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## THE STORY OF NORTON BRIDGE

LAST week-end a vast concourse of people, statesmen, parliamentarians, public men and the general public, thousands and thousands of men and women saw a further milestone in the ordered progress of the country under the U.N.P. Government.

They saw and appreciated one of the mightiest things that ever was undertaken in Ceylon, the harnessing of the country's waterpower for our industrial and agricultural progress.

Twenty-five thousand kilowatts of electrical energy will be released for the use of the country before the end of 1950.

It is indeed a happy augury that the members of the Tamil Congress and at least a sprinkling of the Opposition Group were present on this historic occasion to participate in the general jubulations. Messrs. Motha and Ilan-garatne are men who could appreciate a thing when they see it. A thousand pities that other members of the Opposition did not join the throng. Perhaps they may see it for themselves some-time.

The climax of the whole programme was the soul-stirring appeal of Sir John—the driving force behind the whole scheme—for unity and combined effort to raise our country once again to what she was, so much so that he took the vast throng of people, rich and poor with him and one saw tears in the eyes of many, tears of joy and affection for a man who will give all for his country and his people, and said so.

One heard a Minister, another great patriot, whispering to a friend: "I really cried when Lionel spoke!" and now these two great patriots are greater friends than they ever were. Nor was that all. Ministers Jayewardene, Jayah and Sunderalingam poured forth their appeals to the eager crowd forging links even mightier than the mighty works they witnessed. And what of the G.O.M. who presided on this historic occasion? He heard and saw. It gladdened his heart, for yet another foundation had been laid not only for the prosperity of our country but greater foundations ever, of trust and affection between the people and their leaders.

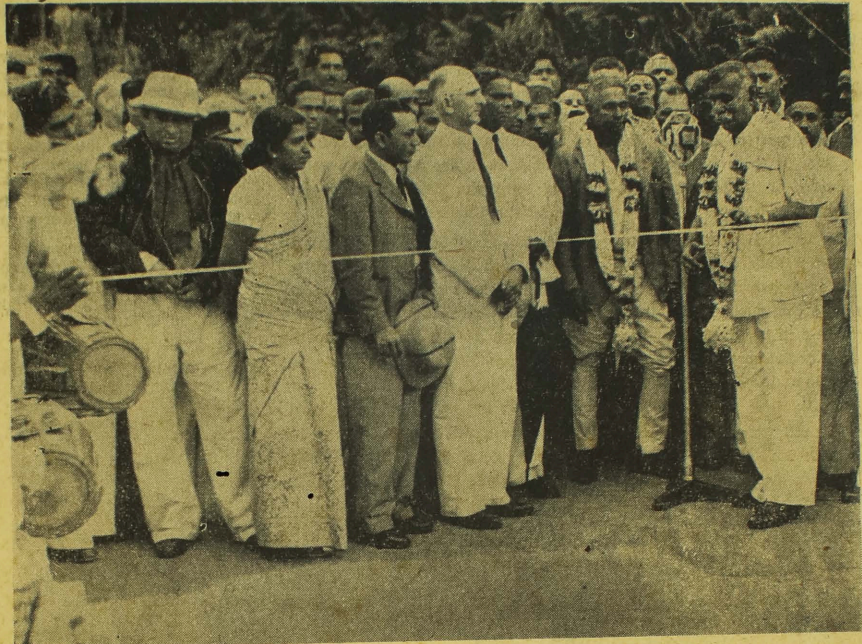
### The Prime Minister and Three Ministers Go Abroad

THE Prime Minister, Mr. D. S. Senanayake, left for London on Tuesday to attend the Commonwealth Prime Ministers Conference. He is accompanied by his Private Secretary, Mr. N. W. Atukorale.

Mr. S. W. R. D. Bandaranaike, who left for India on Saturday last to participate in the W.H.O. Conference, has been elected its Vice-Chairman.

Sir John Kotelawala left for Bombay and New Delhi on Tuesday, accompanied by Messrs. A. I. Perera, Postmaster-General, L. S. B. Perera, Director of Civil Aviation, P. Nadesan, Assistant Secretary, and Ananda Tissa de Alwis, Private Secretary.

Sir John will finalise the air transport agreements with India and Pakistan.



### U. N. P. APPEAL FOR FUNDS

SENATOR Justin Kotelawala, the Honorary Treasurer of the Party, has launched a special drive for funds to put into effect the programme of work that the Party has decided upon at its last conference.

While the response is most encouraging, Mr. Kotelawala has set the target at one lakh of rupees and the general public are invited to send in their contributions and assist the Hon. Treasurer and the General Secretary, Mr. U. A. Jayasundera, to go ahead with the Party reorganisation without any delay.

Members of the public are appealed to individually by the Hon. Treasurer and even if there happen to be any inadvertent omissions, Mr. Kotelawala is confident that every individual member of the public who could afford to support the Party will contribute his or her utmost, monthly or otherwise.

The first part of the Party's programme is to inaugurate electoral associations in every electoral area in the Island, followed by branch associations in every sub-division. This section of the Party activities has to be completed before the end of the current year in order to proceed to the next step of organising the propaganda machinery to co-ordinate the activities of the Electoral Associations.

Further programme of activities will be detailed in this Journal from time to time and the public will be kept informed of the progress of every section of the work the Party has embarked upon.

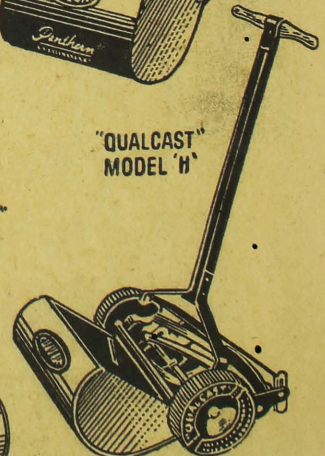
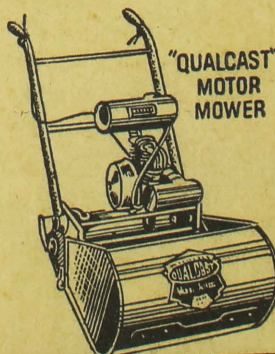
Mr. C. Sittampalam left for India on Tuesday to discuss the revision of the air mails agreement with India. He is accompanied by Mr. B. E. Weerakoon who will make a special study of the Indian broadcasting system.

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# A PROGRAMME FOR ADULT EDUCATION

By A Special Correspondent

IN a speech he made a few days ago, Mr. E. A. Nugawela, the Minister for Education, made the stimulating remark that to the masses freedom from political domination was not significant unless it also brought with it other freedoms.

Of these numerous freedoms the most cherished would be that of freedom from want. There is one other freedom which is also of great significance and that is freedom from ignorance.

The problem in Ceylon of securing this freedom does not cease with the provision of education for children of school-going age—of those between five and, say, sixteen. It is also a question of adult education.

It is true that the eminent educationalist, Sir Richard Livingstone, has remarked that "education is a process as long and continuous as life itself and that to cease to be educated at the age of fourteen or fifteen years is as unnatural as to die at the age of fourteen or fifteen years."

That is, indeed, one aspect of the problem. In Ceylon, the question of adult education is somewhat different and more fundamental. It is a problem not merely of widening an already existing portion of knowledge. It is one of providing the very rudiments of knowledge. The distressing fact is that a very large portion of our population is barely literate: they can sign their

names—very often not even that—but they lack anything which might even superficially be called education.

There is legislative authority for adult education. Our Education Ordinance sanctions the State providing adult education. The difficulty, however, is that the State which already carries a grievous burden, may not be able to undertake entirely alone the responsibilities for adult education.

Adult education can be a function of the private citizen with a sense of social responsibility. It is a duty which can be undertaken by the pupils of the higher classes in our schools, as well as by the University students—staff—especially by the University.

A scheme of adult education through voluntary agencies is an excellent opportunity for social service. Sir Ivor Jennings recently remarked that University students have a wide social sympathy but that they fritter it away in slogans and political platitudes. Here is an opportunity to canalise that "wide social sympathy". Students in other lands have devoted their vacations to adult education. In China and in India much progress has been achieved through the assistance of students and University bodies in adult education campaigns. The same success can be achieved in Ceylon if the University addressed itself to this task.

There is, for example, the case of extra-mural courses given by the Eng-

lish Universities. This is adult education in a wider sense than we would understand it. But it is nevertheless a sign that the Universities are not bodies interested in academic research and problems alone: they step out to the world around them and serve it in a manner more immediate and direct than is ultimately achieved by their "contributions to knowledge".

The Universities' Extra Mural Courses are given not only in University towns but also in remote villages.

The practice is for the University to send a representative to a town or village and announce that a meeting will be held to discuss what kind of study courses should be provided. When a decision has been taken the University will send a team of lecturers—personnel expert in their particular sphere. They will visit the various village institutions and hold lectures and discussions.

In the University towns the pattern of activity is slightly different. Here the University will provide a series of lectures by experts to which the public are invited to attend.

There is a very special sense in which adult education may be provided in Ceylon. The problems of politics are complex and involved. For a satisfactory solution they need expert knowledge. Yet under a democratic system it is the untutored voter who is asked ultimately to decide an intricate issue. It is also the inexpert representative of

the people in Parliament who gives the verdict on the problems that frequently come up.

The imparting of knowledge on important questions is essential in a democratic society whose stability finally depends on the intelligence of the people who make up that society.

An effort is being made in Britain to provide this knowledge. What is most relevant to us is that this effort is being made in the factories and workshops by employers themselves. Rather than wait till arrangements are made by the Local Education authorities many firms have "schools" attached to their factories.

The young men and women in these factories are given a day's leave with full pay to attend this "school". Here they learn civics, they are taught how to read a newspaper intelligently how to interpret facts; how their city and country are governed and the relationship which should exist between individual citizens.

The Management remarks that these studies have led to a closer relationship between employees and their supervisors as well as to a better sense of discipline.

There are adult education methods which can easily be applied in this country. The radio can be used to this purpose in a conscious and deliberate manner. A planned scheme of adult education can be put over the air.

## MINORITIES AND THE CITIZENSHIP BILL

By "Coliph"

WITH one stroke the Citizenship Bill sent the semi-loyal and the wavering elements in the country running helter-skelter. They were forced to determine and declare on which side of the fence they were. These elements were not so much in the Indian community who are unnecessarily aggrieved and disturbed over what would normally have been welcomed in any country—a plain piece of patriotic legislation—but in the Ceylonese themselves.

I admire the way the minority communities have welcomed the Bill. But in their ranks as well as in that of the major community (especially the Leftist elements) there are many who have been shorn up.

The Leftists, of course, will have to wait till Doomsday to expect Soviet citizenship, which they dream about so much. In the meanwhile, how do they enjoy the benefits of Ceylonese citizenship?

Even they have to line up and "Hell Lanka" with us (for death or glory) or pack off. I like the Citizenship Bill because it makes all these species lay all their cards on the table.

### NO MOONSHINE

WHERE is that group which wanted to cut off the North of Ceylon and federate it with South India? This is no moonshine. For such things were seriously contemplated and talked about. The idea shifted from the sensationalist mind to society parlour talk, from the parish pump politician to the schoolroom debate. But the advent of the Tamil Congress into the Government left these mischief-makers standing.

They must now declare whether they intend pursuing their mirage. Will they be citizens of the Pakistan of their own creation, or of Sri Lanka?

The Burghers are cooling off in their enthusiasm to migrate to Australia. The first flush of adventurism, the fire and the panic have died down. They have been told the benefits of citizenship in the lands of their birth.

They are much better off than the tragic Eurasians of Indonesia, who in their slavish enthusiasm for the Dutch find at the present troubled moment that they are neither excepted by the Dutch nor wanted by the Indonesians. The Burghers must not make the same mistake.

I am glad saner elements in the community have stayed this panicky flight to Australia. We are told that this is merely an expedient to obtain jobs in Australia—all done in a spirit of adventure. Knowing the hardy Burghers we grant that. But underlying all this is the secret fear that the Burghers will be swamped by the major community.

This bogey is killed by the Citizenship Bill which gives equal facilities to all loyal inhabitants.

### CASE OF MUSLIMS

AMONG the Muslims too there were elements who, for personal gain, ally with the aliens, and even forget their own race, not to speak of their own country! While Senator A. R. A. Razik, the popular leader of the Ceylon Moors, had urged and still urges the unity of the Ceylon Moors and has brought them in alignment with the Sinhalese, there are many members of his community who say: "We are not Ceylon Moors but Muslims".

There is a big mouthful in this. If they were Ceylon Moors they had to be loyal Ceylonese and be allied with the Sinhalese (as Senator Razik's ideal has always been). But if they were "Muslims" they can also count on the support of hundreds of aliens, who though they have no abiding interest in this country except trade, would court these Quislings for their material benefit.

That these Ceylon Moors (and thus Ceylonese) chose to desert their race and their country due to personal ambition and gain is obvious from interviews I had with three prominent "Quislings".

(Continued on page 3)



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The Choice of Gentlefolk, for  
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BEWARE OF IMITATIONS

# MOHAMED ALI JINNAH

By  
**Sir John Kotelawala**  
*Minister for Transport and Works*

until he forced upon the world the solution that he thought was possible.

No man in the recent history of Asia fought so bitterly and with such uncompromising zeal as Mr. Jinnah for the rights of the Mussalmans. He will rank with those great names of history who not merely led their peoples in the battle for freedom but were the architects of new States and new Nations. I am reminded of great historical figures like Bismarck, the maker of modern Germany; Cavour, the father of modern Italy, and Dr. Benes, the founder of Czechoslovakia.

The cause of Pakistan has suffered throughout the world from the lack of sustained advocacy, and the great flood of anti-Jinnah campaigns that were let loose from time to time dominated the minds of millions, but Mr. Jinnah brought to the cause of Pakistan his great power and personality.

Although we may mourn his death today, we must also be grateful to the kind Providence which preserved him until Pakistan was able to stand on its feet. Many will be surprised to know that when the Foreign Office of Pakistan was set up in Karachi all they had was an empty building, and the officers placed in charge had to buy note paper from the bazaar and use deal wood boxes for tables and chairs. In a few months they were ready for all the important international conferences with which they had to deal. As I sat in conference, I marvelled at the speed and efficiency with which the young State dealt with its work.

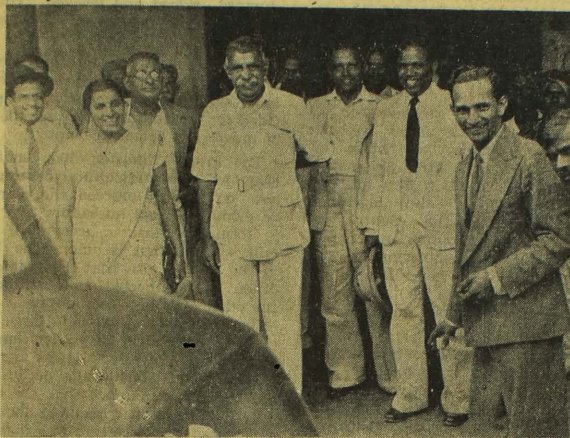
Before I conclude I wish to say that I received the most friendly and the warmest reception from Pakistan. There was no hard bargaining, no attempt to secure an advantage against us. The conference turned out to be something like a chat between old and intimate friends and I thought to myself that in the days to come Pakistan and ourselves would march together as friends and allies, mindful of each other's welfare and ready to help each other at all times.

I ALWAYS admired the courage and the tenacity of Mohamed Ali Jinnah. It was my good fortune to visit the State he had created so recently as in April, this year. Mr. Jinnah was away on what was turned out to be his last tour of the beautiful province of Peshawar, but he sent me a message through the Prime Minister, Mr. Liaquat Ali Khan, saying how sorry he was that he had to be away from Karachi during the few days I would be there.

In the short time in which I was in Pakistan, I gathered the impression that Mr. Jinnah was the life and soul of that young and troubled State. There was no dispute that he could not settle, there was no problem that did not in the end receive his personal attention. He was the great colossus that stood across the vast breadth of Pakistan, and all other leaders were dwarfed by the stature of their Governor-General.

I have rarely seen evidence of such spontaneous affection and regard as went to him from the people of his State. Just as much as the Great Mahatma Gandhi had looked upon the problems of the Indian people as a father looks upon the troubles of his children, Mr. Jinnah considered the great trials and tribulations of his people with patience, forbearance and affection.

One remarkable quality he displayed was the stark realism with which he considered the problems of India. He realised that the genius of nearly a hundred million Muslims had to find expression independently of the three hundred million Hindus beside whom they lived. From the time he realised this truth he fought against great odds



The Prime Minister accompanied by Sir John Kotelawala and Messrs. J. N. Arumugam and Ananda Tissa de Alwis arrives at Norton Bridge

## MINORITIES AND THE CITIZENSHIP BILL

(Continued from page 2)

One of them, a budding politician, who squeaks from every tub on any issue from Palestine and Pakistan to the peaceful occasion of a Prophet's birthday meeting, told me that for his future career he must get the Indian Muslim votes. "If I go as a Muslim and show common cause with them will I get their support". Yet he is a Ceylon Moor of pure-bred stock.

Another educationist said that he would not have got the thousands of rupees given by the Indian Muslim merchants for his educational fund had he gone as a "Ceylon Moor".

The third, a politician of a different type, has the same reason to offer.

To these the Citizenship Bill is a crucial test of their honesty and loyalty. Let them decide!

### INDIANS MISUNDERSTAND

THE Indians have misunderstood the Citizenship Bill—either purposefully or otherwise. You cannot eat the cake and have it. They cannot make mints of money in trading or other forms of employment in Ceylon and still claim to be citizens of India. If they have no interest in Sri Lanka except for her money let them openly say so. The Citizenship Bill is a cleaner of conscience.

The issue is so simple. But if mischief-makers on both sides of Palk Strait keep bickering we may soon find Patel and Nehru making a Hyderabad of us.

It is left to the good sense of the Indian leaders to appreciate Ceylon's case. Messrs. Senanayake and Bandaranaike have put the case so explicitly before them at past conferences.

If after reading the Citizenship Bill and its implications the Indians still bicker then I must presume their case is artificial.

## Administration Report of the Commissioner of Motor Transport and Petrol Controller — 1946-1947

(J. N. Arumugam, B.Sc., C.C.S.)

TRANSPORT occupies an important place in our economic system. The prosperity and wealth of this country depends very largely on the efficiency of our transport machinery. During pre-war days we were faced with a surplus transport capacity while during the War we were faced with the problem of inadequacy of transport to meet the ever increasing volume of goods and passengers to be carried. With the limited resources at our disposal we had to allocate transport to users according to their essentiality. This survey falls into two parts:—

(A) That for the years 1941 and 1942 until the introduction of the Group Organization for lorries and the controlled monopoly system for buses.

(B) An interim period in 1943, and the years 1944 and 1945 when the systems were gradually introduced. During this period the work of limiting the lorries to areas and the buses to routes was stabilized.

The Appeal Board under the Motor Car Ordinance, sitting for the third year, was supplied with more data as regards goods and passenger transport

than was available hitherto and with precedents in the application of the principles of the Ordinance the decisions were for the most part very acceptable and workable. Thus, during the year 1941, 5,349 applications for lorry licences were decided. There were 162 objections and 85 appeals, of which 81 were dismissed. The number of applications for bus licences was 3,448; there were 1,594 objections and 340 appeals, of which 250 were dismissed. Similarly, during 1942 decisions were made on 5,242 applications for lorry licences: 337 applications were rejected, while the rest were allowed in part or in full. There were 113 objections and 125 appeals, of which 20 were dismissed. There were 2,770 applications for bus licences: 499 applications were rejected, 768 appeals were filed and there were 162 appeals, of which 99 were dismissed.

Further, during this period of experiment in control a certain number of necessary amendments in the Ordinance had to be made after representations made to the Minister of Local Administration by the bus and lorry transporters, the principles underlying these amendments having been accepted by the Minister.

### PETROL CONTROL

During July and August, 1941, the question whether Petrol should be controlled was mooted. Naturally the motoring public was against this move, but with the help of a Committee which

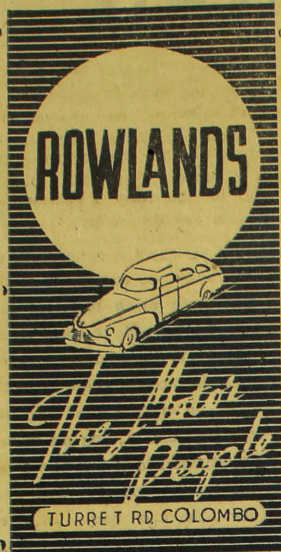
advised me on various aspects of Control I submitted a memorandum suggesting a Scheme of Control which was accepted by the Minister of Local Administration and his Executive Committee and assented to by the Board of Ministers. A copy of the memorandum appears as Appendix I. to this Report. I was asked to introduce Control as early as possible. As the preliminary work involved was great and the measure was unwelcome, I suggested the date November 1, 1941, which was adopted. At the time I had the able assistance of Mr. H. E. Peries, C.C.S., and many of my officers from the Motor Transport Office. Mr. A. B. S. N. Pullenayagam, C.C.S., acted while Mr. Selvadurai, Assistant Commissioner of Motor Transport, was ill. Messrs. R. H. Paul, W. A. de Silva and Mookerjee, all lecturers from the Technical College, voluntarily assisted me during the difficult period of assessment of the thousands of applications which poured in.

During the first month we aimed at giving each person about 90 per cent. of the normal ration. The assessments done bona fide were strict and meant to be fair, but were criticised rather severely—the main criticism being that the honest were punished and the dishonest got away with it. The Petrol Control officers were housed in the Gaffoor Building as the only other place

(Continued on page 4)

# TOWARDS PROGRESS AND PLENTY The Second Phase

By Nandalal



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THE United National Party has ended the first year of its endeavour and achievement with the resounding recognition of the people that it is the party of ordered progress. The first year of its history has been remarkable. From beginnings of doubt and diffidence the Party has proceeded to the assured position of a political group with its roots among the people.

The Party now begins the second stage of its story and that phase is to be devoted to building the new Lanka which the recovery of our present heritage of Freedom has made possible.

The Leader of the Party, Mr. D. S. Senanayake, has outlined the aims and ambitions of the Government for the immediate future.

"The independence we have won will itself mean very little unless we now grasp the opportunity to obtain our economic freedom", Mr. Senanayake has declared. The U.N.P.'s intention is to manipulate the machinery of Government that the country will harness all its resources and energies and rid itself of unemployment. That is a statement of the general intention. That is the goal of achievement to which all our endeavour must resolutely be directed.

But the Party is not content with resounding slogans summarising high hopes. It has its objectives clear-cut as well as solutions for the specific problems that beset our people. Much has already been achieved in the fifteen years since even a moiety of power was transferred to the people. But now the full panoply of power is on us and we set out progressively to increase the national wealth.

The cultivation of land using modern methods and machinery extensively is to be carried out. Agricultural machinery worth many millions of rupees has already been imported for that purpose. The Galoya and Walawe Irrigation Schemes are two striking symbols of the new drive to achieve self-sufficiency in food.

The Government is paying special attention to the problem of improving the output of lands already in cultivation. It is also turning its attention to the vast tracts of jungle land.

Let, however, the Premier's warning be carefully noted by all those who naively expect that plenty and prosperity can swiftly be achieved, almost

by the waving of a magic wand. Such miraculous sticks are in the possession of no politician. Years of hard striving must go before abundance prevails. The heeding of the warning, is most necessary lest despair and disillusionment overtake us.

Land development after centuries of neglect, in areas covered by forest and stricken with malaria is by no means easy. There is a long, arduous process that precedes such an achievement. Irrigation facilities must be provided; the jungle has to be cleared, burnt, stumped, ridged and levelled, cottages have to be constructed for the peasant agriculturists.

Hitherto this work has been delayed by the lack of adequate machinery, but now that more equipment is being provided for agricultural processes the pace of progress is being accelerated.

The Prime Minister has indicated that as our agricultural development goes on so will proceed the plans for developing animal husbandry. We have a formidable task to accomplish. Our milk consumption is among the lowest in the world, with that deplorable condition is connected malnutrition and the other evils of a poor physique which afflict our people. Already large herds of pedigreed cattle have been imported and large livestock farms are being opened. Mr. Senanayake declared at the U.N.P. conference that the budget provided the money required for everything that was necessary to expand the animal husbandry activities.

The Government plans to establish a balanced economy. It is not going to be the lop-sided economy of the present with its dependence on an unreliable export market in the three agricultural products of tea, rubber and coconut.

"Tea, rubber and coconuts are responsible for the wealth of the Island", writes Sir Ivor Jennings in his "The Economy of Ceylon". "All business is dependent upon these products". Nineteenths of the exports from Ceylon are plantation products.

It is to remedy this condition that the Government intends to encourage the industrial development of the country.

"The future of our factories is being revived", said Mr. Senanayake "and steps are being taken to reorganise them on modern lines". Rs. 15½ million is to be spent on establishing new factories as well as making up-to-date

those already existing.

In the industrialisation of our Island a great deal will depend on the fact whether or not cheap power will be available. Steps to provide that have been taken and hydro-electric power will soon be available to our people.

Thanks to what the Prime Minister called "the drive and energy of the Minister of Transport and Works, the work is well ahead of schedule."

The Government contemplates a fairly comprehensive scheme of social services. In order to implement the Jennings Report a new department has been created and monies have been provided for these services. The ideal of a social service state to attain, which already many important measures have been adopted and implemented, will slowly and steadily be reached.

The health of our people will be the Government's pressing concern in the second stage of the U.N.P.'s history. Relentlessly the battle against disease is being fought. Hospitals, dispensaries and clinics are to be provided and these will be entrusted to adequately qualified doctors and surgeons.

In spite of the pernicious propaganda made that the Government has abandoned free education, the Party will press on with its decision to make equality of educational opportunity vital and real.

Mr. Senanayake categorically declared at the U.N.P. conference that the Government has adhered to the policy of free education. It is now straightening out some of the difficulties encountered by those in the free scheme. Far from sabotaging free education, as it has frequently and irresponsibly been alleged, the Government is determined that its benefits shall not be clogged.

In the next phase of its life, the U.N.P.'s aim is to construct and consolidate. It makes no spectacular promises, because dazzling promises are offered only by those who have no intention of fulfilling them. Instead, the U.N.P. offers the people a plan of ordered progress. The success of that plan depends on the people too as much as it does on the exertions of the nation's leaders. The people's willing co-operation, their resolute devotion to the tasks that belong to them are factors which will swiftly bring plenty, prosperity and peace to the country.

## Administration Report

(Continued from page 3)

suggested, viz., the Times Building, was too noisy. That Petrol Control was introduced not a month too soon was shown by the fact that during the second month of Control, i. e., December, 1941, we had to devalue the coupons as the petrol in the Island was not enough to last for many days in January.

### DIRECTOR OF TRANSPORT

During 1942, Mr. Nelson, the Director of Transport, arrived, held meetings at various places with a view to

- forming companies of busowners;
- forming groups of lorry owners, with Group Organizers and Sub-District Managers, who would accept block issues of coupons and distribute these to the lorry owners. The system was organized about July or August, 1942 and was continued throughout the period of the War and until recently.

Towards the end of 1942 Mr. Nelson had a Scheme ready for the controlled monopoly system of buses and this was introduced by the Omnibus Service Licensing Ordinance No. 47 of 1942. In the course of the Bill becoming Law a number of changes in the original Scheme of Mr. Nelson were brought about but the root idea that it should

be a Controlled Monopoly was carried out. The change over from the individual system to the controlled monopoly system of buses gave rise to a considerable amount of heart-burning and dissatisfaction. The grievances of the busowners were ventilated at conferences with the Minister, the Commissioner, at other meetings and through the Press. The Ordinance was passed towards the end of the year and was brought into force from January, 1943. Applications from companies poured in and by the beginning of 1943 decisions were made on some of the applications by Mr. H. E. Peries, my locum tenens, with the assistance and advice to Mr. Nelson, the Director of Transport. There were appeals to the Appeal Board to the Supreme Court, and, in two cases, to the Privy Council as well. These circumstances made the time-lag between the Ordinance and its enforcement rather long; nevertheless, the decisions were made, now largely by me; and towards the end of the year 1943 many of the transporters had commenced their services under the company system. Splitting up of companies took place to some extent during this period, but it cannot be denied that from 1943 we entered a new phase of transport in Ceylon. The monopoly

system was deliberately encouraged and even insisted upon. The War was primarily responsible for the introduction of this system of transport which, to some extent, was inevitable in the circumstances. It was hoped at the time that by a process of trial and error the abuses that might result from the working of the system would be eliminated as time went on.

### CHANGES DURING 1943: ROAD PASSENGER TRANSPORT

With the working of the new Ordinance the evils of unrestricted competition were removed to a considerable extent. Buses were run even on unremunerative routes. But bodies were improved and a newer and better type known as the Nelson type—a type very similar to that of the average English bus—was put on the roads. Time-tables were arranged so as to give better service to the public and Petrol Control was relaxed to the extent of allowing such services to the public.

The new Law meant to give exclusive right of running buses on any particular route to a particular company, partnership, or individual; 2 operators were allowed by the Commissioner to provide services on any section of the

(Continued on page 5)

# Administration Report

(Continued from page 4)

highway only when the common section did not constitute the whole or the major portion of any route granted to either operator and if thereby an altogether different service was run for the benefit of the public. During 1943 both my locum tenens and I were mainly engaged in the granting of licences for the first time. Licences on the main routes were allowed, but it was found that the issue of those licences had reflected some hardship on the small owners whose sole means of livelihood was derived from the plying of one or two buses on certain routes. But these owners thus displaced could get compensation from the company. The compensation Tribunal held several sittings over one or two cases with the result that a large number of the original compensation cases have yet to be decided.

After the licences for the main routes were dealt with, the licences on the subsidiary and shorter routes were taken up and the work on these was carried out during 1944. For example, the South-Western Bus Company had the licence for the main route Colombo-Galle but it had 38 other licences to operate on subsidiary and shorter routes. The daily mileage run by this company is in the neighbourhood of 12,000 miles. Similarly, the Sri Lanka Omnibus Company, the Panadura Motor Transit Company, the North-Western Blue Line Bus Company, the Northern Omnibus Company, Ruhunu Transit Company, and such like which run on long distances, and even the Colombo Omnibus Company which runs rapid services on short routes in the City and environs cover anything from 2,500 to 12,000 miles. At the end of 1945 there were 55 operators who had been granted licences to provide bus and cab services. The number of applications received for licences is as follows:—

1943	281
1944	403
1945	423

360 applications were refused by me. There were 112 appeals from my decisions in 1943, 31 in 1944 and 32 in 1945. Of these, 11 in 1943, 19 in 1944 and 27 in 1945, were successful. There were 14 Cases Stated to the Supreme Court, while in one case an appeal was lodged to the Privy Council.

## TIME-TABLES

A time-table approved by me or an assistant is attached to every licence. Complaints made by the travelling public when the time-tables are not adhered to are looked into by my Divisional Road Transport Officers at the spot. During 1943 and 1944 there was a considerable shortage of buses and of labour, whereas there was a steady increase in the number of passengers to be carried, so that the inconvenience to the public reached a peak during this period. It was not an uncommon thing for me to receive telephone messages at home saying that at the Bus Stand at the Pettah certain lines had not provided sufficient buses, and that a large number of people were still waiting to be taken home. This state of affairs gradually decreased to a considerable extent.

## FARE-TABLES

The system of uniform mileage rates has been adopted as far as possible. The fares vary from 2½ cents to 5 and 6 cents per mile according to the availability of traffic, of operations, &c. A relatively low fare as compared with the Railway was possible by economy on large-scale operations and increase of passenger traffic, the load factor being quite high.

## COMPETITION WITH RAIL

There was hardly any competition with the Railway during this period as both forms of transport had enough passenger traffic and Petrol Control had eliminated the road services Colombo-Jaffna and Colombo-Trincomalee. Road transport of passenger traffic today is so organised as to avoid unnecessary competition and intense rivalry with the Railway (i) by the grant of exclusive licences to different operators, long distance services running parallel to the Railway having been reduced to a minimum. The longest services at present running parallel to the Railway are the Colombo-Galle and the Colombo-Kandy services; (ii) the number of trips on long-distance road transport services

is limited; (iii) the fares are prescribed. The fares on road passenger services have generally been higher than the 3rd Class railway fares and lower than the 2nd Class fares.

During the years 1943, 1944, 1945, I had to authorise the distribution of chassis to the bus companies:

In 1943	12 chassis
In 1944	198 Ford and Chevrolet chassis
In 1945	294 Dodge and Chevrolet chassis

to prevent a black market in batteries. And further, a Committee for the classification of cars in different degrees of priority for tyres was appointed by the Minister for Local Administration, and I also served as a member of the Committee. This Committee sat for about a year and held bi-weekly sessions.

Amendments to the Ordinance were mooted from time to time but the rapidly changing wartime conditions did not permit of the amendments being comprehensive enough, and as several

Sangarappillai, M.Sc., my Transport assistant, who has specialized in road transport. Decisions were made by the Executive Committee on the main principles. The finality of the decisions of the Board suggested by the Director of Transport was questioned and the Minister and Executive Committee decided against the proposal. I have no doubt that the transporters were pleased with the result.

## OFFICE

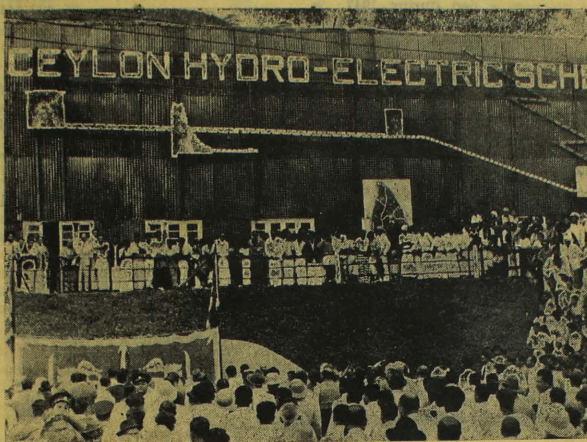
In the office itself a Scheme for re-organization was proposed in 1943 and the necessary sanction was obtained for the creation of the following posts:—

- (1) Transport and Administrative Assistant.
- (2) Technical Assistant.

Both these officers assist me and the Assistant Commissioner in our respective spheres.

The first batch of Divisional Road Transport officers, Mr. L. M. Wickramaarachy (B.A.), Mr. S. G. T. Ponniah (B.A.), Mr. D. R. T. Hanwella (B.A. Hons.), and Mr. J. W. Wambeek (B.A. Hons.), were recruited. These officers were mainly to examine conditions of road transport facilities offered by the operators, to suggest improvements and to take up the bigger questions with me or my assistants. These officers have since been put on to other work in connection with transport of goods as well. I mean to have them appointed Assistant Commissioners to make inquiries and to suggest decisions in regard to both goods and passenger road transport and help co-ordination with the Railway. Since these officers were appointed, Mr. C. Rajasingham and Mr. S. Arthur Silva have been promoted as Divisional Road Transport Officers and Mr. W. S. Gunawardena who was a Captain in the C.L.I. supervising some lorry transport during the War was drafted to this section. Mr. D. E. Wettasinghe was appointed Senior Examiner and Mr. S. E. C. Soysa who was the Chief Examiner hitherto was appointed Technical Assistant. Mr. P. Sangarappillai, B.A., B.Sc., B.Comm. (Hons.) was appointed Transport and Administrative Assistant.

(Continued on page 6)



A Section of the large crowd at Norton Bridge listening to Sir John explaining the Hydro-Electric Scheme.

2 Bedford 174 W.B. utility type of buses built in London were imported. These cost Rs. 19,500 each and were of good workmanship. 3 double-decker buses were also imported at a cost of roughly Rs. 60,000 each. Two of these are running on the South-Western Bus Company's route and one on the Colombo Omnibus Company's road service to Slave Island.

A number of applications for town bus services in various towns and for new services in rural areas have been received. Owing to the difficulties of applying Section 7 of the New Ordinance I have had to allow most of the routes to existing operators though I felt that allowing fresh operators would have been more in the public interest.

## LORRY TRANSPORT

During the emergency period the provisions of Section 46 of the Motor Car Ordinance regarding publications were suspended, but that made both me and the Director of Transport inquire from Group Organizers and Sub-District Managers in order to make quick decisions on the large number of applications received for lorry licences.

There were 123 appeals in 1943, 76 in 1944 and 156 in 1945. Of these 44 were dismissed in 1943, 22 in 1944 and 17 in 1945. No case was stated to the Supreme Court on a point of law during this period, which shows that the law on the question of lorry transport was well settled in six years.

## ALLOCATION OF NEW VEHICLES

As the import of new vehicles was restricted during this period and as consequently the supply was not sufficient to meet the demand, the allocation of new vehicles to essential owners was made by the Director of Transport, often imposing a condition restricting the area.

A few new cars came during 1945 and these were allocated by me. Since Mr. Nelson left in 1945, I have had the work of allocation of new bus and lorry chassis as well.

## OTHER EMERGENCY WORK

Similarly during this period authority had to be granted to licensing authorities to license cars, cabs and motor cycles which numbered about 18,000 in all. Similarly, there was control of batteries. Every dealer was required to declare his stocks of imports and records were kept of permits issued to owners of motor vehicles used for essential purposes, and everything was done

difficulties in the Ordinance appeared with the application of the principles, the whole thing was put off for a comprehensive amendment after the War.

Mr. Nelson submitted a memorandum on post-war transport policy and I put up another, assisted mainly by Mr. P.

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# Administration Report

(Continued from page 5)

## REPORT FOR THE YEARS 1946 AND 1947

The main features during the last War year and the first peace year are these:—

The main bus routes having been settled there were several applications for cab services. A large number of station wagons bought from the Services came on to the roads for use by the Civilian public. They were cheap and usable on rough roads in rural areas.

Evidence was forthcoming from time to time that the company system was not successful everywhere. Small shareholders, who pocketed day to day receipts, have now to pay overhead charges and hence receipts had dwindled down to dividends; allegations of dishonesty among employees were frequent. There was also a considerable amount of uneasiness among bus employees. These formed Workers' Unions to safeguard their rights and demanded fewer hours of work and higher wages. In itself a healthy sign, it however prevented the companies from dismissing employees of the undesirable type owing to fear of pressure. This difficulty was apparent when the public expressed a keen sense of dissatisfaction with the facilities offered by these companies and alleged misconduct on the part of employees. As a foil to the company system there were some Co-operative Motor Transport Services,

one in the North and another in the South. The progress of these will be watched with interest. They are broader-based than the companies and the travellers have better control of the management of their affairs.

A number of individuals and partnerships registered buses for carriage of parties or players, school picnics, pilgrimages and tours. The tourist industry has apparently begun again, and is surely one of promise. During 1946 a large number of applications for cab services came in, originally by individuals and later by companies which run bus services. The number of road service licences issued during 1947, is 674, of which 36 were altogether new services. Besides these there were 4,292 applications for occasional services, of which 3,683, i.e., roughly 6 out of 7 were allowed. There were 4 cases Stated to the Supreme Court and 5 applications for Writs of Certiorari—4 were dismissed during the year and the 5th during the following year.

From about the middle of 1946 there was a gradual return to peace-time conditions. The immobilization order of April, 1943, was withdrawn in September, 1946, and this helped to put on the road nearly 1,000-1,500 cars out of those that were immobilized. Almost simultaneously all rations on private cars were increased to provide for a minimum mileage of 270 per month

with increases up to 50 per cent. on essential services such as road passenger and essential goods transport.

Forgeries of petrol coupons were again evident in July, 1946. On information supplied to the Police one or two "dens" of forgers were raided and some instruments of forgery were found. The Civilian consumption of petroleum rose from 1943 to 1946 and 1947. The following figures indicate the actual consumption:—

	Gallons.	
1943	6,402,190	
1944	7,269,643	
1945	8,718,030	
1946	11,887,855	
1947	15,422,644	

That buses and lorries have contributed mostly towards the increases is indicated by the following figures:—

	1943	1944	1945
Buses	1,983,976	2,191,640	2,755,657
Lorries	2,774,871	3,306,784	3,983,507
	1946		
Buses	4,214,450	5,556,542	—
Lorries	5,020,487	6,141,617	—

The Petrol Control Department itself was strengthened by additional hands to cope with the increase of work since the rations were increased, due not so much to the actual increase in the ration as the fact that the public wanted extra coupons for various occasions.

A large number of Defence Regulations were allowed to lapse as from February 24, 1946, and the following Defence Regulations affecting the working of this Department were allowed to continue:—

- (1) Defence (Exemption of Specialized Military Vehicles) Regulations, 1941.
- (2) Defence (Service) (Motor Cars) Regulations, 1942.
- (3) Defence (Acquisition and Disposal of Motor Vehicles) Regulations, 1941.
- (4) Defence (Motor Cars) (Special Provisions) Regulations, 1943.
- (5) Controlled Articles (Motor Car equipment, parts and accessories) Order, 1943.

Of these, the Defence (Motor Cars) (Special Provisions) Regulations were revoked by notification published in Gazette Extraordinary No. 9,625 of November 4, 1946, and the Controlled Articles (Motor Car equipment, parts and accessories) Order, was revoked by notification in Gazette No. 9,616 of October 18, 1946. With the revocation of these, permits were no longer necessary for the purchase of second-hand cars and for motor car batteries respectively. With the revocation of these Regulations the Department settled down to its normal work of issuing area licences for lorries, cab licences and road service licences. The number of applications received during 1946 was 8,638, of which 2,452 were for new lorries. The total number of objections received were 3,377. From the decisions there were 483 appeals, of which 339 were dismissed. The total number of permits issued to purchase new lorries during 1946 was 803. Similarly, during 1947 11,241 applications were received; of these 3,443 were objected to. The number of applications rejected was 2,948. Of these, 741 appealed and 305 appeals were dismissed and 246 appeals were pending at the end of 1947. The number of permits issued for the purchase of new lorries during 1947 was 1,165.

The year 1947 was significant for two reasons:—

- The Strike in May, 1947, when the workers of Oil Companies and 90 per cent. of the clerical staff and the full minor staff of the Departments went on Strike, and
- The General Elections during the months of August and September, 1947.

The simultaneous strike of the workers at the Kolonnawa Oil Installations on the morning of May 29, 1947, and the walk-out of the Clerical Staff and the Minor Staff of this Department, together with the threatened strike among the employees in the Railway and Postal Departments was a trying time for the staff officers of my Departments who had to do the work of the absent staff as well.

Though certain arrangements had been made in advance to cope with the strike among the company employees, a strike among the Clerical Staff of these

Departments had not been anticipated. However, thanks to the efforts of the various Departments headed by the Food Commissioner, the Inspector-General of Police, Labour Controller, and the staff officers of the Department and to the whole-hearted co-operation of the Service authorities, the management of the oil companies and the railway and postal authorities any arrangements made could be carried out. The Government Agents and the Assistant Government Agents, both in Colombo and outstations, helped wholeheartedly in keeping the supply position throughout the Island without causing severe hardships to the people. The ordinary petrol coupons that had been issued for the months of May and June were withdrawn from circulation and these were replaced by essential user coupons issued on the basis of supplies received in different stations. The workers returned to duty by the 10th June and the emergency was withdrawn a little later.

The floods in August caused considerable dislocation of traffic and coming as they did just before the commencement of the General Elections, increased the seriousness of the problem of supply of petrol and its control. However, thanks to the various officers I have already mentioned we were able to get through this difficult period as well.

During the General Elections applications flowed in from nearly 400 candidates and their agents for coupons in connection with the Elections. A quota was fixed for each Electorate, taking into consideration area, population, the roads, and the travelling facilities the people had. Further, towards the latter part of 1947 forged coupons appeared. With the assistance of the Postmaster-General we superimposed postal identification marks on the coupons. In spite of all these precautions, towards the end of the year it was found that forged coupons were still coming in, though on a somewhat restricted scale.

During the year the Law was amended to allow 8 additional passengers in Nelson type buses where the wheelbase exceeded 157" or one-fifths of the allowable load in buses of shorter wheelbase.

### LEFT-HAND STEERING VEHICLES

A large number of vehicles with left-hand steering were imported into the Island during the War. These were used primarily by the Military, but Civilians acquired them and the problem of using these on the roads without danger to other traffic arose and it was decided that permits by the Commissioner could be allowed for old vehicles already imported but that as regards new vehicles permits could be issued only if they could be converted into right-hand steering. Exception was, however, made in favour of Jeeps as these are useful vehicles and the working of these can be easily seen even from behind, if the driver is careful enough.

The 'CY' series of motor vehicles started on February 20, 1947.

With the passing of the old Constitution, these Departments come under the Ministry of Transport and Works—along with rail and air transport.

### GENERAL MATTERS OF ROAD PASSENGER TRANSPORT

The number of buses registered in the name of the regular operators was 7,800, out of which only about 1,400 were licensed in 1947, and used regularly on the service. In pre-war days more than 2,000 buses were in service. Operators were thus able to make more economic and efficient use of their buses by running more mileage and carrying more passengers. Of the 1,400 buses about 875 were built after October, 1943, so that a large number (525) old buses built before October, 1943, are still in service. These buses break down frequently and disorganize the services. These should be replaced early.

Buses built according to the new Regulations, commonly known as the Nelson buses, are a great improvement on the old buses but are not quite suitable for a tropical country. They are heavy and the wear and tear on roads and depreciation of vehicles must be heavy. Their use on Up-country roads with sharp bends is not altogether advisable, but I have faith that the transporters in the Island will easily evolve a better type of bus more suitable for the climate.

(Continued on page 7)

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# Administration Report

(Continued from page 6)

## ROAD AND RAIL CO-ORDINATIONS

The Railway Department has been in consultation with my Departments in various schemes of road/rail co-ordination at times of pilgrimages, such as those at Kataragama, and Talawila. These and the co-ordinated service at Nannu-Oya to Nuwara Eliya are among the first that have been tackled successfully so far.

## EMPLOYEES IN THE BUS INDUSTRY

The conditions of employment of drivers, conductors, cleaners, &c., have during the last few years been made very much better owing to the

occasional licences and statistics regarding import of petrol, cars and a statement of account based on the Hammond Commission's recommendations are given in the Appendix A., B., C., &c.

My thanks are due to all my officers who worked in both Departments, especially those who worked during the War years and made the highly strenuous work of that period possible; to the Hon. Minister, Secretary, and Assistant Secretary, for going all out to make the work of the Departments smooth and easy in relation to the transporters and the general public, and for helping to secure their confidence; Members

a Superintendent of Police or Assistant Superintendent of Police or Government Agent or Assistant Government Agent. The simple rule adopted when the total number of cars and cycles was about 4,000 is not likely to work satisfactorily now as conditions have materially altered in that the services rendered have considerably expanded and the number of vehicles has increased sevenfold, the latest figures on my registers being—

Cars .....	20,400
Cycles .....	2,700
Buses .....	2,500
Lorries .....	4,400

of which only about 90 per cent. may be said to be in actual use.

It is therefore proposed to follow the practice in England and in India and divide the purposes for which motor vehicles are used into 3 classes, viz., Essential, Semi-Essential and Non-Essential.

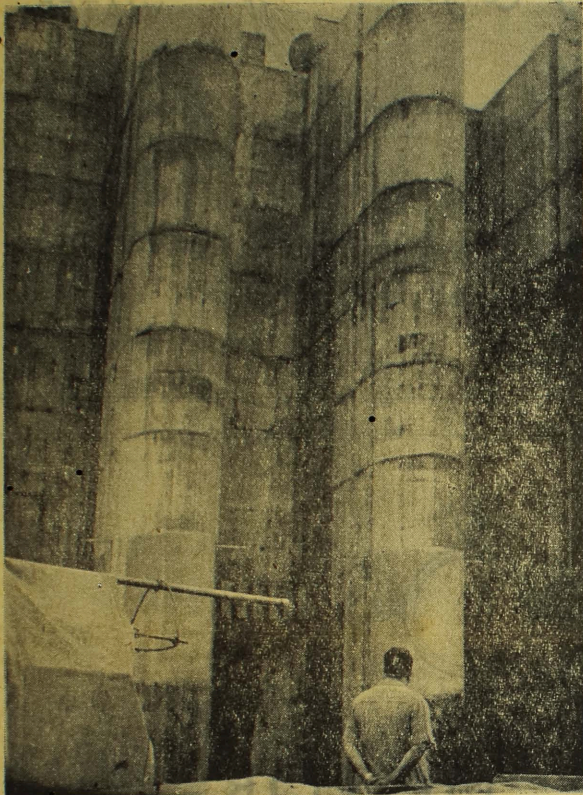
### 3. ESSENTIAL USE

Among the essential class will be (besides the travelling of their Excellencies the Governor and Naval Officer Commanding East Indies, the Brigadier General, His Majesty's Forces) the

travelling of Officers of State and Honourable Ministers on duty, the travelling of Magistrates, Military, Naval and Air Force Officers on duty. The travelling of State Councillors within their constituencies, Government Agents and Assistant Government Agents in their revenue areas will also come under this class. Further allowance will be made for a minimum of Medical, Post and Telegraph, Port and Harbour, Local Government Services, Agricultural, Food Producing or Distributing Services, Fire Brigades, Ambulances, Conservancies, Electricity, Gas, Water and Petrol Services. It must be conceded that some of the Mercantile and Social activities which have a direct bearing on the War Effort may be regarded as essential. The minimum necessary for efficient service to the community and the promotion of War Effort will be decided by the Petrol Controller in consultation with the authorities concerned.

Generally speaking, this class of essential users will be supplied with the petrol that is reasonably necessary for the services rendered by them.

(To be Continued)



The Surge Chamber at Norton Bridge

presence of Wages Boards and Arbitration Boards. I trust this will encourage the employees in turn to be more courteous in their attitude and more prompt in their service to the public. The present system of controlled bus monopolies is certainly superior to the previous system of uncontrolled competition. But a system of private monopolies cannot produce satisfactory results unless it is strictly controlled, or the monopolists themselves are actuated by a spirit of public service. Most of the companies have emerged through a difficult period where shortage of vehicles, tyres, petrol, and even labour, handicapped their services to a considerable extent. Nevertheless, some of the companies have now invested large sums of money and organized their business, bought new buses and are providing satisfactory services. But several more are yet to do the same and to receive the commendation of the public. On the whole, there is an improvement, but there is room for further improvement.

The defects of the system are:—

- (a) That the monopolies cannot be adequately controlled.
- (b) The companies are mostly private and not public companies.

Some of them form uneconomic units. Many have not laid by enough for enlargement of the business. They lack the personnel and staff experienced in the management of large-scale business. Among the worst of the bus units are those who lack a spirit of public service and disregard public criticism. Happily, these are very few.

Various statistics relating to motor vehicles, drivers, conductors, visitors to the Island and statistics of lorry licences and road service licences for buses and

of the Advisory Board for their assistance, and those of the Appeal Board who, more often than not, worked hard and ungrudgingly; and to the transporters and the public for their generous co-operation.

**J. N. ARUMUGAM,**  
Commissioner of Motor  
Transport and Petrol  
Controller.

## PETROL RATIONING SCHEME

### 1. OBJECT

The objects of the scheme are—

- (A) To effect a re-grading of the consumers of petrol in the Island according to the essential nature of the services rendered by the consumers, particularly with reference to war conditions.
- (B) To secure in easy stages an overall cut in consumption, as may be decided upon from time to time owing to inadequate supplies.

As the needs of some of the essential services, e.g., His Majesty's Forces in the Island, will have grown to about 20 per cent. of the normal consumption on the overall cut should be enough to cover this and to effect some reduction in the total quantity consumed in the Island.

### 2. 1918 SCHEME

The regulations made during the last war permitted an allowance for a car of the average monthly quantity used during the previous 12 months or 12 gallons, whichever was greater. For a motor cycle it was the monthly average or 4 gallons, whichever was greater. A permit for more could be obtained from

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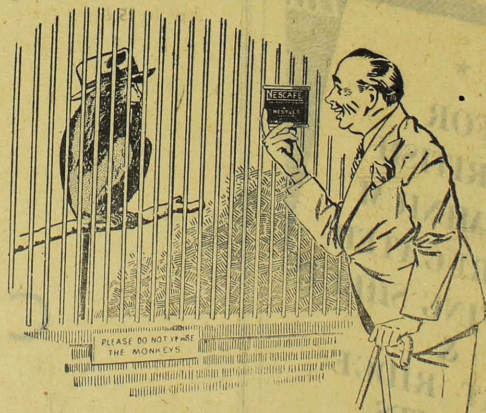
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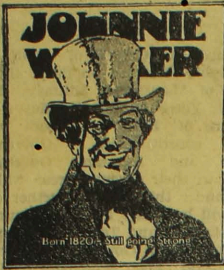
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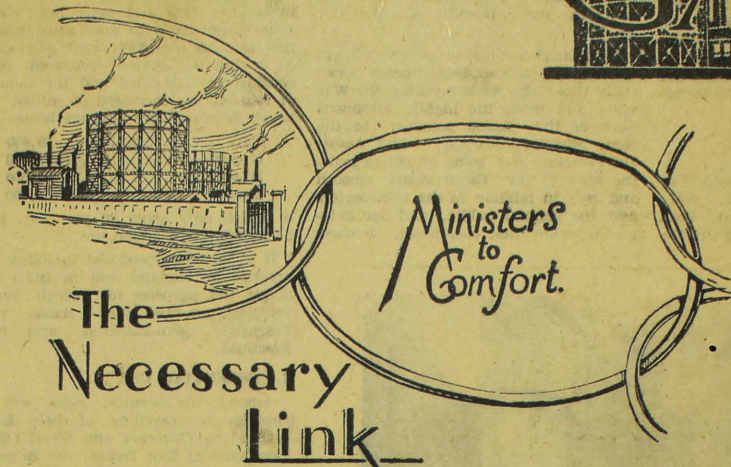
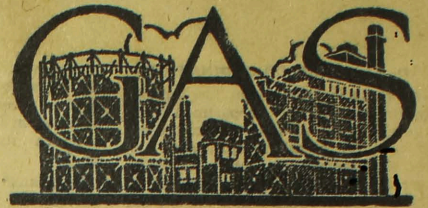
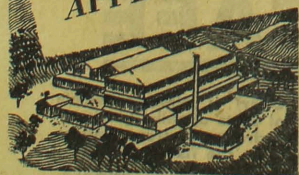
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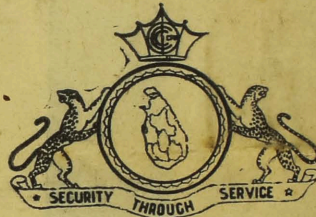
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