. Minister's vote was taken up.

The Hon. Sir J. Kotelawala: We had that sort of thing on three occasions already.

The Chairman: You cannot speak on the way the work is carried on. You have already attacked that, and we have had a full discussion on it. Now you can only speak on what appears on page 492: "Chief Engineer, Deputy Chief Engineer, Assistant Chief Engineer", and so on—any one of those.

Mr. D. B. R. Gunawardena: Yes, Sir, with regard to those Chief Engineers—

The Chairman: Have you any Amendment?

The Hon. Sir J. Kotelawala: I do not see any Amendment.

Mr. S. A. Silva: May I have your permission, Sir, to say a few words on sub-head 1?

Mr. D. B. R. Gunawardena: Does not what I want to say come under "Cost of maintenance of Way and Works" and "Cost of maintenance of Engines and Rolling Stock", page 498?

The Chairman: You find the details of that on pages 494 and 495.

*Sub-head 2.—Cost of Maintenance of
engines and rolling stock,
Rs. 9,748,723.*

3.30 P.M.

Mr. S. A. Silva: I would like to bring to the notice of the Hon. Minister that large stocks of used-up rails are lying rusting alongside railway lines and railway stations. Applications have been made by builders to buy these rails because there is a scarcity of H-iron, but the rails are neither being sold nor used by the Railway. I would like the Hon. Minister to instruct the General

Manager of Railways to dispose of these rails if they are not going to be used by the Railway.

Mr. D. B. R. Gunawardena: I wish to tell the Hon. Minister that the present arrangements for the maintenance of Diesel trains cost a tremendous amount to Government because there are no proper sheds at the workshops to house them. They are exposed to the sea breeze at the workshops, with the result that they get rusty and breakdowns occur frequently.

Another point which I wish to bring to the notice of the Hon. Minister is that certain machines that are used in the workshops are constantly being moved from place to place.

The Hon. Sir J. Kotelawala: Which Head is that? It is not here.

Dr. Perera: I would like the Hon. Minister to tell us the present position with regard to the working of the Diesel trains. You will remember, Sir, when we started Diesel trains, we used them as an experiment. We were not quite certain about the economics of these trains, whether they were going to be a really worthwhile proposition to continue or not. Since then the Minister has imported a number of Diesel trains, and we would like a fairly full statement from him as to the actual position: the savings on these Diesel trains as compared with the others, whether in the long run the working of the Diesel trains provided greater revenue to the Railway than the ordinary trains after taking into consideration the overhead and maintenance costs and depreciation that have to be paid, and so on. I want the Hon. Minister to consider all these elements and to make a statement in regard to the whole subject.

In regard to sub-head 3,—

The Chairman: Let the Hon. Minister answer the questions on sub-head 2.

Mr. Mathew: Will the Hon. Minister explain why Diesel trains cannot be run on the Up-country lines?

The Chairman: That question has been answered.

Mr. D. B. R. Gunawardena: Can we touch on the time-tables, Sir?

The Hon. Sir J. Kotelawala: That comes under sub-head 4.

Mr. Dahanayake: May I point out to the Hon. Minister that there is a new menace in the C. G. R., namely, the big jerks the passengers are subjected to.

The Chairman: That would be a good exercise for the passengers.

Mr. Dahanayake: I say this because I have noticed, while travelling between Galle and Colombo Fort, that passengers are sometimes thrown off their seats. I understood there was something wrong with the vacuum brake system, and that the cylinders were leaking. Surely the Minister must patch up these things! He ought to see that we are not given a shake-up; particularly, when a Member of Parliament is travelling by train to take him to task over certain matters, the Railway takes the best out of the Member of Parliament!

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 800,000 in respect of sub-head 2, item '8' (P. 494)."

Question put, and agreed to.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 9,000 in respect of sub-head 2, item 'Allowances (other)' (P. 495)."

Question put, and agreed to.

The Hon. Sir J. Kotelawala: Sir, the first question that has been asked is about the rails. The hon. Member wants these rails to be sold to the public, but it is not the custom of the Government to sell these things. Everything has been stolen from the Railway except its rails. That is because they cannot be carried away. I ask the hon. Member to satisfy himself with buying his iron from the market, especially because the Railway is selling its old rails and iron to the Steel Rolling Factory where rods and other necessary items are turned out for use by Government Departments.

The next is the question why Diesel trains do not operate Up-country. This is because these trains have not been designed to take the curves and

[Hon. Sir J. Kotelawala.]
gradients which are found Up-country. A Diesel train is not something which you can go to a shop and buy straightway. Trains have to be designed just as aeroplanes are designed. Sometimes the designing of an aeroplane takes five or six years. In the same way, the designing of a Diesel train might take four or five years. At present some are designed for Kandy.

There is also the question whether Diesel trains are more economical than others. It is so. That is the reason the hon. Member for Ruwanwella (Dr. Perera) will find, if he reads the Administration Reports and Accounts of the Railway, why the Diesel trains are much more money-saving than the others.

With regard to the jerks experienced by the hon. Member for Galle, and the leaking cylinders to which he referred, if the hon. Member will come round to my office, I will be able to tell him how to overcome both.

Mr. S. A. Silva: My complaint regarding rails is not that they are not sold to the public, but that they are left to go to utter waste.

The Chairman: There is no waste. They are sent to the Steel Rolling Factory.

Mr. S. A. Silva: But, Sir, we have seen these rails lying rusting for years.

Sub-head 3.—Transportation Expenses, Rs. 36,378,544.

Dr. Perera: Regarding Drivers—

The Hon. Sir J. Kotelawala: There are no Amendments under sub-head 3, Sir.

Dr. Perera: Surely you can give us some information about Drivers.

The Hon. Sir J. Kotelawala: If you pass these Votes, I shall give the explanations. There are no Amendments.

The Chairman: There is an Amendment by the hon. Member that the Vote be reduced by Rs. 100 in respect of sub-head 3.

Sub-head 4.—Cost of General Charges, Rs. 6,508,331.

The Hon. Sir J. Kotelawala: I move, "That the Vote be reduced by Rs. 10 in respect of sub-head 4, item '9' (P. 501)."

Question put, and agreed to.

Mr. Dahanayake: This sub-head contains an item, "Damage to and loss of goods." You will notice that the C. G. R. has to spend about Rs. 3 lakhs every year by way of compensation for damaged and lost goods.

I have received representations from a number of small traders down South that practically all the vegetables they get down from Up-country stations reach them in reduced quantities.

The Hon. Sir J. Kotelawala: Dryage.

Mr. Dahanayake: They say that the bulk of the stock is lost and therefore they submit their claims to the General Manager. I understand that there are special officers, the Commercial Superintendents, who have to assess the damage for payment of compensation. The representations I have received show that the assessment is done in a most haphazard and unmethodical manner, with the result that the small traders who have lost a few hundreds of rupees get back only Rs. 5 or Rs. 10 from the Railway.

Now I am pointing this out, Sir, in order to warn the Hon. Minister that very soon he will find that the C. G. R. will lose its customers. These traders, failing to get either their vegetables as they ought to be delivered, or adequate compensation for damage and loss sustained by them, will begin to look to the lorry service to get down their vegetables.

I want the Hon. Minister to inquire and scrutinize the method of computing compensation that is adopted by the Commercial Superintendents of the C. G. R. There must be some document which shows the weight of the vegetables as they were when weighed at the station of despatch. Subsequently there should be another document to show the weight of the vegetables at the time the consignee took them over. The difference between the two weights

should be the basis of computation for compensation. But, Sir, the Commercial Superintendents are laws unto themselves.

I know of cases where a Superintendent has paid back only Rs. 10 when the actual damage suffered was as much as Rs. 200. And I also know of cases where a threat to prosecute fetched a higher figure. But can every man threaten the General Manager of the C. G. R. with prosecution?

The Hon. Sir J. Kotelawala: It is not possible. You cannot prosecute.

Mr. Dahanayake: I would ask the Hon. Minister to go carefully into this question, because this is one of the ways in which the interests of the Railway can be protected. The Minister must devise methods for preventing loss of goods while the goods are in transit. He must prevent pilferage, and if anything is lost, the Hon. Minister and his Department must be equitable enough to pay every cent of what is lost.

Mr. D. B. R. Gunawardena: In regard to the Railway time-tables, I would like, in particular, to bring to the notice of the Minister the hardships caused to certain train travellers coming to Colombo from Veyangoda, by the cancellation of certain trains. Most of the workers used to take the morning train from Veyangoda which arrived in Colombo about 15 minutes before their factories opened. Now, after the cancellation of that train, they have to leave their homes as early as 4 o'clock in the morning and come to Colombo about one and a quarter hours before their factories open. If, however, in order to avoid this inconvenience, they take the later train and get to work a minute or two late, they are victimized by the imposition of fines.

I would earnestly ask the Hon. Minister to see whether he cannot run a train to serve the large number of workers who come to Colombo from stations like Bemmulla, Ganemulla, Gampaha and Ragama.

Mr. Dahanayake: On the same subject of Railway time-tables, may I venture to offer a little advice to the Railway Management?

I find that no notice is taken of the actual needs of the passengers. I have very often noticed that the passengers between Panadure and Alutgama are very badly treated. The Railway seems to be working on the basis that the working-class population, the floating working-class population of Colombo, extends along the coastline only up to Panadure. That was so in the pre-war days, but today you find at least 200 to 300 clerks living between Panadure and Balapitiya. There is no train except the 8.30 A.M. train for them to come to their offices, and if they miss that, they will have to come by bus.

I would like the Hon. Minister to take note of criticisms made by travellers, the clerks who are affected living between Panadure and Alutgama. They have made several representations to the General Manager, Railway, but no notice has been taken of those representations.

Similarly, Sir, Members of Parliament who are well versed in the needs of their constituencies have time and again pointed out to the Railway how the conditions might be improved from the angle of the passengers, but no notice seems to be taken of our representations. If we say that there should be a certain adjustment in the time-table, the Management straightway says, "That cannot be done".

I once asked the General Manager to consider the feasibility of starting a train some ten minutes earlier, so that certain school children would be able to get to school in time. That request was turned down, and now those children, a great many of them, travel by bus.

3.45 P.M.

Then I remember another case in which I proved from facts and figures that when a certain express train stopped at a certain station the income from that station was double what it is today. The position today is that those express trains do not stop at that station, and the General Manager does not take any notice of criticisms made. Therefore, I ask the Hon. Minister to advise those who are managing the Railway to be wide awake to public criticism, because it is the public that eventually pays.

Mr. Cholmondeley Goonewardene (Kalutara): Am I entitled to raise a point with regard to the sanitary conditions of the Railway?

The Chairman: That does not come under this sub-head. It comes under sub-head 5.

Dr. Perera: With regard to sub-head 4, might I appeal to the Hon. Minister to vary the decision he has arrived at with regard to season ticket fares. I make a particular appeal with regard to the third-class season ticket fares for school children. I raised the matter with the Hon. Minister before. Apparently, the Hon. Minister is determined not to give the concession that had been granted before.

The Hon. Sir J. Kotelawala: You want the Railway to pay and also reduce the ticket fares.

Dr. Perera: The Hon. Minister can economize where it is really necessary, but the benefits given to poor scholars might be extended to the matter of season ticket fares.

The Chairman: Free education!

Dr. Perera: It is a part of the free education scheme. It does not mean much; only a couple of thousand rupees are involved. It will mean a great concession to the children. I am particularly referring to the children in the Kuruwita and Ratnapura areas. These areas are familiar to you, Mr. Chairman. A large number of children travel from Kuruwita, and even from far-off places as Parakaduwa and Pathberiya areas, to Ratnapura. This concession will mean a great deal to these children.

There is another point I wish to deal with. I should like to have some idea with regard to the Welfare scheme for which there is a provision of Rs. 25,000.

Mr. S. A. Silva: With regard to the accommodation at Railway stations, may I be permitted to make an observation?

The Chairman: That sub-head has been passed.

The Hon. Sir J. Kotelawala: With regard to the question raised by the hon. Member for Ruwanwella, the Vote of Rs. 25,000 is made up as follows:—

Rs. 15,000 for the tea scheme for Ratmalana workers.

Rs. 10,000 for welfare schemes, grants to Institutes, sports meets and socials, and minor alterations to Institute buildings, &c.

Dr. Perera: What is the tea scheme?

The Hon. Sir J. Kotelawala: Everybody is given tea after a certain hour. These are amenities provided for the workers.

Mr. Dahanayake: Is it a free cup of tea?

The Hon. Sir J. Kotelawala: That is why the Government is paying.

I am also grateful to the advice given by the hon. Member for Galle. As he said, it was not a criticism, but, advice to the General Manager. I will ask the General Manager to read HANSARD and follow the advice as much as he possibly could.

With regard to the concession that was asked for in respect of season tickets, if the hon. Member does not want the Railway to be a paying concern we would not mind granting that concession. But he also wants the Railway to pay. If we started to give concessions to school children, then the grown-ups too would come in bows and ties and claim the concession.

With regard to the question of prosecuting the Railway, it is not possible to do so, because the Government cannot be sued *in tort*. In the olden days there was no such thing as compensation. It was I who introduced the system of paying compensation saying that it was a crime to allow things to be lost on the railway. I remember the Financial Secretary said that we did not know where it would end. And now it costs nearly Rs. 600,000.

There are two sides of the question to be looked at. The man who claims compensation says that the world's biggest cabbage was sent—

Mr. Dahanayake: You have the weight taken.

The Hon. Sir J. Kotelawala: When you get the thing weighed you give the porter a few cents, and he will put in the way bill 2 cwt. for a thing that weighs 2 lb. Therefore, the point is that both sides have to discuss this matter across the table. For instance,

in some of the letters I receive, the complainant says that a pound of seer fish was worth Rs. 25. We have never seen a pound of seer fish worth Rs. 25. Similarly, with regard to tomatoes, they say they are the biggest in the world in case there is a loss.

I do admit that thieving takes place on the Railway. Things are stolen from the wagons. This is how it happens. Rice, cloth goods, anything of value that can be taken easily, are lost in the wagons. We have traced how this happens. When the man brings the goods only half is loaded into the wagon; the other half is taken away. The wagon is sealed as if the whole wagon is stored with goods. When the train starts, somebody gets on to the footboard, breaks the seal of the door and opens the latch. The train jogs along, and when it goes about 25 miles the door opens of itself. Then somebody shouts "Train thieves", and the train is held up on the way. We have now found devices to combat this menace. A screw has been inserted in the lock, and any thief who gets on to the footboard would have to unscrew the lock, a process which would take him about 15 minutes. By the time he is able to unscrew it completely, the train would have reached the next station. There is also another type of lock which cannot be broken unless one knocks it off with the aid of a chisel and hammer. Hence, a man standing on the footboard of a moving train cannot let off his hands to use the chisel and hammer.

An Hon. Member: The sickle and hammer?

The Hon. Sir J. Kotelawala: No, the chisel and hammer. Perhaps it is the man who has a fascination for the hammer and sickle who tampers with the lock!

Dr. Perera: The Hon. Minister has certainly seen the most seamy side of life!

Mr. Dahanayake: When the Hon. Minister says that the weights that are recorded in the C.G.R. documents are not correct, I believe that is the most lamentable confession of weakness that could have come from any Minister in any part of the world. Is it fair by a

genuine person who has got down goods and finds that 10 lb. of it are short to be paid just about 5 cents? Is that fair?

The Hon. Sir J. Kotelawala: Not fair.

Mr. Dahanayake: I hope the Hon. Minister will look into the matter.

The Hon. Sir J. Kotelawala: I will.

Question, "That the sum of Rs. 70,860,932 for Vote No. 1, be inserted in the Schedule", put, and agreed to.

Ceylon Government Railway Estimates, Vote 1, as amended, ordered to stand part of the Schedule.

Vote No. 2.—Interest payable to the Revenue of the Island on Advances, Rs. 50,000.

The Hon. Sir J. Kotelawala: I move, "That the Vote be reduced by Rs. 50,000 in respect of sub-head 1, 'Interest'".

Question put, and agreed to.

Question, "That Vote No. 2, be deleted from the Schedule", put, and agreed to.

Ceylon Government Railway Estimates, Vote 2, ordered to be deleted from the Schedule.

Dr. Perera: What about the Abstracts.

The Hon. Sir J. Kotelawala: There is no Amendment in respect of the Abstracts.

The Chairman: The Abstracts are all included in the Votes. They are for the purpose of providing information in respect of the various Votes.

Dr. Perera: My own recollection is that that is not so. I hope, however, that there would not be any mistake about it.

The Chairman: The Sitting is suspended till 4.30 p.m.

Sitting accordingly suspended until 4.30 p.m., and then resumed.

4.30 P.M.

PART III.—ELECTRICAL UNDERTAKINGS*Vote No. 1.—Working Expenses of the Department, Rs. 7,386,658.*

Mr. Dahanayake: The Department of Electrical Undertakings, so far as I know, has never been subjected to much criticism in the past, but if one probes carefully into the working of the Department, one will find that there are many defects which need to be remedied immediately. I do not suggest for a moment that either the Minister or the Head of the Department of Electrical Undertakings has been negligent in the past in regard to their duties, but certain very important points in connexion with the administration of the Department have been completely overlooked in the past.

The Minister has done a good deal to ameliorate the lot of the minor employees in the Port and in the Railway. I ask that he should look carefully into the terms and conditions of service of the minor employees of the Department of Electrical Undertakings also. As far as my inquiries go, I find that the minor employees in this Department are very badly, if not harshly, treated. A large number of them who do work of a particular grade are only paid the wages due to a lower grade.

To cite a few examples, I find that in the Wellawatte, Pettah and Kolonnawa power stations, there are a certain number of minor employees who are called "turbine operators". But only one turbine operator receives the salary due to a turbine operator; the other two receive the salary payable to a lower grade employee.

(2) In the case of the "boiler operators", only five receive the wages due to boiler operators, while two are on a lower pay.

(3) All those who discharge the duties of "engine attendants" are not paid the salary due to that class of workers.

(4) Certain minor employees who do the work of engine drivers are paid only the salary payable to a lower grade of worker.

I can multiply instances to show that in this Department the pay, or the scale

on which a person is placed, does not always correspond to the work he does.

That is not all. The minor employees of this Department have other causes of complaint. There is no welfare work whatsoever in their case, at any of these three power houses (Kolonnawa, Wellawatte and Pettah). At Kolonnawa there is only one water tap for all the workers, at which to wash themselves or bathe. There are no canteen facilities. The men have to take their meals in or near odd corners. They are made to work under rigid discipline for eight hours, and during meal times they have to sit, sometimes, by their place of work and take their meals.

Looking at the minor employees in these power houses, I found that they all had a "lean and hungry look." Most of them are emaciated, and many of them told me that they fall ill frequently and have had to go on leave without pay. That seems to be a common experience of the workers in this Department.

I would suggest to the Minister that some welfare work be done among these minor employees, and that, in view of the nature of the work done, each of these men should be given at least a glass of milk, each day—

The Hon. Sir J. Kotelawala: What about a little honey also?

Mr. Dahanayake: A Government that cannot give a little milk cannot possibly give honey. We shall be satisfied with small mercies.

The Hon. Sir J. Kotelawala: What about a glass of beer?

Mr. Dahanayake: I also want to question the Minister about the new engines that were purchased recently. They have been installed in the Pettah Power House. I paid a visit to this station in the company of one who is acknowledged to be an expert in these matters, Mr. D. J. Wimalasurendra. He expressed grave doubts about the efficiency of the machinery that has been purchased. I understand that the former Manager of Electrical Undertakings desired that the engines should be purchased from an English firm, but that some other officer in the Department suggested that Diesel engines should be obtained through an American

agency. The result of the wrangle between the two officers was the purchase, through an American agency, of second-hand machinery, which, according to the information at my disposal, will not stand the test of time. It may be that the machinery is working well today, but I am told by one who is acknowledged as an expert in these matters, that the machinery that has been bought is not worth the money paid for it.

I would earnestly request the Minister to look carefully into the points I have raised.

The Chairman: Any further remarks?

Mr. Keuneman: On the Vote, not on the sub-heads?

The Chairman: On the whole Vote.

Mr. Keuneman: One or two words about electricity supply to parts of Colombo.

I presume the Minister is aware that even though Colombo happens to be the major city of the Island, there are parts of the city, particularly in my own constituency—Colombo Central—which are not supplied with light or power.

Some time ago I saw the Head of the Department with certain proposals. I suggested that the electricity supply should be extended to the Maligawatte ward, which still suffers from lack of electricity even though it is one of the municipal wards. There was a scheme in existence for the supply of electricity to this ward, but it has not been carried through, for want of the necessary plant.

I want to know, if the Minister is able to tell me, what progress is being made to see that electricity is supplied to the residents of Maligawatte, who need it badly. If he is not able to give me the information, will he give me the assurance that he would go into the matter and see that electricity is provided immediately for this area? I presented to the Head of the Department a petition signed by a large number of residents who were prepared to take electricity, and also by certain persons who were prepared to set up small industries once electric power was made available to them.

I hope the Minister will go into the matter at once.

The Chairman: We will first deal with the official Amendments.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 14,400 in respect of sub-head 3, item '22, Machine Accounting Expenses'".

Question put, and agreed to.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 850 in respect of sub-head 3, item '25, Office furniture and requisites'".

Question put, and agreed to.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 3,000 in respect of sub-head 3, New item '34, Installation of a Second Accounting Machine and Equipment'".

Question put, and agreed to.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 246,940 in respect of sub-head 4, item '1, Fuel'".

Question put, and agreed to.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 200 in respect of sub-head 6, item '4, Rent, rates and taxes'".

Question put, and agreed to.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 3,000 in respect of sub-head 7, item '1, Fuel, oil, kerosine, etc., Diyatalawa'".

Question put and agreed to.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 6,900 in respect of sub-head 7, item '11, Purchase of shares of Power Station'".

Question put, and agreed to.

The Hon. Sir J. Kotelawala: The hon. Member for Galle prefaced his remarks with the statement that this Department was never criticized in the past. It was perhaps for that reason that he felt he should criticize it today. The reason why the Department has not been criticized in the past is that it has

[Hon. Sir J. Kotelawala.] worked satisfactorily. Nobody thought of criticizing it merely for the sake of criticism!

In 1936, when I took charge of this Department, the number of consumers of current was 6,593. Today, the number is 13,312. The units of electricity sold at that time was 21,000,000. Today, it is 42,000,000. One cannot therefore say that the Department has not progressed.

No one is allowed to go into any of these power stations without my express permission, because they are dangerous places to visit. The hon. Member for Galle visited one of these stations and has given it a letter of commendation. This is the report sent to me in connexion with that visit:

"In accordance with your instructions, I took Mr. Dahanayake and Mr. Wimalasurendra round the power station at 8.35 A.M. Mr. Dahanayake showed more interest in welfare schemes for the men than in the plant. He went inside the workmen's tiffin room and inquired from the workmen about the price charged for their tea. Mr. Dahanayake said, 'I am quite satisfied with everything here' —"

Mr. Dahanayake: No, Sir, I never said anything of the kind?

The Hon. Sir J. Kotelawala: The report continues:

"... He left the power station at 9.45 a.m. with smiles."

I know quite well that conditions are quite satisfactory in this Department. There are only 500 men employed in the Department of Electrical Undertakings. In a small Department like that, if there is anything wrong, it can be easily remedied. There are certain new welfare schemes coming into operation. We propose to sit round a table and discuss matters with the workmen and engineers and see how we can best remedy any defects.

Mr. Dahanayake: What about the new engines? Are they good?

The Hon. Sir J. Kotelawala: The hon. Member has been given wrong information regarding the plant from America. I shall give the correct information on the subject. About a year ago the current that we could generate for the needs of Colombo appeared to be sufficient to tide us over the succeeding two years. We did not, therefore, incur any expenditure in getting out new

plant, but the rapid increase in demand for current compelled us to take certain steps. We asked England to send us the necessary plant, but we were told that it would be $3\frac{1}{2}$ years before we could get it. We advertised all over the world and asked for plant that could be fitted up in three months. Thanks to the good offices of the American Consul here, the necessary plant was shipped from America in good time, the engineer came over by plane, and within three months of Independence Day we were able to give current to all those in Colombo who needed it.

4.45 P.M.

Today there are 3,000 kilowatts of current available to anybody. On no account can any hon. Member get up and say that the Hydro-Electric Scheme is holding up industries because we have 3,000 kilowatts available today. We are progressing as best we can in spite of the shortage of wires and other necessary materials such as copper.

As regards the question of the hon. Third Member for Colombo Central (Mr. Keuneman), the delay in putting these mains through to Maligawatte was entirely due to the fact that there was not sufficient, may I say 'juice', to go round. Now that there are 3,000 kilowatts available, we are proposing to have distribution mains all over Colombo. There is, however, one obstacle in the way, and that is that the Municipality wants to take it over. I am resisting it, because if they take it over they will not have the money to meet the capital expenditure. I therefore, hope the hon. Member will not look at it from the Municipal point of view, but help me in opposing any demand made by the Municipality. What he wants is that I should get the job done. If he wants me to get the job done, he must not help to take it away from the Department because that would mean that nobody's job would be done.

That is all the criticism that was levelled against me in regard to this Department. I shall be glad to give hon. Members any further information, if necessary.

Mr. D. B. R. Gunawardena: The Hon. Minister said that 3,000 kilowatts are available. Will the Hon. Minister

make it a point to extend the lighting system towards the Mahawatte—Narahenpita area.

The Hon. Sir J. Kotelawala: Colombo is our chief customer and must receive first priority. If the areas mentioned by the hon. Member are within the network of Colombo, we will consider supplying those areas with current.

Question, "That the sum of Rs. 7,661,948 for Vote No. 1, be inserted in the Schedule", put, and agreed to.

Electrical Undertakings, Vote 1, as amended, ordered to stand part of the Schedule.

Mr. Dahanayake: Would I be in order if I speak on the Hydro-Electric Scheme?

The Chairman: That is finished. Do you want to say anything further?

Question, "That the sum of Rs. 948,000 for Vote No. 2, be inserted in the Schedule", put, and agreed to.

Electrical Undertakings, Vote 2, ordered to stand part of the Schedule.

SECOND SCHEDULE

Part IV.—Loan Fund Expenditure

Vote No. 1.—Ministry of Defence and External Affairs, Rs. 3,400,000.

The Hon. Sir J. Kotelawala: Before the hon. Member speaks on the Hydro-Electric Scheme, may I inform him that I am making arrangements for hon. Members to visit the Hydro-Electric Scheme at Watawala. Instead of discussing the matter in this House on information received from this, that and the other person, I am making arrangements for hon. Members of this House and the Senate to visit the Hydro-Electric Scheme on 1st October. I hope hon. Members will accept this invitation, irrespective of the Party to which they belong. I can guarantee them a safe return to Colombo. I trust the lady Members will also join in this tour. I am arranging for hon. Members to see for themselves the work on the tunnels, and so on. It is proposed to travel up by train on Thursday. I am making arrangements for those who travel up to Watawala by train to have lunch in the train itself, and I am also arranging

lunch for those travelling up by car. Hon. Members can make their inspection in the morning and can return in the evening. I am sure hon. Members will be thoroughly satisfied with the work that is being done at Watawala.

Mr. Dahanayake: We are thankful to the Hon. Minister for the *dhané* he is prepared to offer everybody. We only hope it will not turn out to be a *pansakula*!

There is one point on which I would like to have some information. The original estimate for the Hydro-Electric Scheme was Rs. 19,000,000 and during the war it was increased to Rs. 28,000,000.

The Chairman: We must first pass Vote 1. The hon. Member is speaking on Vote 2.

Sub-head 3.—Major buildings for Police Department, Rs. 1,000,000.

The Hon. Mr. D. S. Senanayake: I move, "That the Vote be increased by Rs. 478,500 in respect of sub-head 3".

Question put, and agreed to.

Dr. Perera: I wish to raise a general question on Vote 1. When one looks at the various items under Loan Fund Expenditure, one is a little worried as there does not seem to be a principle on which these sums are allocated. There used to be a general recognition of at least one principle with regard to Loan Fund expenditure, and that is, that as far as possible, Loan Funds should be utilized for undertakings which would bring in a certain return on the outlay, particularly in industrial ventures, which will provide a sufficient income to pay for the interest as well as the capital in the end. That was the accepted principle in the case of Loan Fund Expenditure.

There was also another principle which was accepted. If the amount expended on a particular item was going to be of such lasting benefit as would benefit a large number of generations yet to come, then it was considered feasible to expend that money out of Loan Funds. But here we find expenditure on items like the Army and Air Force, buildings for the Police Department, and on other similar items, which should

[Dr. Perera.]

really be met from current revenue and not allocated to Loan Funds. There seems to be no guiding principle involved in this. I was amused at the number of small items for which money has been allocated out of Loan Funds. I would like the Hon. Minister and the Hon. Prime Minister, in particular, to state whether they have considered the matter and decided to lay down some general principle for the utilization of Loan Funds.

That is one of the general criticisms I want to make. I would like to go Head by Head after I have received a reply to this question.

The Hon. Mr. D. S. Senanayake:

We are not confining ourselves to investing our Loan Funds on ventures that will give us an immediate return or a good return by way of interest. We consider the happiness of the people of greater importance than a return by way of interest. We feel that when we make an investment out of Loan Funds, if it is going to benefit the people of this generation and posterity, if it is going to improve the standard of living in the future, that would be a reasonable charge to Loan Funds. We feel that any expenditure on capital account is justifiable expenditure on Loan Funds, whether it gives a return for the money or not. I think we will get better and direct returns when we improve the standard of living of the people and when we secure contentment in the country.

Dr. Perera: How are you going to distinguish between normal expenditure and Loan Fund expenditure? That is the question that arises. We do not know whether there will be any difference in your normal expenditure. The Hon. Prime Minister will admit that we are also aiming at the development and satisfaction of the people which is also contemplated by him, but there must be some distinction from the point of view of Budget procedure in regard to Loan Funds and normal expenditure.

I personally believe that the policy adopted is quite wrong and certainly not in keeping with the accepted standards of financial policy.

May I know whether it is necessary to expend this sum provided in sub-head 1 for the purpose of purchasing a

residence for the Ceylon High Commissioner in London? Is it necessary that there should be an outright purchase of a residence for the Ceylon High Commissioner in London? Personally, judging from the financial capacity of this country, this is an outlay which is thoroughly unjustifiable and out of proportion to the financial capacity of this country.

The Hon. Mr. D. S. Senanayake:

This comes under the expenditure which my hon. Friend considered justifiable, i.e., a reasonable return for the money that we are expending. If we try to lease out a residence, the rent will come to much more than what we pay on capital expenditure. It is much cheaper to buy land outright. Therefore, I say that the principle which the hon. Member has in mind is applied in this instance.

Mr. Dahanayake: They can live in a small room!

Dr. Perera: On the same principle the Government wants to buy land for the erection of a residence for our Delhi Representative.

I now come to the Ceylon Army and Air Force. Can we have some details of this Army and Air Force that the Government wants to have?

Mr. Dahanayake: I would like some information in regard to the same matter. Is this money intended for the acquisition of land, the construction of buildings, purchase of stores and equipment, and other requisites for the establishment of a Ceylon Army and Air Force—and probably a Navy also? I wish to know how Government arrived at the extent of land that would be necessary, without knowing what the strength of the Army, and so on, was going to be. If we are going to have an Air Force, has the Government decided how many fighters and how many men we will need? It seems to me that the cart has been put before the horse in this matter. The Government has not drawn up their plans fully. If the Government has drawn up their plans fully, then the Government is entitled to come and ask us money for the acquisition of land, purchase of equipment, and so on. What is the equipment? Do they include canon, Bren

guns, and so on, and all the paraphernalia of modern warfare? If that is so—

The Hon. Sir J. Kotelawala: The atom bomb is included!

Mr. Dahanayake: You will need not one and a half million but one million times one and a half million for that!

The Hon. Mr. D. S. Senanayake: This money is for the acquisition of a bit of land, which we consider necessary if an Army is to be established. The hon. Member himself mentioned some of the items on which we would have to spend money. We have got to put up buildings to house these men and also provide domestic equipment. I am sure my hon. Friends will realize that it will be an advantage to us to remove the Barracks from the Fort to another site.

5.0 P.M.

Dr. Perera: Is that the intention?

The Hon. Mr. D. S. Senanayake: Yes. We do not want to use land in the Fort to house our Army.

Mr. Dahanayake: Does the Echelon Barracks belong to this Government or the Imperial Authorities?

The Hon. Mr. D. S. Senanayake: All lands in Ceylon belong to the Ceylon Government. There is no land belonging to any other authority. I do not know why this inquiry is being made after we definitely stated that all colonial military land is now the property of this Government. I believe some of my hon. Friends—I do not know whether they are lawyers but they pretend to know the law—would realize that when a colony becomes a dominion all colonial land passes on to the government of that dominion.

Dr. Perera: What is this item about an Air Force?

The Hon. Mr. D. S. Senanayake: We will have an Air Force. Today we have a nucleus. But we will have to train our men and equip them. We will also, I think, have a very good Navy. The men we have are very

good, and we are training them. We will also be able to have a very good Army which will, I think, be the pride of Ceylon.

Mr. Dahanayake: May I know whether it is proposed to fight in the air with the Dakotas?

The Hon. Mr. D. S. Senanayake: My hon. Friend knows how to fight in the air.

Sub-head 5.—Purchase price for 31 years, and cost of furniture and fittings of a Club-house and Hostel for Ceylon students in London, Rs. 200,000.

Dr. Perera: What is this building that you are proposing to purchase? I do not know whether this is the Addison Road idea they had some time back or any other scheme.

The Hon. Mr. D. S. Senanayake: The money will be reserved. The property which we are going to buy has not been definitely fixed upon. I believe the authorities are considering a site, and it looks as if they have come to an agreement. The property we would ultimately buy would be one acceptable to all.

Question, “That the sum of Rs. 3,878,500 for Vote No. 1, be inserted in the Schedule”, put, and agreed to.

Vote 1, as amended, ordered to stand part of the Schedule.

Vote No. 2.—Ministry of Finance, Rs. 30,633,918.

Sub-head 1.—Loan to Electrical Undertakings for new Electrical Extensions and Capital works, Rs. 1,513,105.

The Hon. Sir J. Kotelawala: I move, —“That the Vote be increased by Rs. 2,000,000 in respect of sub-head 1.” (Part III.—Electrical Undertakings, Appendix 2, P. 557.)

Question put, and agreed to.

Mr. Dahanayake: The original estimate for the Hydro-Electric Scheme was Rs. 19,000,000. It was revised to Rs. 21,000,000 during the war. Today the probable cost of the first stage of the Scheme is Rs. 50,000,000. I wish

[Mr. Dahanayake.]
to ask the Government whether they have any idea of what the probable cost of current would be when the Hydro Electric Scheme is in working order.

The Hon. Mr. D. S. Senanayake:
The Hon. Minister of Transport and Works will be able to give a better reply to the hon. Member than I. At the same time I wish to tell my hon. Friend that what has been started is the first stage of the Scheme. It was always anticipated that the first stage would be more costly than the second stage because of the tunnel, the pipe line, and the transmission line.

The second stage only means the building of a bund at Kehelgamuwa Oya. That is going to cost very little money. The first and second stages are combined stages. The third and fourth stages will be the one where the Maskeliya Oya comes in and joins up. At one time the anticipated cost of current was 2 cents. Now that the cost of materials and everything has gone up the cost will perhaps be more. But whatever it is, once the capital expenditure has been incurred and the Scheme is completed, the running cost would not be so high. This will be an asset that will produce current, and then we can use that current for various purposes.

Sub-head 4.—Loan to Railway for renewal and capital works, Rs. 14,305,813.

Dr. Perera: I move, "That the Vote be reduced by Rs. 14,305,813 in respect of sub-head 4."

I want to have some information on this sub-head.

The Chairman: Before that there is an Amendment by the Hon. Minister.

The Hon. Sir J. Kotelawala: I move, "That the Vote be reduced by Rs. 74,000 in respect of sub-head 4. (Part II.—Ceylon Government Railway, Abstract G, Vote No. 41, P. 513.)"

Question put, and agreed to.

The Hon. Sir J. Kotelawala: I move, That the Vote be increased by Rs. 190,000 in respect of sub-head 4. (Part II.—Ceylon Government Railway, Abstract G, Vote No. 94, P. 524.)"

Question put, and agreed to.

Dr. Perera: Why are you increasing this Vote?

The Hon. Mr. Jayewardene: That is consequent on the increases in Appendix II. of Part III. of the Estimates.

The Chairman: If the hon. Member will look at page 2, he will see all the details.

The Hon. Mr. Jayewardene: Only Loan Fund expenditure reflects that increase.

Dr. Perera: This is a loan to the Railway for renewals and capital works. I am afraid it is another huge slice—very nearly Rs. 15,000,000—going down the sink obviously. The Railway is running at a loss. It will not be able to pay back this sum of money which is coming out from Loan Funds for renewals and capital works. I do not know whether the Department has been able to pay the annuities year after year. I do not think so.

The Hon. Mr. D. S. Senanayake: Perhaps it will be better for my good Friends to tell us what they consider the right policy with regard to the Railway.

Dr. Perera: I have indicated it.

The Hon. Mr. D. S. Senanayake: It is true we are following a policy which results in a loss. But, at the same time, we are providing a useful service to the people who need that service at a cost perhaps which is less than we are entitled to charge. I believe the Rail fares in Ceylon—

The Hon. Sir J. Kotelawala: Lowest in the world.

The Hon. Mr. D. S. Senanayake: Yes. We feel that it is very much better to provide a service and pay for it from the General Revenue than make the people pay very much more in the way of fares. At the same time capital expenditure is required. I know that annuities have not been paid. It is not possible to pay annuities now for the simple reason that as we are incurring a loss such payments would only add to it. We cannot recover annuities yet, because it is necessary for us, before anything else is done, to get better engines and compartments, renew

wasted machinery and things of that sort. All that we want to do is to make railway travelling comfortable.

Dr. Perera: I can quite appreciate the point.

The Chairman: Anyway I hope this will be the last observation on this matter. We have already been right through policy and everything else connected with the Railway.

Dr. Perera: The Hon. Prime Minister has put a poser to us, and I thought of providing him with a reply. I agree. Our position has been quite consistent in this matter. All that I am saying is that since the Railway is not paying annuities we are now increasing the losses by another Rs. 15,000,000. I agree that if you are going to look at this item as a separate entity, we cannot grumble. But what I am complaining about is this. The Hon. Minister comes to this House and says, "The Railway is losing Rs. 15,000,000". He has no scheme by which he could make the Railway pay. The one way we have put forward is the only way to solve the problem. We have said that there must be a comprehensive scheme for the transport services of the Island, otherwise we will be continuing this sorry state of affairs.

The Hon. Mr. D. S. Senanayake: This is a statement which has been made so often here that I do not think it is worth replying to it. My hon. Friends feel that their idea is the best. As a matter of fact, if my hon. Friends will only realize that one of the reasons why the Railway is not paying is due to the very high salaries and allowances that are paid to the employees—

Dr. Perera: Even in 1938-39 it was not paying.

The Hon. Mr. D. S. Senanayake: The salaries paid are high, and the fares charged are low. It is quite easy to ask us to combine rail and road services. As has been explained by the Hon. Minister, the losses on the Railway are met by the profits that we get from the other services, from the other people operating the road service. My colleague, the Hon. Minister of Transport and Works, was trying to impress on the Opposition

that till our people begin to realize that they have a sense of responsibility when they get into Government service and do a job of work conscientiously and well, there is bound to be failure. It is no good saying that we must nationalize this service or that service. The Municipal Council tried to do it with the Tramways, and what happened? They paid a tremendous sum of money to the Company and bought the service over. The Company stood to benefit, but the public had to pay double the fare they were paying for their travel. That is what nationalization would mean, heavier expenses to the people.

Mr. Dahanayake: Therefore, you say do nothing?

Question, "That the sum of Rs. 32,749,918 for Vote No. 2 be inserted in the Schedule", put, and agreed to.

Vote 2, as amended, ordered to stand part of the Schedule.

Vote 3.—Ministry of Home Affairs and Rural Development, Rs. 1,803,311.

Sub-head 1.—Capital Expenditure for establishing a State-owned Distillery, Rs. 1,029,910.

Mr. S. A. Pakeman (Appointed Member): I move, "That the Vote be reduced by Rs. 10 in respect of sub-head 1."

I am merely asking for information. I notice that the sub-head says "Capital expenditure for establishing a State-owned distillery, Rs. 1,029,910". Foot-note (a) says, "Includes provision required by the Excise Commissioner as well". I take it that E. C. is Excise Commissioner. If hon. Members will refer back they will find under the Votes of the Excise Department an item which reads Establishment of a State-owned Distillery (Token Vote) Rs. 10". In view of the liquor situation the amount proposed to be spent is not very large. I can understand capital expenditure for something which is intended to pay a large dividend very rightly being placed under Loan Expenditure. I do not see why this Vote is here. I do not precisely understand the meaning of this

[Mr. Pakeman.]

Vote when there is also provision for the establishment of a State-owned distillery under current expenditure for the Excise Department.

There is another point with regard to this item. I do not understand why a State-owned distillery should come under the Excise Department. I was wondering whether it should not come under the control of the General Manager (Factories) from an organization point of view.

The Hon. Mr. D. S. Senanayake:

Pehaps I might explain the reason. This is a venture that was started by the Excise Department some years ago when the Excise Department was responsible for the manufacture of arrack under contract. When that was so, the Department felt it was necessary to have a distillery of their own. This project was sanctioned long years ago. The machinery had been ordered, but it did not arrive till lately. The money that is asked for is to complete the work, the token vote is for the establishment of the distillery.

Dr. Perera: What is the meaning of the foot-note "Includes provision required by the E. C. as well"? What is the provision that is asked for?

Gate Mudaliyar M. S. Kariapper (Parliamentary Secretary to the Minister of Home Affairs and Rural Development): A few items were included which increased the cost. The first item is for the acquisition of site and erection of buildings. Then there is an item for erection of a railway siding for the Distillery Warehouse, Rs. 25,000; moving of railway lines Rs. 52,000. The Factory Engineer's estimate includes the cost of furniture. There are five items which account for the increase.

5.15 P.M.

The Hon. Mr. D. S. Senanayake:

As I have mentioned earlier, these were things done in the Committee stage, and where the Excise Department was concerned, the expenditure was charged to that department, and where the P. W. D. was concerned, it was charged to that Department.

Dr. Perera: I want some information on sub-head 3.

Gate Mudaliyar Kariapper: We propose during the course of the year to construct thirty D. R. O's quarters throughout the Island.

Question, "That the sum of Rs. 1,803,311 for Vote No. 3 be inserted in the Schedule", put, and agreed to.

Vote 3 ordered to stand part of the Schedule.

*Vote 4.—Ministry of Justice,
Rs. 1,982,000.*

Question, "That the sum of Rs. 1,982,000 for Vote No. 4 be inserted in the Schedule", put, and agreed to.

Vote 4 ordered to stand part of the Schedule.

*Vote 5.—Ministry of Agriculture and
Lands, Rs. 47,244,242.*

*Sub-head 4.—General office at Ratmalana,
Western Province,
Rs. 30,000.*

The Hon. Mr. Dudley Senanayake: I move, "That the Vote be increased by Rs. 70,000 in respect of sub-head 4."

Question put, and agreed to.

*Sub-head 5.—Acquisition of land and buildings for the Mechanical Branch and a Workers Housing Scheme at Ratmalana,
Rs. 1,412,000.*

Dr. Perera: With regard to the Amendment under sub-head 5—

The Hon. Sir J. Kotelawala: There is no Amendment under sub-head 5.

Dr. Perera: There is an Amendment in my name. I move, "That the Vote be reduced by Rs. 1,412,000 in respect of sub-head 5."

The Hon. Mr. Dudley Senanayake: The hon. Member for Ruwanwella wants the amount under sub-head 5 deleted.

Dr. Perera: No, Sir, I am not asking for a deletion. I am only seeking for some information about this sub-head.

Mr. Wilmot A. Perera: Can I ask a question on sub-head 1?

The Chairman: Is the Hon. Minister prepared to answer that question under sub-head 1?

Mr. Wilmot A. Perera: What I want to find out is this. The Hon. Minister mentioned that the plans in regard to the second stage of the Bolgoda Scheme were ready and that there was some difficulty in obtaining certain machinery from America.

The Hon. Mr. Dudley Senanayake: There are three parts of this Scheme. There is the Right Bank Scheme which is almost complete. As the hon. Member knows, the provision asked for is for the completion of the Kalutara Left Bank Scheme. The plans and specifications are ready and we are starting the work.

Dr. Perera: I notice that a sum of Rs. 1,412,000 is provided under sub-head 5. We welcome this scheme, but we would like the Hon. Minister to give us an assurance that these houses will be better than the last set of houses put up at Ratmalana. Timber of a very poor quality had been used for those houses. If hon. Members visit the place they will find that most of the window frames are warped. The Hon. Minister must exercise better supervision.

The Hon. Sir J. Kotelawala: It is not right for the hon. Member to say these things without facts. I visited the place and found that there was nothing wrong with the buildings. Did the hon. Member actually visit the place?

Dr. Perera: I did visit the place very recently. Well, these changes in the buildings might have occurred after the Hon. Minister visited the place, or else he might have not seen these buildings properly.

The Hon. Sir J. Kotelawala: Surely, I am not accustomed to visit these places at night, Sir.

Dr. Perera: I want to know from the Hon. Minister how many houses he intends to put up under the second scheme.

Mr. Dahanayake: Sir, I can bear testimony to the fact that the timber used for these buildings is rotten, is

cheap, and is of a poor quality. The errors of the past have been repeated.

The Hon. Mr. Dudley Senanayake: I do not know why Members are pressing the Hon. Minister of Transport and Works in a matter with which I am concerned.

Dr. Perera: My only point is, Sir, that the timber used in the last set of buildings was *wal* timber, not the timber which is ordinarily used. I do not know what the specifications were. Some of the window frames were warped.

The Hon. Mr. D. S. Senanayake: As a matter of fact, the timber used for the agricultural buildings are very much superior to that used in the other buildings, and this is no reflection on anyone. Our jungles are able to provide us with better timber than that supplied in Colombo.

Sub-head 16.—Kagama Channel extension, Kalawewa Scheme North-Central Province, Rs. 300,000.

The Hon. Mr. Dudley Senanayake: I move, "That the Vote be increased by Rs. 100,000 in respect of sub-head 16."

Question put, and agreed to.

Sub-head 18.—Purchase of Mechanical Plant for use on Irrigation Schemes, Rs. 1,000,000.

The Hon. Sir J. Kotelawala: I move, "That the Vote be increased by Rs. 9,000,000 in respect of sub-head 18."

Dr. Perera: That is to say, the full amount chargeable is to be expended?

The Chairman: Yes.

Dr. Perera: Can the Hon. Minister give us some information? Are these going to be imported from the United States?

The Hon. Mr. Dudley Senanayake: Most of these are for the construction scheme. The hon. Member will realize that this Department used a great deal of the machinery, to a great extent, for the new construction works other than the Gal Oya Scheme. This machinery is necessary. The original amount of Rs. 1,000,000 entered against this sub-head is a misprint.

Question put, and agreed to.

Sub-head 19.—Acquisition of land under the Land Redemption Ordinance, Rs. 1,000,000.

Dr. Perera: I move, "That the Vote be reduced by Rs. 1,000,000 in respect of sub-head 19."

Sir, I want some information in regard to this sub-head.

The Hon. Mr. Dudley Senanayake: Under the Land Redemption Ordinance we had to acquire land before we handed it over to the applicants.

Dr. Perera: Then why is this sub-head 20, termed "Land Development"?

The Hon. Mr. Dudley Senanayake: That is for land development works, involving some 26,000 acres, for opening up new land under the major colonization schemes, the details of which were given earlier.

Mr. Kumaraswamy: There is provision in the Estimates for three Assistant Directors for the Department of Land Development.

The Chairman: That does not come under Loan Fund Expenditure.

The Hon. Mr. Dudley Senanayake: That has nothing to do with this. It comes under the "Personal Emoluments" Vote of the Department of Land Development.

Mr. Kumaraswamy: Before I drive the point home to the Minister, he is trying to reply to me.

The Chairman: You must drive it home at the proper time. This comes under the "Personal Emoluments" Vote of the Department, and you should have brought this up when the estimates of that Department were taken up.

Sub-head 29.—Gal Oya Reservoir Scheme, Rs. 15,000,000.

The Hon. Mr. Dudley Senanayake: I move, "That the Vote be increased by Rs. 7,750,000 in respect of sub-head 29."

Dr. Perera: May I know the reason for this increase?

The Hon. Mr. D. S. Senanayake: We want to speed up the work.

The Hon. Mr. Dudley Senanayake: The amount we expect to spend during the current financial year is greater than what we spent in the past year. It is not a difference in the vote. In fact, we will be spending less by the end of this financial year, but we will spend more in the next year.

Mr. Dahanayake: Is it a fact that Mr. Huxham has got an appointment in connection with the Gal Oya Scheme?

The Hon. Mr. Dudley Senanayake: I cannot answer that question at the moment.

Question put, and agreed to.

Sub-head 30.—Deviation of Public Works Department road, Minneriya Augmentation Scheme, Rs. 522,000.

The Hon. Mr. Dudley Senanayake: I move, "That the Vote be increased by Rs. 228,000 in respect of sub-head 30."

Dr. Perera: Why is this increase? Can I have some information?

The Hon. Mr. Dudley Senanayake: The amount of Rs. 522,000 that was originally included was for the deviation of the Batticaloa-Trincomalee Road, but that is not the whole Augmentation Scheme. We hope to do much more than that, and we therefore want to increase the amount. Originally we expected to do only the deviation of the road, but that is only a part of the Minneriya Augmentation Scheme. Because of the accelerated pace of development we want to do more work next year than was anticipated.

Question put, and agreed to.

Sub-head 33.—Giritale Extension Scheme, Rs. 100,000.

The Hon. Mr. Dudley Senanayake: I move, "That the Vote be increased by Rs. 100,000 in respect of sub-head 33."

Question put, and agreed to.

Sub-head 34.—Acquisition of lands for village expansion, Rs. 500,000.

Dr. Perera: I move, "That the Vote be reduced by Rs. 100 in respect of sub-head 34."

I want some information on this sub-head. Has the Minister an idea of the land acquisition that is coming up this year? I think the District Agricultural Committee in Kegalla discussed this matter, and I think we ourselves had some proposals of our own. I do not know how many of these estates are coming into the Scheme. I was really frightened because the Hon. Prime Minister said the other day at the U.N.P. general meeting that he had given up the idea of land acquisition.

The Hon. Mr. D. S. Senanayake: I am sure my hon. Friend has not a right conception of what was done in the past.

The Hon. Mr. Dudley Senanayake: As regards the point raised by the hon. Member for Ruwanwella, he will see that there is an increase of Rs. 4,000,000. Last year, we voted Rs. 1,000,000. This time the vote is Rs. 5,000,000.

Mr. Pakeman: I could not hear what the Hon. Minister said. I rather wondered why this work which had been previously done on current revenue has now been charged to Loan Funds. I want to ask the Hon. Minister of Agriculture if he has got a five or six year scheme laying out quite precisely, or generally speaking, what lands and what estates are going to be acquired for village expansion.

The Hon. Mr. Dudley Senanayake: It is very difficult to have a scheme for a long period because there will be an obligation to acquire the estate within the period. This vote really is not for the acquisition of land as a solution to the land problem, but merely to relieve the congested areas where the land problem is very acute, to get some land for village expansion. It is not meant as a solution to the land problem at all. It cannot in any way increase the national wealth. This is done only in extremely urgent cases where there is no Crown land. Now, in the Sabaragamuwa area there is no Crown land available to give the villagers. It is only in cases like that that we resort to this sort of thing.

5.30 P.M.

Mr. Subasinghe: What is the policy in distributing this land? Is it his intention to break it up into small plots and hand them over to the peasants, or is it to work it as a collective, co-operative undertaking?

The Hon. Mr. Dudley Senanayake: Both. In certain cases the land would be given in small plots, that is more for housing rather than agricultural schemes. Where big extents of land are available in congested areas, it is the intention to work them as a whole unit co-operatively.

New Sub-head 35.—Nalanda-oya Reservoir Scheme, Rs. 1,500,000.

The Hon. Mr. Dudley Senanayake: I move, "That the Vote be increased by Rs. 1,500,000 in respect of New Sub-head 35, 'Nalanda-oya Reservoir scheme'".

Question put, and agreed to.

New Sub-head 36.—Irrigation Facilities for 20,000 acres of land under Gal-oya Scheme, Rs. 500,000.

The Hon. Mr. Dudley Senanayake: I move, "That the Vote be increased by Rs. 500,000 in respect of New Sub-head 36, 'Irrigation facilities for 20,000 acres of land under Gal-oya scheme'".

Question put, and agreed to.

Question, "That the sum of Rs. 66,492,242 for Vote No. 5, be inserted in the Schedule", put, and agreed to.

Vote 5, as amended, ordered to stand part of the Schedule.

Vote No. 6.—Ministry of Health and Local Government, Rs. 16,526,550.

Dr. Perera: Sub-head 6 makes provision for the construction of 40 central dispensaries. Might I know what progress has been made in the current year?

The Hon. Mr. Bandaranaike: Twenty dispensaries were provided for. In the case of most of them the sites have been selected, and in the case of a few of them, work has been started. By the end of September, 1949, we will have forty of them constructed.

Mr. Kumaraswamy: What is the structural difference between a central dispensary and a rural hospital? There is a lot of confusion.

The Hon. Mr. Bandaranaike: There is no confusion whatsoever. A rural hospital makes provision for indoor patients; a central dispensary is not meant for indoor patients.

Mr. Subasinghe: Some of us have received letters saying that dispensaries have been sanctioned in our constituencies. Are they included in this forty?

The Hon. Mr. Bandaranaike: That is, 20 for the current year and 20 for the next year. They have not been allocated.

Mr. Kumaraswamy: Am I to understand that there are no beds provided in the central dispensaries?

The Hon. Mr. Bandaranaike: There are no beds.

Mr. Kumaraswamy: Last time we were told that there were two or three beds in these places.

The Hon. Mr. Bandaranaike: There is a small emergency ward to attend to urgent cases till they are dispatched to a bigger hospital.

Dr. Perera: What is the position with regard to sub-heads 6 and 7?

The Hon. Mr. Bandaranaike: With regard to maternity homes, there were fifteen for the current year for which also they have selected the sites, and I hope the work will be concluded. They cannot be concluded this financial year, but it will be done within the next financial year.

Dr. Perera: What about the rural hospitals?

The Hon. Mr. Bandaranaike: This was the original provision for the total number of rural hospitals that my predecessor had in mind. I have stopped the building of rural hospitals, except where the contracts had been issued and the work started. This is to finish the

work already started, or for hospitals where contracts had been issued and the work is about to be started. The others will not be constructed.

Mr. S. A. Silva: Are we to understand that the Hon. Minister is not prepared to build rural hospitals or central district hospitals where there are no hospitals?

The Hon. Mr. Bandaranaike: There is a big difference between a rural hospital and a district hospital. I have not entirely abandoned the cottage hospital idea, but I feel that they will be useful in backward areas, such as the North-Central Province. Where they are found necessary, they will be established; but not as a general policy of establishing rural hospitals throughout the country.

Dr. Perera: With regard to Item 15, I do not know what the Hon. Minister intends to do as regards the Village Committees.

The Hon. Mr. Bandaranaike: These are for big schemes that are all ready to be proceeded with. As we go on, and the schemes are prepared in the course of the year, in addition to this, I will bring a supplementary vote for these big town schemes.

As regards village schemes, those come under the block grants to the Commissioner of Local Government. Very few village committees have applied. It has to be proceeded with somewhat cautiously. I will proceed with it as far as I can. These are really useful for small township areas within village committee areas.

Mr. Dahanayake: The Hon. Minister of Fisheries told us that housing schemes for fishermen also come within the purview of the Hon. Minister of Local Government. [Interruption]. That is a different matter altogether. The Hon. Minister of Health and Local Government cannot dismiss airily the cases of the village committees.

The Hon. Mr. Bandaranaike: I am not dismissing anything airily. The question of a housing scheme for these fishermen is a different problem in itself, and when my hon. Friend the

Minister in charge of Fisheries put some scheme before me, I will go into the matter.

Mr. Dahanayake: But he expects you to do that work.

The Hon. Mr. Bandaranaike: All that work I will do when the particular matter is brought to my notice.

Mr. Dahanayake: You see, Sir, how the baby is being tossed about!

Mr. D. B. R. Gunawardena: The scheme that is to be carried out in Kochchiyawatte is not included in this?

Dr. Perera: The Kotte Urban Council is not mentioned here.

The Hon. Mr. Bandaranaike: It is not included in this. The scheme to which my hon. Friend refers comes under the block grant given to the Commissioner of Local Government. If it is a particularly large scheme, then I will have to introduce a special vote for it.

Mr. D. B. R. Gunawardena: I would ask that these housing schemes be carried out by Government instead of handing them over to contractors. We see what has happened at Ratmalana. All kinds of rotten timber has been used in building those houses for the workers. Government itself should undertake the work, so that really solid houses may be built for these workers.

Mr. S. A. Silva: If the housing scheme the Minister of Fisheries proposes happens to be within a town area, will the local authority have to contribute a certain percentage? If that happens, I do not think this scheme for housing fishermen will ever see the light of day, because urban councils are not in a position to contribute. I would like to know whether the Hon. Minister will put up these houses for fishermen entirely at Government expense, without asking the local authorities to contribute a certain percentage.

The Hon. Mr. Bandaranaike: Those schemes will come under a separate category altogether and will have nothing to do with local authorities.

Mr. S. A. Silva: They are within the Urban Council areas.

The Hon. Mr. Bandaranaike: They are in some part of Ceylon, therefore they come within some local authority or other. But the schemes for local fishermen will be dealt with in a separate category, and not as housing schemes of local authorities.

I move, "That the Vote be increased by Rs. 170,000 in respect of New Sub-head 17, 'Holiday Camp for Government employees.'"

Question put, and agreed to.

The Hon. Mr. Bandaranaike: I move, "That the Vote be increased by Rs. 2,000,000 in respect of New Sub-head 18, 'New Buildings for Medical Department.'"

Question put, and agreed to.

Question, "That the sum of Rs. 18,696,550 for Vote No. 6 be inserted in the Schedule", put, and agreed to.

Vote 6, as amended, ordered to stand part of the Schedule.

*Vote No. 7.—Ministry of Education,
Rs. 9,060,100.*

Dr. Perera: There are a large number of schools that have to be repaired and put into proper condition. My complaint is that the sums provided are not enough.

The Hon. Mr. Nugawela: There are different items. This is purely for extensions to school buildings. This is the only work that the Department can undertake during the year, because of lack of staff.

Dr. Perera: Can the Hon. Minister complete all the primary schools he intends within the year?

The Hon. Mr. Nugawela: New primary schools will be put up where there are no primary schools. They are being put up with the co-operation of the Parent-Teacher Associations where they can provide buildings. But these are replacements, of which we are taking a certain number in hand. This is all the Department can do.

Mr. D. B. R. Gunawardena: Will the Hon. Minister take in hand all the Government schools that are in a broken-down state?

The Hon. Mr. Nugawela: That is right.

Mr. Pakeman: What is being done in regard to "Heywood"?

The Hon. Mr. Nugawela: It is being converted into a School of Art.

Dr. Perera: We are opposed to item 14 for extensions to the Royal College.

The Hon. Mr. Nugawela: The Royal College should be extended. The school is going up to about 1,700 students.

Dr. Perera: What are the extensions?

The Hon. Mr. Nugawela: Class rooms, science blocks, dormitories, and so on.

Dr. Perera: With regard to Sub-head 15, "Construction of Government schools", what is the difference between this and the earlier items?

The Hon. Mr. Nugawela: These are to be done by the Public Works Department.

Dr. Perera: Why should there be only a token vote for the construction of junior schools?

The Hon. Mr. Nugawela: Because a survey is still being made as to where these junior schools are required, and as we decide on them, we will build them.

5.45 P.M.

Dr. Perera: What I want to know is this: Will the Hon. Minister come before this House again with an estimate when it is decided to build these junior schools?

The Hon. Mr. Nugawela: I have to come to the House with a Supplementary Estimate.

Question, "That the sum of Rs. 9,060,100 for Vote No. 7, be inserted in the Schedule", put, and agreed to.

Vote 7 ordered to stand part of the Schedule.

Vote No. 8.—Ministry of Commerce and Trade, Rs. 1,200,000.

Sub-head 2.—Establishment of 15 Hulling plants, Rs. 500,000.

Dr. Perera: I move, "That the Vote be reduced by Rs. 100 in respect of sub-head 2".

There is a reversal of sub-heads 1 and 2. Could the Hon. Minister give us some details about this hulling plant?

The Hon. Mr. C. Suntharalingam (Minister of Commerce and Trade): There are 15 hulling plants in the following places: Anuradhapura, Batticaloa, Ambalantota, Kalawewa, Medawachchiya, Maho, Nikaweratiya, Matur, Pooneryn, Paranthan, Nanattan, Matara, Periyapulachipotkerni, Wellawaya, and Trincomalee.

Dr. Perera: What is the capacity of this hulling plant?

The Hon. Mr. Suntharalingam: Does the hon. Member want the capacities of all the hulling mills or of only one of them? The milling capacities of most of them are about 100,000 to 120,000 bushels of paddy per annum.

Dr. Perera: Do they work at full capacity?

The Hon. Mr. Suntharalingam: Yes, with as much paddy as is available.

Dr. Perera: I believe the Hon. Minister stated that there is a new hulling plant at Anuradhapura. Then what is this expenditure again for a Rice Mill at Anuradhapura?

The Hon. Mr. Suntharalingam: That is to renew the existing plant which is now old and dilapidated.

Question, "That the sum of Rs. 1,200,000 for Vote No. 8, be inserted in the Schedule," put, and agreed to.

Vote 8 ordered to stand part of the Schedule.

Vote No. 9.—Ministry of Industries, Industrial Research and Fisheries, Rs. 15,660,700.

Sub-head 4.—Magnesium Recovery Plant, Rs. 10,000.

Dr. Perera: I move, "That the Vote be reduced by Rs. 100 in respect of sub-head 4."

Can we have some idea of the progress that has been made up to date with regard to this plant?

The Hon. Mr. C. Sittampalam (Minister of Posts and Telecommunication, and Industries, Industrial Research and Fisheries): The scheme is altogether a new one. The Sessional Paper gives an account of the plant.

Dr. Perera: Does it mean that up to date you have not spent any money?

The Hon. Mr. Sittampalam: No money was spent.

Dr. Perera: I presume it is the same position with regard to the gypsum factory?

The Hon. Mr. Sittampalam: Yes.

Sub-head 12.—Reorganization of the Government Glass Factory, Rs. 500,000.

Dr. Perera: I move, "That the Vote be reduced by Rs. 100 in respect of sub-head 12."

I should like to have some information on this sub-head.

The Hon. Mr. Sittampalam: We have ordered the machines, and within two years we expect to have an output of twelve tons. That would mean that the entire needs of Ceylon would be met.

Sub-head 14.—Expenditure required for the establishment of a Coir Goods Factory, Rs. 13,000.

Dr. Perera: I move, "That the Vote be reduced by Rs. 100 in respect of sub-head 14."

I should like to know what the position is.

The Hon. Mr. Sittampalam: Work has just begun. We are reorganizing the Coir Factory.

Dr. Perera: Is the factory at Kakkapalliya used?

The Hon. Mr. Sittampalam: Yes.

Sub-head 15.—Expenditure required for the establishment of a Strychnine Factory, Rs. 10,897.

Dr. Perera: I move, "That the Vote be reduced by Rs. 100 in respect of sub-head 15."

What is the position with regard to this factory?

The Hon. Mr. Sittampalam: The officer has just returned from Europe, and we are about to start work.

Dr. Perera: Have you not started yet?

The Hon. Mr. Sittampalam: No. All these factories were worked under war-time conditions.

Sub-head 19.—Expenditure required for installing machinery for the extraction of Pyrethrum, Rs. 8,500.

Major Oldfield: I move, "That the Vote be reduced by Rs. 10 in respect of sub-head 19."

To what extent has the pyrethrum plant progressed?

The Hon. Mr. Sittampalam: There again, we are just about to begin work.

The Chairman: It is all an initial expenditure.

Major Oldfield: Has nothing been done yet?

The Hon. Mr. Sittampalam: No.

Sub-head 20.—To meet the expenditure required for the establishment of a Caustic Soda Factory, Rs. 50,000.

Mr. Pakeman: I move, "That the Vote be reduced by Rs. 10 in respect of sub-head 20."

Can the Hon. Minister give us any indication as to the amount the factory is likely to cost before production begins?

The Hon. Mr. Sittampalam: The scheme has been outlined and we are just making the initial preparations. I think, in about one year's time, we might be able to make a start. But we have to investigate this matter very carefully.

Sub-head 21.—Expenditure required for the establishment of a Textile Factory, Rs. 1,000,000.

Dr. Perera: I move, "That the Vote be reduced by Rs. 100 in respect of sub-head 21."

Can the Hon. Minister give us some information on this Textile Factory? It is a big venture, and I should like the Hon. Minister to assure this House that a full investigation will be made about the prospects and the economics of this factory before he embarks on it. Can he tell us what staff have been taken on up to date? Has anybody reported on this venture favourably?

The Hon. Mr. Sittampalam: There is a Sessional Paper on it. Mr. Moat is coming back to Ceylon. He is delayed because of the winter season. He is the expert who was here before. When he comes back, he will go into the whole question very carefully. I assure hon. Members that we will see that the Textile Factory is made a most up-to-date factory.

Mr. Wilmot A. Perera: He has already drafted the scheme.

The Hon. Mr. Sittampalam: And he is coming back to do the practical work.

Dr. Perera: The Hon. Minister is asking that a sum of Rs. 1,000,000 be voted. It would appear as if there is some programme.

The Hon. Mr. Sittampalam: Yes, when he comes, the practical side of the scheme will be gone into. He will have to select the site, and so on.

Dr. Perera: We are embarking on a big venture costing Rs. 12,000,000. Certainly it is a commitment which must be considered in all its aspects. The feasibility of the proposition should

be considered, namely, whether it can really function efficiently and produce the goods at a cost that will meet the demands of the people. I do not think we should embark on the proposition. I do not know whether any report has been made.

The Hon. Mr. Sittampalam: I think the hon. Member has not studied the Sessional Paper. There is a report. The factory is expected to produce 30,000,000 yards. We have got to have the raw material first; but we are also taking steps to grow the cotton, and probably the factory will be established in an area where it will be easy to get the raw material, namely, cotton. We intend to make a start, and that is why this money is wanted.

Mr. Dahanayake: I do not think the Government is keen on doing it at all.

The Hon. Mr. Sittampalam: The Government is extremely keen about it.

Mr. Dahanayake: I want to know what will be done with the Rs. 1,000,000 which is estimated for the current year.

The Hon. Mr. Sittampalam: We have to get down the machinery from England, and so on.

Mr. Dahanayake: Then the factory would do no work this year.

The Chairman: The person in charge is coming out from England, and when he comes he will start the work.

Sub-head 22.—Expenditure required for the establishment of a Hydrogenated Coconut Oil Factory, Rs. 50,000.

Major Oldfield: I move, "That the Vote be reduced by Rs. 10 in respect of sub-head 22."

Will the Hon. Minister let us know on what the sum of Rs. 40,000 was spent this year? Further, I called attention to this matter in my speech on the Second Reading of the Appropriation Bill when I asked the Hon. Minister certain questions. Briefly, they are as follows: whether he has

taken any local advice in this matter; secondly, whether he is aware of any installation of this nature anywhere else in the tropics. I understand it is a dangerous plant to operate. Thirdly, I wanted to know whether there is any truth in the rumour that the adviser to the Government is the same person who exported and supplied the machinery.

The Hon. Mr. Sittampalam: In this matter, the Director of Industries was sent to England where he consulted experts on the matter. We are definitely of the opinion that if we have a Hydrogenated Coconut Oil Factory here, it could be worked with success. As a matter of fact, a Firm with very wide experience has also indicated to us that it is possible to have a coconut oil factory here. The Rs. 50,000 that is asked for is for the cost of investigation and advice that we are to receive.

Mr. Pakeman: Will it be possible to get this same hydrogenated coconut oil factory going before the caustic soda factory comes into production? I do not think it will be possible.

The Hon. Mr. Sittampalam: I think, ultimately, both plants might be run together. But I cannot say anything at present.

Question, "That the sum of Rs. 15,660,700 for Vote 9 be inserted in the Schedule", put, and agreed to.

Vote 9 ordered to stand part of the Schedule.

Vote No. 10.—Ministry of Posts and Telecommunication Services, Rs. 2,000,000.

The Hon. Mr. Sittampalam: I move, "That the Vote be increased by Rs. 300,000 in respect of New Sub-head 3, 'Acquisition of land at Poththode and Kadirana for London/Australia Wireless Telegraph Relay'".

The Cable and Wireless Ltd. want more space. They are badly congested now and their transmissions are adversely affected. Ceylon, as hon. Members know, is a link between the Eastern Hemisphere and Europe. It is necessary to put up the new building.

Question put, and agreed to.

Question, "That the sum of Rs. 2,300,000 for Vote No. 10 be inserted in the Schedule", put, and agreed to.

Vote 10, as amended, ordered to stand part of the Schedule.

Vote No. 11.—Ministry of Transport and Works, Rs. 9,990,000.

Dr. Perera: Could I ask for some information on sub-head 1?

The Hon. Sir J. Kotelawala: If there are no Amendments, the hon. Member should not break the rule. I am one of those people who never breaks rules.

Dr. Perera: Without breaking rules the Hon. Minister can give the information.

The Hon. Mr. D. S. Senanayake: That is 'misrule'.

Sub-head 9.—New Bridge over the Kelani-ganga, Rs. 1,500,000.

Dr. Perera: I move, "That the Vote be reduced by Rs. 100 in respect of sub-head 9".

What is the total estimated cost of this new bridge over the Kelani-ganga?

The Hon. Mr. D. S. Senanayake: An estimate cannot be given when we have to provide work for those who are unemployed.

The Hon. Sir J. Kotelawala: The work consists of filling the approaches to the proposed new bridge over the Kelani-ganga. This work is done at the present moment as an unemployment relief measure. About 825 men are employed on the work. The total cost of the work cannot be assessed at the moment until the Kelani Flood Scheme is definitely decided upon. Of course, I can tell the hon. Member what it would cost roughly. Originally we anticipated to do the work with Rs. 3,000,000. It will now cost Rs. 30,000,000 because the men are not there to work the scheme. They are there to draw their pay. So, a cube of work has gone up from Rs. 6 to Rs. 60. Now the position is a little better. Of course, we will have to be ruthless with these workers if they do not work and with those who try to prevent them from working.

Dr. Perera: What I want to know is what the total cost of the bridge would come to.

The Hon. Sir J. Kotelawala: I am not able to give that information. For instance, this building and the Secretariat cost Rs. 3,000,000 before the war. I do not think anybody would believe it. But today these buildings will cost Rs. 200,000,000. So, it is impossible to estimate the cost because we do not know the price of steel, and we do not know when we would get the steel. The cost of material has increased so much that it is almost impossible to say how much the new Kelani-ganga bridge would cost.

6.0 P.M.

Mr. Dahanayake: Then why do you blame the workers? It is all wrong to blame the workers for the mistakes of the Cabinet.

Question, "That the sum of Rs. 9,990,000 for Vote No. 11 be inserted in the Schedule," put, and agreed to.

Vote 11 ordered to stand part of the Schedule.

New Vote No. 12.—Rehabilitation of Flood Victims, Rs. 1,000,000.

Sub-head 1.—Rehabilitation of Flood Victims, Rs. 1,000,000.

The Hon. Mr. Jayewardene: I move, "That a sum of Rs. 1,000,000 be provided in respect of sub-head 1, New Vote No. 12, 'Rehabilitation of Flood Victims'."

Question, "That the sum of Rs. 1,000,000 for Vote No. 12 be inserted in the Schedule," put, and agreed to.

New Vote No. 12 ordered to stand part of the Schedule.

The Hon. Mr. Jayewardene: I move, "That the Second Schedule, as amended, stand part of the Bill."

Question put, and agreed to.

Clause 2.—Appropriation for the financial year, 1948-49.

The Hon. Mr. Jayewardene: I move, to leave out in page 1, line 9, from "exceeding" to "in the" in line 12, and insert "Rupees Five hundred and fifty eight million three hundred and seventy nine thousand five hundred and sixty eight."

Question, that the words proposed to be left out stand part of the Clause, put, and *negatived*.

Question, that the words "Rupees Five hundred and fifty eight million three hundred and seventy nine thousand five hundred and sixty-eight" be there inserted, put, and agreed to.

Question, that the Clause, as amended, stand part of the Bill, put, and agreed to.

Clause 2, as amended, ordered to stand part of the Bill.

Clause 3.—Payment from and refund to consolidated Fund of Advances for Loan Fund Expenditure.

The Hon. Mr. Jayewardene: I move, to leave out in page 1, line 19, from "exceeding" to "in the" in line 21, and insert "Rupees One hundred and sixty four million eight hundred and thirteen thousand three hundred and twenty-one."

Question, that the words proposed to be left out stand part of the Clause, put, and *negatived*.

Question, that the words "Rupees one hundred and sixty four million eight hundred and thirteen thousand three hundred and twenty-one" be there inserted, put, and agreed to.

Question, that the Clause, as amended, stand part of the Bill, put, and agreed to.

Clause 3, as amended, ordered to stand part of the Bill.

Enacting Clause and Title ordered to stand part of the Bill.

Bill reported, with Amendments.

The Hon. Mr. Jayewardene: I move, "That the Bill, as amended, be now read the Third time."

Question put, and agreed to.

Bill, as amended, accordingly read the Third time and passed.

ADJOURNMENT

Motion made, and Question proposed, "That this House do now adjourn"—
[*Hon. Mr. Bandaranaike.*]

Dr. Perera: There is one question I would like to ask the Hon. Leader of the House. Can he give us an indication of the Business of this House after this week?

The Hon. Mr. Bandaranaike: If the two Bills that will be discussed are finished this week, then the House will adjourn till the 23rd November.

Dr. Perera: There is no likelihood of a meeting next week if we finish these Bills this week?

The Hon. Mr. Bandaranaike: Yes; I do not know how many Members there are who are likely to lose their seats. so far as I am concerned there is no Government Business. But I do not know what the position will be with regard to Members retaining their seats.

Mr. Speaker: I have sent out letters to all those Members, who I think, are standing in jeopardy of losing their seats.

The Hon. Mr. Bandaranaike: Your Clerk is looking rather worried about certain Members losing their seats. We will, therefore, draw a list of such persons and have it ready by Friday. We

can then consider, if necessary to adjourn until such date so that we can accommodate those Members. As far as Government Business is concerned, we need not meet again until 23rd November.

Mr. Speaker: Will the Hon. Leader of the House undertake to get them in here?

The Hon. Mr. Bandaranaike: I shall make every effort.

Mr. D. B. R. Gunawardena: Can we get a date to discuss Private Members' Motions on Wednesday?

The Hon. Mr. Bandaranaike: No, Sir.

Mr. D. B. R. Gunawardena: There are several Private Members' Motions.

Question put, and agreed to.

Adjourned accordingly at 6.06 p.m., until 10 a.m. on Thursday, August 19, 1948, pursuant to the Resolution of the House this Day.

WRITTEN ANSWERS TO QUESTIONS

Paddy Production, 1931-1947

1/48. Mr. Dahanayake: Will the Minister of Agriculture and Lands please state: (a) What was the total production of paddy in Ceylon in each of the years from 1931 to 1947? (b) What was the total acreage under cultivation in paddy in each of the same years?

The Hon. Mr. Dudley Senanayake: Reference of the hon. Member is requested to the Agricultural Statistics published annually in the Ceylon Blue Books and to the Agricultural Census of 1946 published in the *Government Gazette* of the 16th September 1947.

Hellbodde Estate School

367/48. Mr. Thondaman: Will the Minister of Education please state: (a) Whether there is a School on Hellbodde Estate, Pussellawa? (b) If so, how many teachers are there and what are their names? (c) How many children of school-

going age are there on the Estate? (d) How many children are there on the attendance roll of the School? (e) How many children were presented for inspection at the last School Inspection? (f) How many children passed the 5th standard at the last inspection?

The Hon. Mr. Nugawela: (a) There are two schools; namely, Hellbodde Estate North and Hellbodde Estate South.

(b) In the former, one teacher, viz; Mr. Devasirvatham and in the latter, one teacher, that is Mr. D. G. Pandian.

(c) In the former 102 and in the latter 214.

(d) In the former 35 and in the latter 59.

(e) In the former 25 and in the latter 47.

(f) In the former one and in the latter none.

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