



THE
**CEYLON GOVERNMENT
 GAZETTE**

EXTRAORDINARY.

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PART I.—GENERAL.

(Separate paging is given to each Part in order that it may be filed separately.)

GOVERNMENT NOTIFICATIONS.

THE CONTROL OF PRICES ORDINANCE, No. 39 OF 1939.

KEROSENE OIL.

Order.

BY virtue of the powers vested in the Controller of Prices by section 3 of the Control of Prices Ordinance, No. 39 of 1939, I, Reginald Sydney Vernon Poulter, Controller of Prices, do by this Order:—

- (i.) rescind my Order dated February 20, 1942, published in *Government Gazette* No. 8,872 of February 20, 1942, in so far as it relates to the brands of kerosene oil mentioned in column 1 of the Schedule hereto;
- (ii.) fix the prices specified in columns 2, 3, and 4 of the Schedule hereto to be respectively the maximum price per four-gallon tin, the maximum price per gallon, and the maximum price per bottle above which kerosene oil of the brand specified in the corresponding entry of column 1 of the Schedule hereto shall not be sold (by wholesale or by retail) within the Municipal limits of Colombo;
- (iii.) direct that every trader who exposes for sale any kerosene oil of the brand specified in column 1 of the Schedule to this Order at any premises within the Municipal limits of Colombo shall exhibit in a conspicuous position at those premises a notice on which shall be set out the maximum price fixed by this Order in respect of that article;
- (iv.) direct that no such trader shall sell any kerosene oil of any brand specified in column 1 of the Schedule hereto which is adulterated with any other article or with any oil of an inferior description or quality;
- (v.) direct that every trader who sells kerosene oil of any brand specified in column 1 of the Schedule hereto shall give to the purchaser of that kerosene oil, on demand, a receipt on which shall be set out—
 - (a) the brand of the kerosene oil sold;
 - (b) the quantity of kerosene oil sold;
 - (c) the price paid; and
 - (d) the date of sale;
- (vi.) direct that for the purposes of this Order a "bottle" shall be deemed to be one-sixth (1/6th) of an Imperial gallon.

Signed at Colombo at 10 A.M., March 2, 1942.

R. S. V. POULTER,
 Controller of Prices.

Column 1. Brand of Kerosene Oil.	Schedule.	Column 2. Maximum Price per Four-Gallon tin. Rs. c.	Column 3. Maximum Price per Gallon (in bulk). Rs. c.	Column 4. Maximum Price per Bottle. Rs. c.
Rising Sun	4 28	0 84	0 17
Cross	4 64	0 93	0 18
Silverlight	4 79	0 97	0 19
Elephant	4 28	0 84	0 17
Monkey	4 33	0 85	0 17
Key	4 28	0 84	0 17

Note.—These prices do not constitute fixed prices at which the above must be sold; they are the MAXIMUM prices above which sales cannot take place.

THE CONTROL OF PRICES ORDINANCE, No. 39 OF 1939.

Order.

BY virtue of the powers vested in the Controller of Prices by section 3 of the Control of Prices Ordinance, No. 39 of 1939, I, Reginald Sydney Vernon Poulter, Controller of Prices, do by this Order:—

- (i.) rescind with effect from this date my Orders dated February 15, 1942, and February 18, 1942, published in the *Ceylon Government Gazette* Nos. 8,865 and 8,872 of February 13, 1942, and February 20, 1942, respectively, in so far as they relate to the maximum prices fixed in respect of rice of the description named and specified in column 1 of the First Schedule hereto;
- (ii.) fix the prices specified in column 2 of the First Schedule hereto to be the maximum c.i.f. price per bag above which rice of the description and grade specified in the corresponding entry of column 1 of the First Schedule hereto shall not be sold;
- (iii.) fix the prices specified in columns 3, 4, and 5 of the First Schedule hereto to be, respectively, the Importer's maximum wholesale price per bag, Importer's maximum wholesale price per bushel and the maximum retail price per measure above which rice of the description and grade specified in the corresponding entry in column 1 of the First Schedule hereto, shall not be sold within the Municipal limits of Colombo;
- (iv.) fix the prices specified in column 3 of the First Schedule hereto, increased by the amounts specified in Column 2 of the Second Schedule hereto, to be the Importer's maximum wholesale price per bag above which rice of the description and grade specified in the corresponding entry in Column 1 of the First Schedule hereto shall not be sold within the areas specified in the corresponding entry in Column 1 of the Second Schedule hereto;
- (v.) fix the prices specified in column 4 of the First Schedule hereto, increased or decreased (as the case may be) by the amounts specified in column 3 of the Second Schedule hereto, to be the Importer's maximum wholesale price per bushel above which rice of the description and grade specified in the corresponding entry in column 1 of the First Schedule hereto shall not be sold within the areas specified in the corresponding entry in column 1 of the Second Schedule hereto;
- (vi.) direct that when rice of any description and grade specified in column 1 of the First Schedule hereto is sold in quantities exceeding two bushels the maximum price fixed by this Order shall include the price of the container in which such rice is sold;
- (vii.) direct that no trader shall sell any rice of any description and grade mentioned in column 1 of the First Schedule hereto which is adulterated with any article or with rice of an inferior description or grade or quality; and
- (viii.) direct that for the purpose of this Order—
 - (a) the maximum c.i.f. price shall apply to the sale of any rice lying in Customs premises at Colombo or at Galle (of the description and grade specified in column 1 of the First Schedule hereto) before such rice is cleared through the Customs and delivery thereof granted by the Collector of Customs or person authorised by him except sales in fulfilment of a contract made prior to March 2, 1942;
 - (b) the Importer's maximum wholesale price shall apply to the sale by an importer of any rice of the description and grade specified in column 1 of the First Schedule hereto to the Food Controller, any Deputy Food Controller or any Assistant Food Controller;
 - (c) an "importer" shall mean any person who at any time after July 31, 1941, has cleared in his name any rice through the Customs;
 - (d) in the case of c.i.f. sales (i.e., sales to which the maximum c.i.f. prices apply) a bag of raw rice shall contain not less than 115 measures, and a bag of rice other than raw rice shall contain not less than 77 measures;
 - (e) in the case of sales other than c.i.f. sales a bag of raw rice shall contain not less than 112 measures, and a bag of rice other than raw rice shall contain not less than 80 measures;
 - (f) "measure" shall be deemed to be the standard quart dry measure equivalent to one-thirty-second part of a bushel.

Signed at Colombo, at 6 P.M. on March 1, 1942.

R. S. V. POULTER,
Controller of Prices.

First Schedule.

Column 1. Description and Grade.	Column 2. Maximum c.i.f. Price per Bag.		Column 3. Importer's Maximum Wholesale Price per Bag within the Municipal limits of of Colombo.		Column 4. Importer's Maximum Wholesale Price per Bushel within the Municipal limits of of Colombo.		Column 5. Maximum Retail Price per Measure within the Municipal limits of Colombo.	
	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.
1. Rangoon Raw Extra ..	18	16	20	79	—	—	0	23
2. Rangoon Raw No. 1 ..	17	55	20	19	—	—	0	23
3. Rangoon Raw No. 2 ..	17	26	19	91	—	—	0	23
4. Karachi Raw No. 1 ..	16	97	19	63	—	—	0	23
5. Karachi Raw No. 2 ..	14	46	17	18	—	—	0	23
6. Milchard, White No. 1 ..	11	9	13	72	—	—	0	21½
7. Milchard, White No. 2 ..	10	71	13	32	—	—	0	21½
8. Milchard, Red No. 1 ..	10	46	13	7	—	—	0	21½
9. Milchard, Red No. 2 ..	9	96	12	55	—	—	0	21½
10. Milchard, Red No. 3 ..	9	77	12	35	—	—	0	21½
11. Milchard, Full Boiled ..	9	58	12	15	—	—	0	21½
12. Bassein No. 1 ..	9	77	12	35	—	—	0	21½
13. Bassein No. 2 ..	9	58	12	15	—	—	0	21½
14. Muttu Samba No. 1 ..	—	—	16	75	—	—	0	21½
15. Muttu Samba No. 2 ..	—	—	15	95	—	—	0	21½
16. Rangoon Samba No. 1 ..	13	4	15	75	—	—	0	21½
17. Rangoon Samba No. 2 ..	12	85	15	55	—	—	0	21½
18. Kaivara Samba No. 1 ..	—	—	14	65	—	—	0	21½
19. Kaivara Samba No. 2 ..	—	—	14	45	—	—	0	21½
20. Ceylon Raw Rice (whole (milled) ..	—	—	—	—	7	36	0	21½
21. Ceylon Boiled Rice (whole (milled) ..	—	—	—	—	7	36	0	21½
22. Ceylon Raw Rice (broken (milled) ..	—	—	—	—	5	36	0	21½
23. Ceylon Boiled Rice (broken (milled) ..	—	—	—	—	5	36	0	21½
24. Ceylon Raw Rice (hand pounded) ..	—	—	—	—	—	—	0	21½
25. Ceylon Boiled Rice (hand pounded) ..	—	—	—	—	—	—	0	21½
26. Delhi Rice ..	—	—	—	—	12	50	0	42
27. Bhumbadi Rice ..	—	—	—	—	10	50	0	36
28. Nashik ..	—	—	—	—	10	50	0	36
29. Karachi (Khorvai) Rice ..	—	—	—	—	10	0	0	36
30. Karachi Raw Rice (Red) ..	—	—	—	—	9	0	0	31
31. Seeraha Samba ..	—	—	—	—	8	30	0	31
32. Nellore Raw Rice ..	—	—	—	—	8	15	0	31
33. Kona Kuruvai Samba ..	—	—	—	—	7	50	0	26
34. Kitchili Samba ..	—	—	—	—	7	30	0	26
35. Iyer Samba ..	—	—	—	—	7	50	0	26
36. Chudambaram Raw Rice ..	—	—	—	—	7	0	0	26

Second Schedule.

Column 1. Area. (Municipal limits, Urban Council limits or Sanitary Board limits, as the case may be.)	Column 2. Increase over the Importer's Maximum Wholesale Price per Bag within the Municipal limits of Colombo.			Column 3. Increase over or Decrease from the Importer's Maximum Wholesale Price per Bushel within the Municipal limits of Colombo.		
	For Items 1 to 5 of Column 1 of the First Schedule.	For Items 6 to 13, 16 and 17 of Column 1 of the First Schedule.	For Items 14, 15, 18 and 19 of Column 1 of the First Schedule.	Increase for Items 26 to 36 of Column 1 of the First Schedule.	Increase for Items 20 to 23 of Column 1 of the First Schedule.	Decrease for Items 20 to 23 of Column 1 of the First Schedule.
	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.	Rs. c.
1. Anuradhapura	1 40	1 0	1 0	0 40	—	0 22
2. Beruwala	—	—	0 45	0 18	—	0 6
3. Galle	—	—	0 80	0 32	—	0 12
4. Matara	0 77	0 55	1 35	0 54	—	0 17
5. Kegalla	1 0	0 70	0 70	0 28	0 28	—
6. Kurunogala	1 0	0 70	0 70	0 28	—	0 14
7. Rakwana	1 75	1 25	1 25	0 50	0 50	—
8. Kandy	1 12	0 80	0 80	0 32	0 32	—
9. Gampola	1 26	0 90	0 90	0 36	0 36	—
10. Ulapane	1 40	1 0	1 0	0 40	0 40	—
11. Hatton	1 32	1 30	1 30	0 52	0 52	—
12. Dikoya	1 82	1 30	1 30	0 52	0 52	—
13. Norwood	2 24	1 60	1 60	0 64	0 64	—
14. Maskeliya	2 66	1 90	1 90	0 76	0 76	—
15. Talawakelle	2 10	1 50	1 50	0 60	0 60	—
16. Ragala	2 76	1 07	1 97	0 79	0 79	—
17. Bogawantalawa	2 80	2 0	2 0	0 80	0 80	—
18. Badulla	3 98	2 84	2 84	1 14	1 14	—
19. Kotmale	2 55	1 82	1 82	0 73	0 73	—

CF. D 721/40

THE DEFENCE (TRADING WITH THE ENEMY) REGULATIONS, 1939.

IT is hereby notified that information has been received by telegraph from the Secretary of State for the Colonies:—

- (a) that the ships specified in Schedule A hereunder have been included in the Statutory List of ships owned by persons or firms who are enemies or deemed to be enemies for the purpose of the Trading with the Enemy Act, 1939; and
- (b) that the ship specified in Schedule B hereunder has been included in the list of ships which shippers and charterers would in their own interests find it advisable to avoid in connection with any business transaction whatsoever.

The Notification published in the *Government Gazette* No. 8,872 of February 27, 1942, is hereby cancelled.

Chief Secretary's Office,
Colombo, February 27, 1942.

By His Excellency's command,
G. S. WODEMAN,
Chief Secretary.

Schedule A.

Name of vessel.	Type of vessel.	Owner.	Gross tonnage.	Flag.
Adeje	—	Cia Commercial Maritima De Transportes S.A.	253	Spanish
Almangro	Tug	A. M. Delfino & Cia	282	Argentine
Anna	—	—	721	Brazilian
Atleta	Tug	La Portena, Empresa de Remolcadores	105	Argentine
Belgrano (ex Nienburg)	—	Argentina De Navegacion Lloyd Argentina S. A.	4,318	do. (ex German)
Buenos Aires	Passenger and General Cargo	Argentina Nueva Cia General de Navegacion	2,357	Argentine
Cala Antio	General Cargo	Naviera Mallorquina	134	Spanish
Cala Bona	—	—	72	do.
Cala Castell	—	—	123	do.
Cala Contesta	General Cargo	Naviera Mallorquina	207	do.
Cala Falla	do.	do.	(not known)	do.
Cala Fornells	—	*	93	do.
Cala Gabota	General Cargo	Naviera Mallorquina	100	do.
Cala Liamp	do.	do.	126	do.
Cala Longa	do.	do.	111	do.
Cala Marsal	do.	do.	199	do.
Cala Mityana	—	—	92	do.
Cala Mondrago	General Cargo	Naviera Mallorquina	203	do.
Cala Morlanda	do.	do.	293	do.
Cala Murta	do.	do.	152	do.
Cala Pi	do.	do.	197	do.
Cala Reysgat	do.	do.	283	do.
Cala Tuent	do.	do.	121	do.
Cala Vergili	—	—	96	do.
Caranza	General Cargo	J. Trujillo Zafra e Hijos	524	do.
Carl Hoepcke	—	—	1,249	Brazilian
Carmen	—	—	199	Spanish
Carvalho	—	—	27	Portuguese
Ciclope	Tug	La Portena, Empresa de Remolcadores	173	Argentine
Coloso	do.	do.	247	do.
Commodore Rivadavia	Passenger and General Cargo	Argentina Nueva Cia General de Navegacion	4,482	do.
Coyhaique	—	—	1,099	Chiban
Delfin	—	—	98	Spanish
Esmeralda (ex Oltul)	General Cargo	A. Vlasov	4,328	Panamanian (ex Romanian)
Fermina Concepcion	—	—	80	Spanish
Galatasaray	do.	Sadikoglu Aslan Kaptan	724	Turkish
Gigante	Tug	La Portena, Empresa de Remolcadores	236	Argentine
Goliat	Tug and salvage steamer	do.	237	do.
Hercules	Tug	La Portena, Empresa de Remolcadores	173	Argentine
Industrial	—	—	500	Spanish
Isore	—	Cia Commercial Maritima De Transportes S.A.	256	do.
Jose Trujillo	General Cargo	J. Trujillo Zafra e Hijos	338	do.
Juanot Colon	do.	Naviera Mallorquina	111	do.
Laguna	—	—	620	Brazilian
Madryn	General Cargo	Argentina Nueva Cia General de Navegacion	1,827	Argentine
Manuel Guasp	do.	Naviera Mallorquina	123	Spanish
Mareante	—	—	212	Portuguese
Maria Bonmatti	—	—	54	Spanish
Marina	—	—	250	do.
Max	—	—	—	Brazilian

Name of vessel.	Type of vessel.	Owner.	Gross tonnage.	Flag.
Maulin	—	—	442	Chilian
Nina (ex Dina)	—	—	273	Portuguese
Ollanta	Aux M. V.	Mrs. Gertrudis Ambers de Leemhuis	144	Peruvian
Omega (ex Sirebul)	General Cargo	A. Vlasov	3,638	Panamanian (ex Roumanian)
Pescador	—	—	332	Portuguese
Piedad	General Cargo	Naviera Mallorquina	90	Spanish
Presidente Mitre	—	—	372	Argentine
Presidente Roca	—	—	412	do.
Saikarya	General Cargo	Sadikoglu Aslan Kaptan	2,612	Turkish
Samson	Salvage Steamer	La Portena, Empresa de Remolcadores	237	Argentine
San Isidro Labrador	—	Cia Commercial Maritima De Transportes S.A.	235	Spanish
San Juan II	—	do.	552	do.
San Martin	Tug	A. M. Delfino & Cia	220	Argentine
San Martin (ex Lahn)	—	Argentina De Navegacion Lloyd Argentina S.A.	8,498	do. (ex German)
San Miguel	—	—	106	Spanish
Santa Anna	Steam Trawler	Mariun Serra S en C	322	do.
Santa Fé (ex Anatolia)	—	Argentina De Navegacion Lloyd Argentina S.A.	2,446	Argentine (ex German)
Sebastian	—	—	3,024	Spanish
Tercio Montejurra	—	—	549	do.
Titan	Tug	La Portena Empresa de Remolcadores	188	Argentine
Transportador (ex Trevo 2)	—	—	202	Portuguese
Tropicus (ex Prahova)	General Cargo	A. Vlasov	3,609	Panamanian (ex Roumanian)
Turkian	do.	Recep Faud	604	Turkish
Vicente	—	—	534	Spanish

and all ships flying the flags of Hungary, Roumania or Bulgaria.

Schedule B.

Name of vessel.	Type of vessel.	Owner.	Gross tonnage.	Flag.
Santa Helena	—	—	4,680	Panamanian

L. D.—CF 17/42/M/LA—S. C. S. O.—CF. D 974/42

THE EMERGENCY POWERS (DEFENCE) ACTS, 1939 AND 1940.

DEFENCE Regulation made by the Governor by virtue of the powers vested in him by the Emergency Powers (Defence) Acts, 1939 and 1940, of the Imperial Parliament, as adapted, modified and extended to Ceylon by the Emergency Powers (Colonial Defence) Order in Council, 1939, and the Emergency Powers (Colonial Defence) (Amendment) Order in Council, 1940.

By His Excellency's command,

E. R. SUDBURY,
Secretary to the Governor.

Colombo, February 27, 1942.

Regulation.

The Defence (Miscellaneous) Regulations published in the *Supplement to Gazette* No. 8,533 of October 20, 1939, as amended by any subsequent Defence Regulation are hereby further amended by the insertion, immediately after Regulation 42A of those Regulations, of the following new Regulation:—

Control of mechanically propelled vehicles. 42B. The Governor may by order provide for requiring mechanically propelled road vehicles, or any such class of mechanically propelled road vehicles as may be specified in the order, to be rendered, when not being driven, incapable of use by unauthorised persons during such hours as may be so specified; and any such order may contain provisions with respect to the method by which vehicles are to be rendered incapable of use as aforesaid.

L. D.—CF. 17/42. M/LA—S. C. S. O.—CF D. 974/42

THE DEFENCE (MISCELLANEOUS) REGULATIONS.

Order under Regulation 42B

ORDER made by the Governor under Regulation 42B of the Defence (Miscellaneous) Regulations.

By His Excellency's command,

E. R. SUDBURY,
Secretary to the Governor.

Colombo, February 27, 1942

Order.

- This Order may be cited as the Motor Vehicles (Control) Order, 1942.
- (1) In this Order—

“ hours of darkness ” means the time between sunset and sunrise;

“ hours of day-light ” means any time not being within the hours of darkness;

“ motor vehicle ” means any vehicle propelled by means of mechanism contained within itself, but does not include any vehicle used on specially prepared ways such as railways and tramways.

(2) For the purposes of this Order, a motor vehicle shall be deemed to be unattended unless a person, not being a person under the age of fourteen years, is in attendance on the vehicle either in the vehicle or in the immediate vicinity of the vehicle and within sight thereof, and is not in attendance on any other vehicle.

- Subject as hereinafter provided, a motor vehicle shall not be unattended during the hours of day-light unless—

(a) (i) the ignition key has been taken away, and

(ii) the wind-screen, roof, windows and doors of the vehicle are so secured that access cannot be obtained to the driver's seat without unlocking a door of which the key has been taken away; or

(b) a part of the mechanism of the vehicle has been taken away so as to render the vehicle incapable of being driven until the part so taken away is replaced; or

(c) an adequate and substantial locking device has been applied to the mechanism, the steering wheel or a road wheel of the vehicle so as to render the vehicle incapable of being driven without removing the locking device, and the locking device has been locked and the key taken away; or

(d) in the case of a vehicle in enclosed premises, all entrances to the premises through which the vehicle could be removed are closed by doors or other barriers sufficient to prevent the removal of the vehicle and the doors or other barriers have been locked and the keys taken away:

Provided that in the case of a vehicle engaged in the collection or delivery of goods, letters, or parcels and left unattended for a period not exceeding five minutes, it shall not be necessary to comply with the preceding provisions of this paragraph save to the extent that where the construction of the vehicle so permits, either of the requirements of sub-paragraph (a) of this paragraph shall be complied with.

- (1) A motor vehicle shall not be unattended during the hours of darkness unless either—

(a) sub-paragraph (b) or (c) of paragraph 3 of this Order, and to such extent as the construction of the vehicle permits, sub-paragraph (a) of the said paragraph is complied with, or

(b) in the case of a vehicle in enclosed premises, sub-paragraph (d) and either sub-paragraph (a) or (b) or (c) of paragraph 3 of this Order are complied with.

- The preceding provisions of this paragraph shall not apply to a motor vehicle whilst being used—

(a) by a duly qualified medical practitioner for the purpose of his or her profession, provided that sub-paragraph (a) of paragraph 3 of this Order is complied with,

(b) for the purposes of His Majesty's forces, or of any Air Raid Precautions Service, or as a Police vehicle, or as an ambulance.

5. It shall be the duty of the owner of a motor vehicle or, if another person is authorised by or on behalf of the owner of the vehicle for the time being to drive the vehicle, of that person, to secure that the provisions of this Order are complied with:

Provided that while the vehicle is in enclosed premises under the care or in the custody of the occupier thereof (whether for reward or not) it shall be the duty of the occupier of the premises to secure that the said provisions are complied with.

6. Any member of His Majesty's forces, or any Police officer, may, while acting in the course of his duty, inspect or examine any motor vehicle which is unattended and, if the provisions of this Order have not been complied with, he may take any reasonable steps to render it incapable of being driven.