



Figure 12 (above): Class S12 2x1,950 hp CSLRSC Diesel Electric DMU running on the nine arch viaduct in Demodara, Sri Lanka

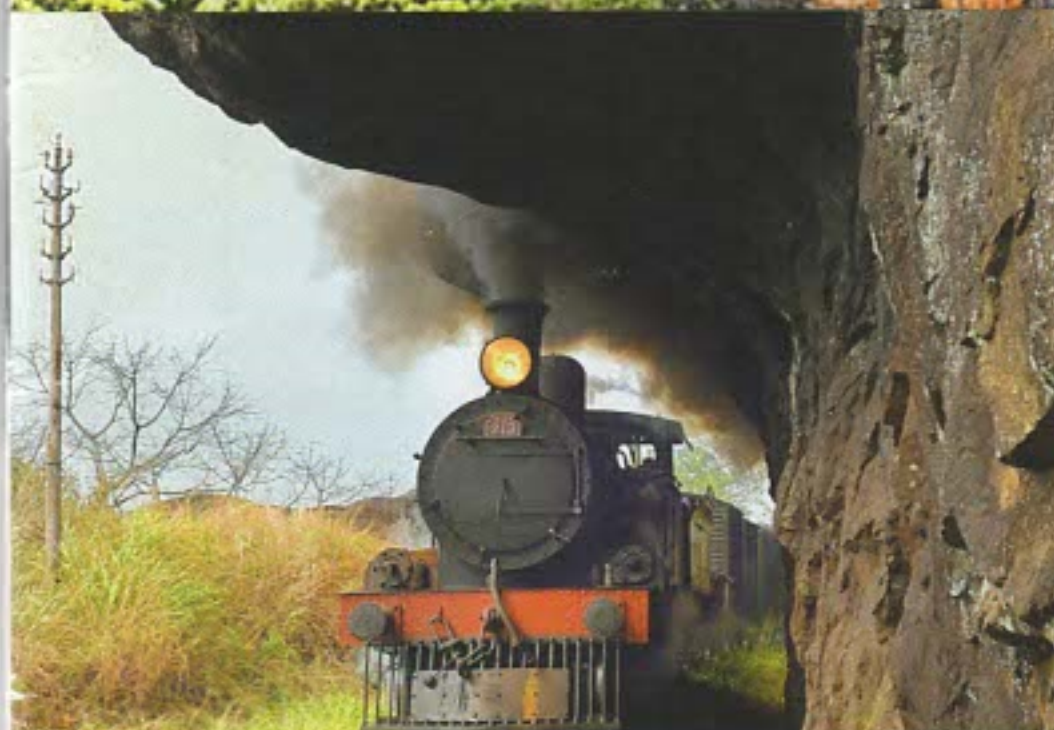


Figure 2: Class B2 4-6-0 Tank-Tender Steam Locomotive under 'Lion's Mouth' on the Kadugannawa Incline.

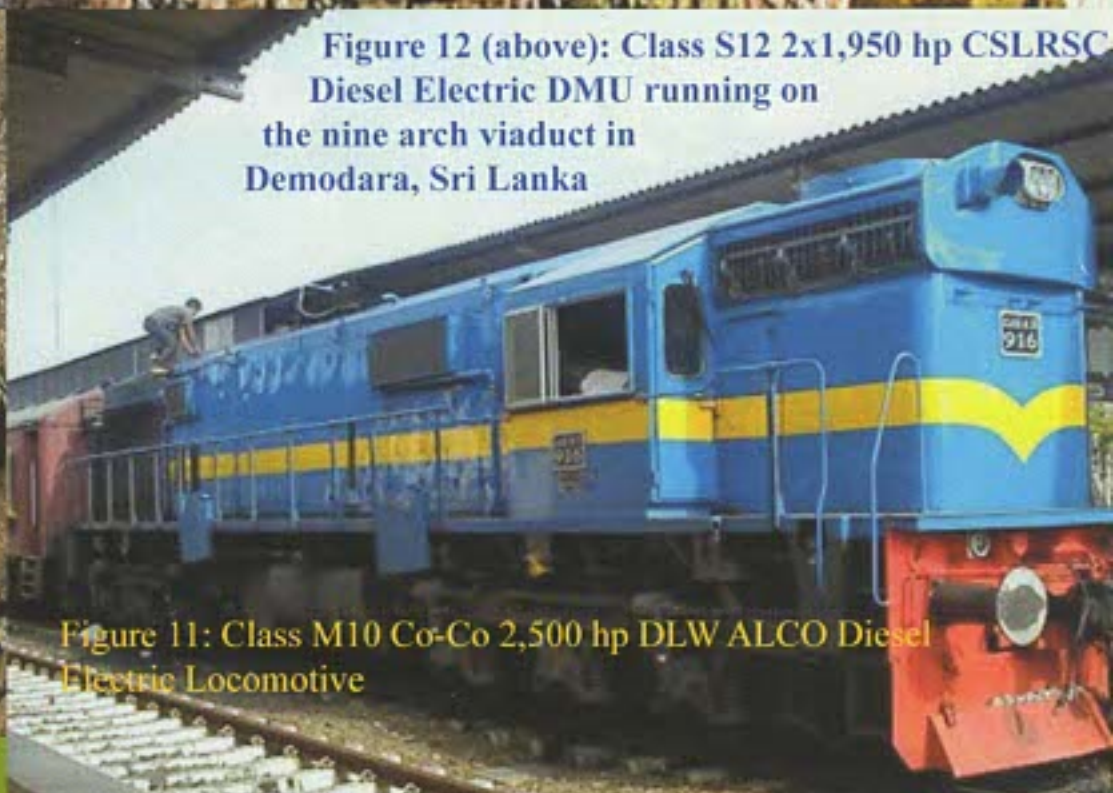


Figure 11: Class M10 Co-Co 2,500 hp DLW ALCO Diesel Electric Locomotive



Figure 10: Class M9 Co-Co 2,500 hp Alstom Diesel Electric Locomotive

**A concise history
of motive power development
on Sri Lankan Railways**
BY UDAYA PEELIGAMA



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The Ceylanika

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From the Editor

With the CSA team finalising another successful year under the enterprising leadership of President Pauline Gunewardene, with this issue we also complete another cycle in the publication of *The Ceylankan*, a magazine that is read with considerable enthusiasm and enjoyment. We receive a great deal of encouragement from all the positive feedback sent our way and hopefully, we strive to maintain the standards you, our readers, have come to expect.

In doing so, we are inevitably faced with hefty increases in postal charges, printing and other costs that make it harder for us to financially stay in the black. While we do our best to minimise costs as much as possible, we believe that only with the joint support from members can we stay afloat. As members are aware membership fees have remained unchanged for several years and it is with considerable reluctance that we have to increase members' subscription rates with effect from 1st January 2020. The changes are detailed on Page 33 of the journal and we urge you to please read the notice with urgency.

Once again we have a great selection of reading matter to keep you glued to your seats. To begin with, our full colour front cover is resplendent with the various locomotives that powered Sri Lanka's railways throughout the years. Railroads in Sri Lanka were mainly broad gauge with locomotives powered by steam and diesel electric throughout. Udaya Peeligama elaborates with expertise the various

mechanisms that made these engines do what they did. This article will delight those with an engineering flair as well as others who simply love their railways!

Our full-colour back cover depicts rare photographs of "The Bridge of Boats" and an equally rare sketch of the bridge, both the artwork of the famous artist Andrew Nicholls. The sketchbook is now owned by Dr Srilal Fernando, CSA's Vice-President of Melbourne.

Next, while Hugh Karunanayake compares 50 years of formal dining habits in Sri Lanka between 1935 and 1985, we have Thiru Aumugam carefully examine what took place when 500 Ceylonese arrived by boat to work on sugar cane farms in Queensland.

A new writer to our pages is Jayantha Somasundaram from Canberra who has been a CSA member since 2003. In retirement nowadays, he takes a keen interest in the military history of Sri Lanka. Appropriately, Jayantha's article explores the Ceylon Army's British Heritage 70 years on.

Aubrey Koelmeyer (a member from Thailand) writes in lighter vein about memories of an octogenarian. We have a resume of the talk delivered by Arun Abey on his experiences as a young migrant, and the powers he created to succeed in life and share his findings to assist others to achieve success in their callings.

In his book review Hugh Karunanayake recommends highly Michael Rohan Sourjah's new book "Motorcycling adventures in Sri Lanka".

Enjoy the read!

LOOKING BACK - *The Ceylankan* No: 7 of August 1999

LEGENDARY WATERFALLS

Sri Lanka's grand waterfalls have inspired poets, painters, musicians and, naturally, storytellers. A few of the waterfalls are described below.

The turbulent waters of the **Dunhinda Falls** (58 m), near Badulla, wash over a number of fantastic beings. One is a golden fish which wears a golden earring (totally ignoring the fact that fish do not have earlobes!) and surfaces only once a year. It swims over the buried treasure of Kumarasinghe, the prince of Uva, which is guarded by men with golden swords. Swimmers must beware as these guardians look for human sacrifice once a year. The most romantic legend of Dunhinda Falls is the one about the princess from the Gampola dynasty who eloped with a commoner. The unfortunate couple was tracked down to a village near the falls. Determined not to be separated, they fled to the highest ledge of the falls and jumped to their deaths. That night a terrible storm wiped out the surrounding villages. The shrieks of the lovers are

heard even today when storms reach their peak— so they say.

Lover's Leap in Nuwara Eliya has its source in Pidurutalagala, Sri Lanka's tallest peak. This waterfall is haunted by another runaway couple, who jumped to avoid an angry father.

Aptly named **Laxapan (Laksapana) Falls** (115m), near Hatton, Dickoya, derived from Laksapahana (Sinhala for "a million lights") generates power for a hydroelectric project which supplies the island's electricity.

Bridal Falls (73m), is the name given to St Clair Falls in Talawakelle, whose waters resemble a bride's veil.

Baker's Falls is named after Sir Samuel Baker, the famous explorer, who discovered the source of the Nile. He founded an experimental farm in Sri Lanka where he introduced English vegetables.

Our Readers write

A superb issue

The latest issue of *The Ceylankan* of August 2019 (J87) was splendid in presentation as well as in content. It is simply amazing that the two leading contributors – Hugh Karunanayake and Thiru Arumugam – consistently churn out well-researched and most interesting articles. The other articles were also of great interest.

Going back memory lane to my early childhood days in the Batticaloa district, the Ebony Sofa and the “Easy Chair” (similar to the hansiputuwa) adorned our homes. The latter was turned out by gifted carpenters from the local community of Portuguese ancestry intermingled with the Tamils. This community was the only one in Ceylon which preserved the Portuguese lingua as a spoken language (although not in its pure form).

I was an undergraduate in the Peradeniya campus of the University of Ceylon in 1955-1959. HA Passe, JLC Rodrigo, BB Das Gupta, GP Malalasekera of the 1935 group of Lecturers were now Professors. Prof. EFC Ludowyke was still a professor. Although I was an undergraduate in the Economics faculty, as vice- captain and later captain of Tennis, I organised two internal tennis tournaments with participants from the students and the dons. This gave me the opportunity to interact with the dons of other faculties. HA Passe and his wife were keen tennis players and combined to win the Mixed Doubles title. Prof. Hettiaratchi (Sinhalese) was another keen player and treated me like a son when I informed him of his playing schedule.

As a student of Ceylon History in High School (St Thomas College, Mount Lavinia) the Kandyan kingdom always fascinated me especially holding out successfully against the Portuguese and the Dutch, only to be subdued by the British with their cunning and divisive diplomacy. I found Dr. Palitha Kohone's article very interesting although it did not give credit to some of the earlier Nayakkar kings, especially Sri Vijaya Rajasinha. Although a Hindu, he devoted his time to advance Buddhism. The kings of early vintage were not stupid and knew that the affection and support of the common people were important. Even the ruthless Kasyappa realised this and feared that the people will set upon him for murdering his father to become king over the more favoured elder brother and therefore set his palace on the top of the Sigiriya rock. People Power was recognised then as in modern day democracies. Dr. Kohone mentions the Kandyan Kings settling Muslims in Batticaloa. My father was an Irrigation Engineer serving in the Batticaloa district and was in charge of the maintenance of several Irrigation Dams (“Tanks”

as they were called in Ceylon). On school holidays, I accompanied my father to some of the dam sites and clearly remember the names of workers on the payrolls which combined their ancestral Tamil names with their current Muslim names e.g, Sanmuganathan Mohammed. Although a comparatively few Muslims were settled in small pockets by the Kandyan Kings among predominantly Tamil areas, the tendency to procreate with large families and the economically more enterprising Muslims soon outnumbered the easy going Tamils. Consequently, the earlier large Tamil villages have now become small pockets in the Batticaloa district.

REX OLEGASEGAREM, East Ryde, NSW 2113

The Return of the Sinhala Throne

Soon after the fall of the Sinhala Kingdom in 1815 the British plundered (as ‘spoils of war’) our Royal treasures and spirited them away to England. The most valuable of these treasures were the throne of the King of Tri Sinhale, his royal crown and golden ceremonial sword. The throne was installed in Windsor Castle and, as oral history has it, old Queen Victoria sat on it at Royal investitures when she awarded certain Royal honours.

2014 marks the 80th anniversary of the return of the plundered regalia to Ceylon in 1934. It is a matter of great sadness, and typical of the cavalier attitude to our recent history, that no responsible institution responsible for antiquities, history or culture seems to have thought of commemorating this historic event. As one of the few “eye witnesses” (albeit as a four- year old) I have taken upon myself the responsibility of giving an, admittedly hazy, account of this historic event.

The Labour government, then in power in Britain, had already accepted the recommendations of the Donoughmore Commission and granted Universal Suffrage to its subjects in of Ceylon in 1933. An imaginative British bureaucrat in the Colonial Office seems to have had a brilliant idea. This was to return our last king's regalia to Ceylon – thus symbolising the grant of (almost) sovereignty to its people. This recommendation was accepted and the regalia was shipped to Ceylon on HMS Kent, escorted by the Royal Duke of Gloucester. There was great jubilation in Sri Lanka and a crowd of several thousands gathered at the harbour and their fervent ‘Sadhus’ rent the air as the regalia touched our soil, a century and half since its shameful plunder. Popular versifiers had a great time serenading this event. I remember my father speaking of one such ‘kavi kolay’ that went: “Sinhaasanay mey apa raaja wansa yay hee...” (Here comes the Lion Throne of our Royal clan).

I confess that I know little of how the regalia came to grace the Colombo Museum – but my historian father related that there was a strong claim from the aristocracy and commonalty of Kandy to install them in the Pattirippuwa of the Dalada

Maligawa. As this claim did have some justice, it was decided as a symbolic gesture, to display the Throne for a few days at the Magul Maduwa (Royal Audience Hall) in Kandy. This could not, however, be a permanent arrangement as security would be a problem, as was apparent from the huge crowds that thronged the town to see the Royal Throne they had lost. To their great sorrow the Throne was taken back to Colombo and placed on permanent display at the Colombo Museum (far more secure in the Colonial era than it seems to be today!)

Fourteen years later, on Independence Day 4 February 1948, 'our' Throne was mounted on a dais to symbolise our regained Independence, behind our Prime Minister D.S.Senanayake and the very same Duke of Gloucester who had brought it back to Ceylon in 1934.

I now descend from the sublime to the ridiculous. My parents had decided to join the throngs at the harbor to welcome the Royal Regalia. As their four-year old son would have been a nuisance, I was, therefore, left at my grandparents' home in rural Dehiwala to keep me out of mishaps. However, I fulfilled their direst fears. On their return to reclaim their son, they found me with a terrific gash from sliding downhill on a slope scattered with shards of glass. It was only a flesh wound, treated with liberal application of searingly vicious Iodine. The

scar, however, yet remains as a very personal and anatomical, memento ensuring that I will forever rue the day when 'our' Royal Throne came back home. TISSA DEVENDRA, Colombo. Sri Lanka

Your views are invaluable!

Do you have a point of view to share with our readers? Can you shed some new light on a topic discussed in the Journal? Is there anything you like or dislike published here and have something constructive to say about it? You can air your views with us. Your opinion is most welcome in the Letters column. Please keep them brief, no more than 500 words, preferably. Letters may be edited because of length and/or content.

Says Auden

It is a sad fact about our culture that a poet can earn much more money writing or talking about his art than he can by practising it.

Some books are undeservedly forgotten; none are undeservedly remembered.

— W.H.Auden in *Dyer's Hand*

HAPPENINGS

'Nada' retires



V.S. Nadaraja (fondly known as 'Nada') became a member of the Ceylon Society of Australia in 1992 and before long became immersed in the activities of the Society with quiet dedication. While he still contributes articles based on the culture and history

of Sri Lanka, his life in recent days has been hectic with arranging for downsizing his current home. He was elected Treasurer of the Society in 1996 on the retirement of incumbent Rienzie Fonseka. He served in that capacity for four years, bringing to bear his experience gained in a career of banking and financial management. The CSA's finances were in good hands.

Nada received his education at St Joseph's College, Colombo and the University of Ceylon, Peradeniya, where he obtained a Bachelor of Arts degree with History and Economics. He had a career in Corporate and Merchant Banking at management and senior management levels in Sri Lanka, Saudi

Arabia and Australia over a period of 40 years. He obtained an MBA from the UTS, specialising in Banking and Finance, and holds several qualifications in that sector including Fellow of Australian Institute of Bankers.

His career in Sri Lanka was mainly with the Grindlays Bank and with HNB Bank for a short period. Lived in Australia since August 1985, he has been involved in social and cultural activities with several local associations. He has been a member of Ceylon Society since 1992. At the Society's quarterly meetings. He has made several presentations relating to the culture and history of Sri Lanka with special reference to the history and growth of banking in Sri Lanka. He has published two books on Sri Lanka, one on banking and business and another on social and political changes covering a period of 200 years. He also wrote an autobiography/memoirs about his life and experiences mainly in Sri Lanka and Australia.

Once a keen tennis player, Nada has taken part in tennis competitions in Sri Lanka, the UK and Australia.

He was married to Sunethra for close to 50 years before she passed away in January 2018. He has a son Kanishka who is a member of the CSA and daughter Upekha.

O Tempora! O Mores! 1935 to 1985 Formal Dining! How Colonial Ceylon and Republican Sri Lanka set their standards

by HUGH KARUNANAYAKE

7he year 1935 marked the Centenary of Royal College, Colombo one of the schools to be established not long after the British conquest of Ceylon. It was originally called the Queen's College, later named The Colombo Academy, and in 1881 was named Royal College with the concurrence of Her Majesty Queen Victoria. At the time of the Centenary celebrations of the school in 1935, the country was yet a British colony ruled by a British Governor and its social norms very much

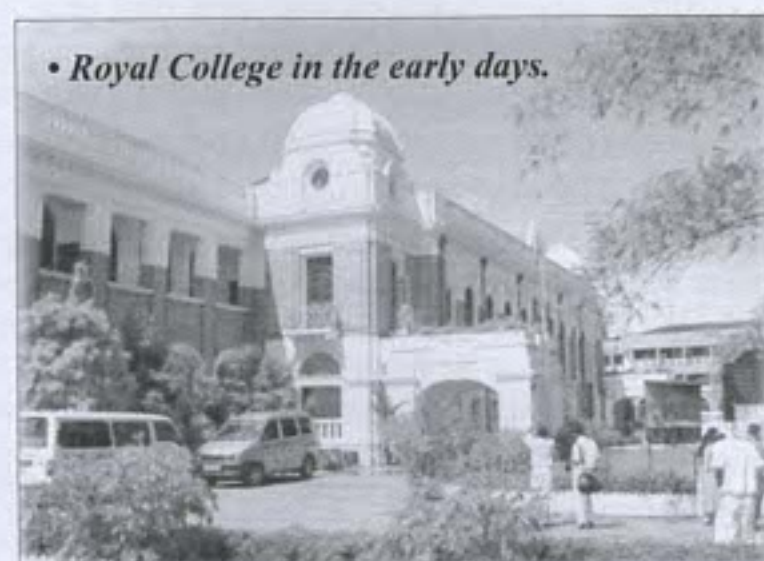


• *A different world at different times!*

influenced by British custom and practice. In fact, the most important positions within the government, and private sectors were held by Britishers. So it was, that the Centenary celebrations were held in 1935 according to prevailing norms practised by the elites in Colombo who were mainly British, of course.

The Centenary celebrations of Royal College consisted of a formal dinner at the Galle Face Hotel on Saturday 05 October 1935, which was attended by 450 diners including, old boys, well wishers, and government officials. A souvenir was issued to mark the occasion with the names of all the diners, including table plans, menu, music arrangements for the evening, and notes on formalities observed at the occasion. The souvenir stands out as a document which reflects the social manners and customs of the time, all very much British in flavour.

Fifty years later, in 1985, the school celebrated its sesquicentenary to observe the 150 years



• *Royal College in the early days.*

of its continued service as a significant educational establishment in the island. The sesquicentenary celebrations were also marked by a souvenir compiled on the same format as the one published 50 years previously. There were over 400 diners present at the Hotel Lanka Oberoi on Saturday 05 October 1985 to celebrate the event.

The two souvenirs issued to mark the two events separated by 50 years reveal some social changes that reflect the socio economic patterns that emerged during the intervening period. The sesquicentenary celebrations were held decades after the departure of the British as administrators of the colony, and 13 years after the erstwhile dominion declared itself as an independent republic. It will be interesting to note some of the changes evidenced in a comparison of the two souvenirs.

The toasts

In 1935 the main toast was to the health of His Majesty the King, proposed by the Chairman at the dinner Mr LHW Sampson, Principal of Royal College. The response to the toast was by His Excellency Sir Graeme Tyrell, Governor of Ceylon. The next toast was to Royal College proposed by His Excellency the Governor, Sir Graeme Tyrell and responded on behalf of the school by prominent old boy Mr RL Pereira KC. The final toast was to the sister colleges proposed by old boy Rev Lucien Jansz, and responded to by Mr Francis Soertsz KC.

Fifty years later in 1985, the country was an independent state, and the main toast was to the health of His Excellency the President of Sri Lanka Mr JR Jayewardene, who incidentally was the Secretary of the Royal College Union 50 years previously, organising the Centenary Dinner! The toast to His Excellency was proposed by Mr Gamini Salgado. A toast to Royal College followed, proposed by his

Excellency Mr JR Jayewardene, which was responded to by the Principal of the school Mr CTM Fernando. The toast to the sister colleges was proposed by old boy Mr Lalith Athulathmudali, Minister of National Security and responded to by Mr Neville de Alwis, Principal of St Thomas College, Mount Lavinia and Dr L Adihetty, Principal of Wesley College. The toast to the Guests was proposed by old boy Dr Colvin R de Silva, and responded to by His Excellency Mr John Stewart, CMG, OBE, High Commissioner for the United Kingdom in Sri Lanka.

While the toasts at the two events separated by 50 years, followed a similar format, the main difference that could be observed in the formalities in the two events were from the change in national status from a colony to an independent republic, the toast to the king being replaced by a toast to the republic.

The Menus

The two menus show a distinct difference in dining styles during the colonial period and independent Sri



1935

Lanka. To begin with, although life in Ceylon and mainly in Colombo was very much anglo centric, the British admiration for French cuisine filtered down to the colonies as well. In the higher echelons of society it was cuisine raffinée that mattered, not so much the bare bones of English expression in describing a dish. Thus we have in 1935, a menu in French, and the courses evidently delicate in flavour and design. In 1985 we had as a starter a seafood cocktail which may have been looked down upon rather snootily in 1935. There was little to choose between the two main courses save the fact that beef was the main course in 1935 as compared to chicken 50 years later. While salmon was the common fish of choice on both menus, overall one could sense a change in dining fare as well as what was considered as the most desirable epicurean delights on offer at the two dining tables.

Time has certainly marched on and who knows, in another 50 years it may be egg hoppers and katta sambol with some mouth-watering meat curry!

The Music 1935

The music provided at the two events perhaps shows



1985

the greatest divergence in content and genre. There were two orchestras in attendance in 1935 plus a Quartette. Rodrigo's Harmony Band provided music up to 11 pm.

The Programme was as follows

1. March "Old Comrades" Teike
2. Overture "Pique Dame" Suppé
3. Valse "Luxemberg" Lehar
4. Selection "Yeoman of the guard" Sullivan
5. Intermezzo "From Madame Sherry" Hoschna
6. Potpourri "New Viennese Songs" Komzak
7. Morceau "Orientale" Lotter
8. March "Distant Greetings" Doring
- 9.

CABARET PROGRAMME

by

Barry and Andree Quartette

A 45-minute interlude featuring,

Vachanalia
Ilona
Valse acrobatique
Hella
Daisy Daisy
Barry and Andree
Tango Cubanese
The Quartette
Hungarian Peasant Dance
The Quartette

Paul Strauss and His Band in attendance until midnight

The Music 1985

Many changes had evidently occurred during the intervening 50 years, with national languages given prominence, and an emerging revival of indigenous music.

In 1985, THE SRI LANKA NAVY BAND was in attendance. They rendered a mixed bag of Western popular music like the Anniversary Waltz, the Sound of Music, Sri Lanka Folk Music including Gajaba Wannama and Thun Sarane Kavi, Sinhalese melodies like Sasana Wasana Thuru, and Wala Theren Eha, Viennese Waltzes, the Blue Danube, popular western songs like Strangers in the Night and Begin the Beguine, instrumentals, Scottish bagpipe tunes and finally with the Sinhalese classic Danno Buddunge. The Orchestra was conducted by Lieutenant Baivk Fernando, Director of Music, Sri Lanka Navy.

It was quite evident by 1985 that indigenous music born out of the local environment was making its way into the upper echelons of society.

The impact of JR Jayewardene

Despite the fact that JR Jayewardene was one of the first Ceylonese politicians to adopt the national dress from way back in the 1940s, he was a well-known anglophile and his musical tastes tended to heavily

favour French melodies like La Vien Rosé and La Gollondrina. In 1935, a 28-year old JR was the Secretary of the Royal College Union and it can be assumed that he was then relatively a greenhorn



• *J.R. Jayawardene*

compared to imposing luminaries like his uncle Colonel T.G. Jayewardene, Donald Obeysekera, and Arunachalam Mahadeva, who adorned office in the Royal College Union.

Fifty years later, in 1985, however, he was the almighty President of Sri Lanka under a new constitution introduced by him and under which he claimed that he had vested himself with supreme

power to do anything except, according to his own words, "make a man into a woman." A man well known for his meticulous attention to detail, he was reputed to check all hospitality boxes when acting as host. This included not only the fare at the table and the wines to go with the meal, but also the specific items of musical accompaniment.

His musical preferences are clearly seen in the programme of 1985 where La Vien Rosé and Danno Buddunge, two of his favourites, were featured. The emerging Sinhala musical tradition spearheaded by artistes such as the late Amaradeva also appear to have influenced him. In fact, when Queen Elizabeth II visited Sri Lanka in 1981, he hosted a dinner to Her Majesty and a few chosen guests at the Lodge at Nuwara Eliya (the event recorded in a book to commemorate the occasion) where two of the key pieces played were Amaradeva's Sasana Wasana Thuru and Danno Buddunge, a song made famous by his schoolmate Hubert Rajapakse. It was no surprise to see these numbers played again at the 1985 function, revealing the hidden hand of JR! Thus one could see that the social changes that have influenced the country generally during the 50-year period had also influenced national leaders rooted in a different culture and raised to view the world differently.



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How 500 Ceylonese arrived in Queensland in 1882 in the *s.s. Devonshire* to work in the cane fields by THIRU ARUMUGAM

In 1882 about 500 Ceylonese were recruited in Ceylon and transported in a chartered steamship, *s.s. Devonshire*, to work on contract terms in sugarcane fields in Queensland, which was then a colony of Britain. This article describes how they were recruited, transported, received in Queensland and their subsequent life in Australia. The entire episode was a private arrangement by the sugarcane Planters of Queensland who were desperately short of labour. The Governments of Ceylon and Queensland were not involved in any way. Since the Ceylonese were British Subjects, there was no problem in their coming to work in the colony of Queensland on contract terms. This was by far the largest single block of Ceylonese migrants to arrive in Australia.

Queensland

Governor Arthur Phillip founded the Colony of New South Wales in Sydney in 1788. At that time this Colony included present day New South Wales, Queensland, Victoria and Tasmania. On 06 June 1859 Queen Victoria separated Queensland from New South Wales and declared Queensland a separate Colony. On 01 January 1901, Queensland was one of the six colonies which together formed the federated country of Australia.

The newly established Colony of Queensland was anxious to develop sources of revenue in the second half of the nineteenth century and one of the sources selected was the cultivation of sugarcane. Sugarcane planting companies bought or leased large tracts of land for this purpose. Among the major companies was the Colonial Sugar Refining Company which had estates covering 10,000 to 20,000 acres. One of the major problems in developing this land was the scarcity of labour. White immigrants were reluctant to engage in the back-breaking labour of clearing and levelling the bush. In the 1860s the plantation companies started bringing to Queensland as labourers Kanakas or Melanesian South Sea Islanders, mainly from Solomon Islands. They were indentured into three years service as unfree labour and, in some cases, had been kidnapped – a process known as ‘blackbirding’. They were given accommodation and paid in weekly rations. Their wage of six Pounds a year was paid only at the end of three years.

Due to their lack of resistance to diseases introduced by the Europeans, inadequate diet and

difficult working conditions, there was high mortality rate among the Kanakas. This resulted into growing resistance among the Queensland public in the 1880s to bringing in any more Kanakas from their native countries. In the early part of the 20th Century, with the introduction of the White Australia policy, most of the Kanakas were forcibly repatriated back to their home countries.

With the Kanakas no longer available, the sugar Planters had to look for other sources of cheap labour. Since India had been exporting labour to work in the cane fields in Mauritius, West Indies and Fiji, the Queensland Government commenced negotiations with the British Government of India. Negotiations continued over several months but fell through with the Government of India refusing to agree to the Queensland Government’s proposed condition that on the expiry of the five-year contract, the Indian labourer remaining in Queensland would be imprisoned until he agrees to go back to India or re-indentures himself to another Planter.

Labour from Ceylon

It was at this stage in 1882 that some of the Queensland Planters hit upon the idea of getting down labour from Ceylon on a private arrangement, without the involvement of the Governments of Queensland and Ceylon. One of the Queensland Planters was formerly a coffee Planter in Ceylon and one of his contacts in Ceylon was F. St. George Caulfield, a Planter in Nuwara Eliya. Caulfield was appointed as the Agent in Ceylon of the Queensland Planters. Caulfield’s responsibilities were to recruit 500 young Ceylonese, sign contracts of employment with them, arrange shipping, provision the ship and send off this ‘human cargo’ to Queensland. He advertised in English and Sinhala in the Ceylon Observer newspaper and was flooded with applications. At this time coffee plantations in Ceylon were devastated by ‘coffee leaf rust’ and there was mass unemployment in coffee estates and among those providing ancillary services to the estates..

Some of the conditions of the contract of employment in Queensland were: the contract period was 2 ½ or 5 years; the work was agricultural labour in Queensland mainly on sugar plantations; wages would be at the rate of 20 Pounds per year; rations and clothing would not be provided; accommodation would be provided similar to that provided on Ceylonese coffee estate labour lines; 242 square yards

of land per person would be allocated for a kitchen garden; free passage to Queensland; for those on 5 year contracts, free return passage after 5 years but for those on 2 ½ year contracts only half the cost of the return passage would be met by the employer; the working week would be six days; and the minimum number of Ceylonese working for a particular employer would be ten Ceylonese.

The screw steamer "Devonshire"

The ship that was chartered for the transport of 500 Ceylonese was the screw steamer "Devonshire". It was built in 1878 in Stockton, England. It was 316 feet long and had a draft of 2317 tons. The ship owners were G Marshall and Sons, London. The Master of the ship was A Purvis and it had a crew of 20 Europeans (mainly English) and 13 Chinese firemen and trimmers. Because 500 passengers were travelling, the ship was modified for the journey by Walker & Co who fitted out a cooking house on the deck and also a small medical bay. Dr M A Dharmaratne was appointed as Ship's Surgeon for the voyage.

When Sir James Robert Longden, the Governor of Ceylon, heard about the proposed voyage, he instructed the Colonial Secretary, J Douglas, to issue a Gazette Notification dated 06 September 1882

part thereof, in excess of hundred. This required a minimum of six toilets in the Devonshire for the 500 passengers.

The Gazette Notification continued for a further two pages listing the medicines that should be carried on board the voyage to Queensland. Separate lists were given according to whether there was a Surgeon on board or not, and also according to the number of passengers, in blocks of 100 passengers. The list of medicines gave rise to this cynical comment in "The Week", Brisbane, in its issue of 18 November 1882: "According to the schedules of articles for the use of the Cingalese passengers to Queensland, they ought to have a capital time on board ship, if they happen to have to go into hospital. Calomel, blue pill, rhubarb, jalap, Epsom salts, and the like are provided galore, but there is an absence of medical comforts in the schedules which would at once repel the European immigrant."

The Devonshire sailed from Galle Harbour for Mackay in Queensland on 15 October 1882. On board were 497 Ceylonese mainly from Galle and Matara districts, aged in their twenties and early thirties, contracted to work in Queensland. This total includes 12 women. They were mainly Sinhalese

SCHEDULES ABOVE REFERRED TO.

SCHEDULE A.

SCALE of DIET prescribed for the use of Passengers on the Voyage from Ceylon to Queensland, under Act 18 and 19 Victoria, Cap. 119, for each Adult passenger per diem.

Bread	4 oz.	Sugar	1 oz.	Pepper	½ oz.
Rice	20 "	Coffee or tea	½ "	Salt	½ "
Preserved meat or salt-fish	6 "	Ghee	½ "	Curry-stuffs	2 "
Dholl	2 "	Onions	½ "	Lime juice	½ "

Firewood—6 lbs.

Water—one imperial gallon: such water to be stored in iron tanks or sweet casks.

• Figure 1 Daily diet per person on voyage to Queensland (Ceylon Govt. Gazette, 06 Sept 1882)

listing the minimum quantity of food to be provided daily for each passenger. This is reproduced as **Figure 1 above**. Subsequently Caulfield, the Agent in Ceylon of the Queensland Planters, wrote a letter to the Editor of the Brisbane Courier which was reproduced in its issue of 31 January 1883, in which he listed the quantity of provisions loaded on the ship in order to meet the Ceylon Gazette requirements for 500 passengers for five weeks: "300 bushels of rice, 10 cows, 20 pigs, 150 lb salted fish, 1000 lb curry stuffs, 600 lb flour, tea, sugar, etc."

The same Ceylon Government Gazette Notification also required that the number of toilets should be two for the first hundred passengers plus one more for every hundred passengers, or

except for eleven Malays and eight Moors. There were in addition, a few children under the age of twelve years. Also on board were the Ship's Surgeon, Dr M A Dharmaratne and W A Edema, a Burgher who was the official Interpreter. A few days after the ship sailed, it was found that there were about a dozen stowaways. The voyage was uneventful, except for the death of a woman named Lokuhamy. She died of dysentery and was buried at sea.

Action by the Government of Ceylon

The Governor of Ceylon, Sir James Robert Longden, realised that there was no legal barrier to such group migration. On 26 September 1882 the Colonial Secretary of Ceylon wrote to the Colonial Secretary of Queensland seeking clarification of the

following points: whether the emigration from Ceylon is being organised with the knowledge and approval of Queensland Government; whether the Queensland Government is prepared to extend to the Ceylonese immigrant special protection under legislative enactment; and whether the wages offered to the Ceylonese immigrant of 20 Pounds per annum leaves a fair margin over the actual cost of living considering that the tax on rice would cost each person more than three Pounds per annum. He also said in his letter that it is intended to pass legislation shortly to control emigration.

The Colonial Secretary of Queensland took a long time to reply. In his reply he said that: the emigration from Ceylon was not organised with the knowledge of the Queensland Government; the Queensland Government did not consider that Ceylonese immigration would assume such proportions as to require any special legislation; wages of 20 Pounds per annum is not considered sufficient to leave a fair margin over the cost of living unless free rations are provided. It must be noted, however, that the contracts of employment with the Devonshire 500 did not include free rations.

Meanwhile the Ceylon Government went ahead with enacting legislation to control emigration. The Ceylon Emigration Ordinance of 1882 states that "the Governor may, with the advice of the Executive Council, from time to time by notification published in the Government Gazette, declare that the emigration of the native inhabitants of the island shall be lawful to any place described in such notification, provided that every such notification shall contain also a declaration that the Governor has been fully certified that the Government of the place to which the notification refers has made such laws and other provisions as the Governor in Executive Council shall deem sufficient for the protection of the native inhabitants of Ceylon emigrating to such place."

Since Queensland did not have laws for the protection of Ceylonese and the Colonial Secretary of Queensland had confirmed that they did not propose any such legislation, that effectively ruled out any future emigration of Ceylonese to Queensland. The Ceylon Emigration Ordinance was passed by the Executive Council of Ceylon on 11 October 1882, but was proclaimed only on 15 October 1882. A few hours previously, the Devonshire had quietly cast off her moorings and sailed away from Galle to Queensland.

Arrival of s.s. Devonshire in Mackay, Queensland

A few days before the Devonshire arrived in Port Mackay, Queensland, an editorial appeared in the Newcastle Morning Herald of 11 November 1882, about the arriving Ceylonese: "We have seen a letter from a gentleman largely interested in their introduction in which he says: 'They are very good

labourers and the women are first class house-servants, not like the Government importations. Does the Pandora Company want any? These are used to sugar cultivation. I could land them at Keppel Bay at 20 Pounds a head passage money ... I have about

Cingalese Laborers. Cingalese Laborers.

THE Undersigned is open to receive applications for the above Labour.
For terms and full particulars, apply,
H. A. BRETT,
Commission Agent.

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• *Figure 2 ; Cingalese Labourers available
(Maryborough Chronicle, 28 Nov 1882)*

100 to spare; the balance are all ordered. The Colonial Sugar Company at Mackay take 200, and 150 go to Bundaberg'. ... These dark skinned 'new chums' will be available for all sorts of labour, so that at the cost of less than one Pound sterling a week, farmers and selectors may secure their assistance." In short, the Ceylonese were being traded like in the slave auctions of the past, See **Figure 2** above for an advertisement in the Maryborough Chronicle of 28 November 1882.

The Devonshire arrived in Port Mackay on 13 November 1882, see **Figure 3**, below where well over 300 of the Ceylonese were to disembark. The Queensland Times of 28 November 1882 describes their reception by the Anti-Coolies League: "The river bank was ... the scene of a series of episodes

MACKAY, November 13.

The Cingalese per Devonshire will be landed to-morrow. No excitement has yet been manifested in connection with their arrival. Two hundred are for the Colonial Sugar Company and fifty for other plantations.

• *Figure. 3 Ceylonese arrive in Mackay (The Queenslander, 18 Nov 1882)*

happily unprecedented in the annals of Mackay. A considerable crowd, variously estimated to number from three to five hundred persons, assembled on the wharf for the purpose of preventing the disembarkation of the coolies ... however word was brought that the Cingalese were landing at Kanaka wharf ... A rush was made towards the tender, which vessel was greeted with a volley of stones ... Captain Barry seeing, from the hostile attitude of the people, that he could not land his dusky passengers in safety, dropped anchor in the stream at a respectful distance from the shore. A large number held possession of the wharves until 2 a.m., when the crowd began to decrease, and only a few were present at daybreak,

when the coolies were quietly put on shore."

Arrival of the s.s. Devonshire in Bundaberg, Queensland

Having discharged part of its 'human cargo' in Mackay, the Devonshire sailed south for Bundaberg on 14 November with the remaining 150 Ceylonese, arriving there a day or two later. A description of their reception by the Anti-Coolies League can be seen in the article in the Maryborough Chronicle of 20 November 1882, see Figure 4.

Bundaberg.

November 18.

The Cingalese by the steamship *Devonshire* landed at the Pilot Station last evening, and were appointed to their employers. A body of fifty white men, while the Cingalese were on the march, impeded their progress. The Cingalese slowly retreated for a short distance, and then, as if determined to make a stand, drew their knives in a most menacing manner, and in a body made towards the whitemen. The latter perceiving this, turned round and ran away, and ceased hostilities altogether. The main body of Cingalese were then conducted to Rubyanna Plantation, being subject to no further molestation. Twelve British-Indiamen refused to go

Figure 4 - Arrival of the Ceylonese in Bundaberg (Maryborough Chronicle, 20 Nov 1882)

This was merely the start of their problems. The following day, 60 of the Ceylonese deserted their places of employment and this was followed by 30 more on the day after that. There was intense excitement in the town of Bundaberg and the Ceylonese were incited to disobedience by the Anti-Coolies League, which said that its quarrel was not with the Ceylonese but with those who brought them down.

The Bundaberg Star of 29 November 1882 carried a report as follows: "The scene in and outside the court house on Thursday was one new to Bundaberg, and with its general make-up more resembled the hiring place or slave mart of a Southern Slave State before the war of abolition than of a rising town in a British colony ... The Interpreter translates the evidence, and one of the seven replies in Cingalese that he made no agreement with anyone there; they all refuse to go to work with anyone present; they refuse to acknowledge the alleged agreement and their liability to be transferred. The sentence of the Court was that they go to Brisbane goal for one month ... This is British law as carried out in Bundaberg." It is significant to note that the bench of seven lay magistrates who heard the case were all sugarcane Planters.

A public meeting was held and Ceylonese speakers said that they had been brought to

Queensland under false pretences. They said that they had been told in Ceylon that the cost of living in Queensland was similar to that in Ceylon, but they found the cost of living here was much higher and that a wage of 20 Pounds per annum was a starvation wage considering that they would have to pay more than three Pounds a year as tax on rice. They said that European labourers doing the same work were being paid much more than twice the pay of the Ceylonese. They asked that immediate arrangements be made for their return to Ceylon. At the end of the meeting, an effigy of Frederick Nott, who was in charge of the arrangements for the transportation of the Ceylonese, was taken in the largest procession ever seen in Bundaberg to the riverside and burned.

The Planters were also disappointed with their new employees. They found that they were not plantation workers but "blacksmiths, carpenters, cooks, barbers, house servants ..." and even a couple of schoolmasters, all unemployed townsmen fleeing from a period of depression. In total, about half of them were unsuited for the arduous task of clearing the jungle and planting sugar cane.

Typical names of the Devonshire 500 selected at random include: Adoris, Anthony, Adrian Appo, Bastian Appo, Charlis Appu, Thamias de Silva, Joseph Fernando, Andris Hamy, Manuel, Padris, John Perera, John Rahmin, Albert Silva, Podi Singho and James Romis Singho. The most common last name was Appo or Appoo, names which survive in Queensland to this day.

Hume Black, Mackay's representative in the Legislative Assembly said in a speech "The class of Cingalese who have honoured us by their presence have souls above Chinese labour. In fact, they appear to be intelligent, well trained artisans whom it is as reasonable to restrict to the shovel and the hoe as it would be to yoke a high bred and spirited horse to a bullock dray. We cannot have that class of men." The Brisbane Courier of 08 December 1882 reports that a public meeting was held in Maryborough on 04 December 1882 and was attended by about 2000 people, the largest number at a meeting in that town. One wonders how the speakers were heard by such a large audience in the days before public address systems. The Mayor was in the chair and the first resolution was "That this meeting views with alarm the arrival of Cingalese in the colony, and pledges itself to use every constitutional means to prevent their further introduction." After a lengthy discussion, the resolution was passed unanimously.

The second resolution was "That this meeting, believing that the Cingalese, per steamship Devonshire, have been grossly deceived by the parties engaging them, urges upon the Government the duty of at once releasing those who are now in prison, and of providing free return passages to any who may desire to return to their homes." The proposer of the

resolution said that it was clear that the Ceylonese thought they would get free rations but they now realise that they will have to labour for 7s. 8d. a week without free rations, a wage that would barely keep them alive. He quoted the words of John Stuart Mill, the 19th Century British philosopher and political economist: "Evidently persons are not committed to engagements which violates the rights of third parties, but it is sometimes considered a sufficient reason for releasing them from an engagement when it is injurious to themselves." The speaker concluded by saying "... it was not British justice to hold a man to an agreement that he did not understand." The resolution was carried amidst great applause.

It was decided that the resolutions be forwarded to the Executive Council of Queensland.

Colonial Sugar Refining Company

The Colonial Sugar Refining Company was the largest sugarcane planting Company in Queensland. It had leases of thousands of hectares of land but was short of labour. It had 'booked' 200 of the Devonshire 500 even before the ship arrived.

The Queensland Times of 10 March 1883 reports on the visit of a Minister to the Homebush Estate belonging to the Colonial Sugar Refining Company. This estate extends over 13,000 acres of which 300 acres of sugar cane have been already

the Mackay Mercury of 13 February 1884, see **Figure 5**. It is interesting to note that the Company was in the process of signing new contracts with the Ceylonese under which their wages would be increased from 20 to 26 Pounds per annum and in addition they would be provided with free rations and four free sets of clothes per annum. The Ceylonese were satisfied with the new terms and it is said that many of the other Devonshire 500 working in the district would now receive similar terms and that confrontations with the employers had ceased.

After five years

The five year contracts of employment for the Devonshire 500 terminated at the end of the year

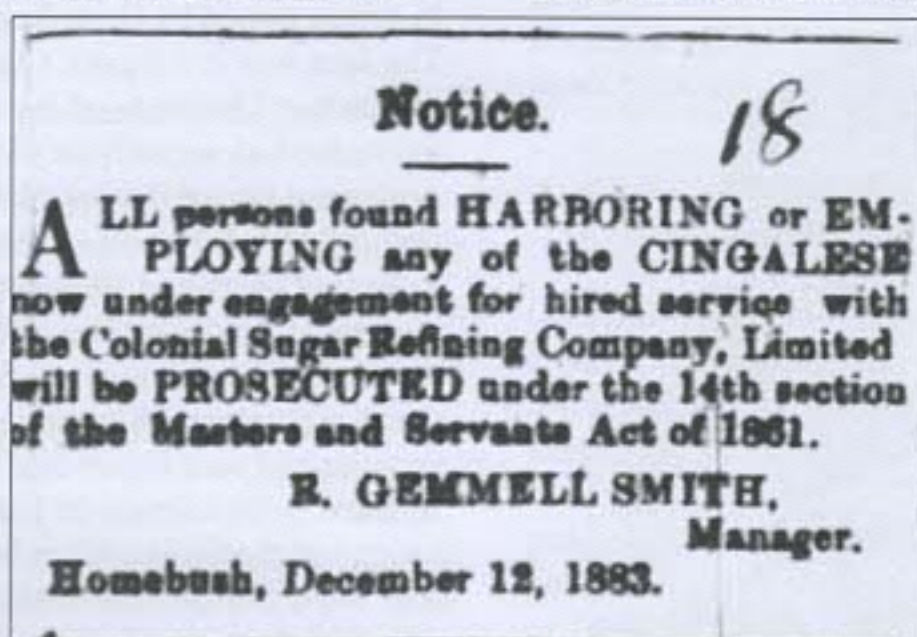
1887. On completion of the five year contract the options available to the Devonshire 500 were: either avail themselves of the free return passage and go back to Ceylon; or sign up with their existing employer for a new five year term and receive a bonus of 6 Pounds, a salary increase and get a free return passage to Ceylon at the end of the second five year contract; or sign up with a new employer on whatever terms could be negotiated.

The federation of the

six self-governing Australian colonies was on the horizon and there was talk of a white Australia policy to be implemented after federation and formation of the Commonwealth of Australia, which ultimately occurred on 01 January 1901. The expectation was that there would then be forced repatriation of non-

whites and this did happen to the Kanakas between 1906 and 1908. Some of the Devonshire 500 were worried about this possibility happening to them and opted to return home to Ceylon when their five year contracts expired. The rest decided to take a chance and call Australia home. **Figure 6** is a typical advertisement in the

Brisbane Courier of 11 September 1888 by Ceylonese job seekers after the five year contract was over. Those remaining in Queensland generally drifted away from the sugarcane industry and took up employment in hotels, cafes, shops, ran boarding houses and small shops or established small-holdings and became farmers. Appuhamy was the first to apply for and obtained a lease of 80 acres of Crown land. He was followed by Podi Singho who in 1888 was allocated



• *Figure 5 Notice by the Colonial Sugar Refining Company (Mackay Mercury, 13 Feb 1884).*

CINGALESE, experienced, Waiters, Cooks, Pantryman, want Employment. Christie's Depot, 23 Queen-street.

• *Figure 6 Ceylonese advertising for jobs (Brisbane Courier, 11 Sept 1888)*

planted and 700 acres are in the course of being planted. The sugar mill on this estate is reported as being one of the largest in Australia. The Minister found that the employees of the estate were 200 Europeans, 87 Kanakas, and 80 Chinese. There were also 120 Ceylonese working there out of the 198 that the Company had signed up. The remaining 78 were presumably absconding and working elsewhere, which led to the Company inserting a newspaper notice in

three blocks of land. By 1905, fourteen more of the Devonshire 500 had obtained leases of Crown land for agricultural purposes. Others took up jobs as artisans according to their skills as blacksmiths, carpenters and masons. They mainly married Aborigines and South Sea Islanders. A few married British and Irish emigrants.

Descendants of the Devonshire 500

Several direct descendants of the Devonshire 500 have been traced in and around Bundaberg and Mackay. The Newsmail of 17 November 2010 reported that a meeting was held a few days previously in Bundaberg of direct descendants of the Devonshire 500. David Silva was one of the



Figure 7 *George David Silva (Courtesy Queensland Assizes).*

Devonshire 500. His great-grandchildren have been traced in Gumdale, an outer suburb of Brisbane, Queensland. Kalu Appoo was born in Galle about 1863 and he was one of the Devonshire 500. He married Sara Wanigetunga who came on the Devonshire as a 12 year old child with her parents. They married on 22 February 1883 when Sara was just 13 years old. They had ten children and their direct descendants have been traced. Kalu Appoo died in Gin Gin Hospital, near Bundaberg on 08 March 1954 at the age of 94 years. He was the last of the original Devonshire 500 to pass away in Australia.

George David Silva

Widdarulgay David Silva was born in Colombo in 1847. In the late 1870s, he married Mary Appo Harny, who was born in Wattala in 1855. When Caulfield's advertisement appeared in the Ceylon newspapers for recruits for the cane fields of Queensland, David Silva sent in an application

stating that he was a farmer. He was fortunate in that he was one of the very few who was selected on a family basis. He travelled on the Devonshire with his wife and daughter, two year old Celestina. They disembarked in Mackay and he was assigned to work in the Palms Plantation which is in the Mackay district. The couple went on to have five more children, three daughters and two sons George David Silva (see Figure 7) and William James Silva. W David Silva died in Sydney in 1923 and his wife Mary died in Duranbah, New South Wales in 1897.

William later moved to Ceylon while George worked in the cane fields in the Mackay region. In 1911, George obtained employment as a farm hand in a farm owned by Hong Kong-born Charles Ching. The farm was in Alligator Creek, about 30 km south of Mackay. Charles lived in a three bedroom house on the farm along with his 45 year old English wife Agnes and five of their children. The children were 15 year old Maud, 10 year old Teddy, 8 year old Dolly, 4 year old Hugh and 20 months old Winnie. On the morning of Friday 17 November 1911, Ching told George that he was going to Sarina and Plane Creek which were about 30 km away, on horseback to obtain supplies and cash for George's wages. When Ching returned in the evening he found his house locked and no sign of the family. When he asked George where they were, George said that they must have gone to visit friends.

When night fell and there was still no sign of his family, Ching decided to enter his house by forcing a window open. He came across a horrific scene. His wife Agnes and 15 year old daughter had been shot dead. His 4 year old son Hugh and 20 month old daughter Winnie had been killed by bashing their heads. Ching immediately told George to borrow a horse from a neighbour and inform the Police in Sarina.

The Police arrived the following morning. There was still no sign of 10-year old Teddy and 8-year old Dolly who had gone to school the previous day. An Aboriginal tracker was engaged and their bodies were found in a gully about a kilometre from the house. Dolly had been shot and Teddy had head injuries. It appears that George was keen on marrying Ching's daughter Maud and had broached the topic to the Chings, but Mrs Ching would not agree to it. On Wednesday 22 November 1911, Inspector Sweetman of the Mackay Police went to Alligator Creek and told George David Silva "I now arrest and charge you that on the seventeenth of November 1911, you wilfully murdered Agnes Ching and her five children." He said that accused made no answer to the charge. He was conveyed to the Mackay lockup.

George David Silva's Trials

George was produced before the Police Magistrate, Mackay on Friday 24 November 1911. He was charged separately with the wilful murder of Mrs

Ching and each of her five children. To each charge he replied "I did not murder her (or him)." Silva answered 'not guilty' to each of the six charges and intimated that he would reserve his defence. The trial concluded on 08 December. He was remanded. The accused was committed for trial at the next sitting of the Circuit Court.

Silva's Mackay Circuit Court case was heard on 20 and 21 March 1912. He was found guilty of the wilful murder of Maud Ching and sentenced to death. Only one charge was made as they all carried the death penalty. The decision was, however, suspended pending a decision by a Full Court (Supreme Court) on the question as to whether the Judge was right in accepting as evidence a confession alleged to have been made to the Police.

Silva's appeal was heard by the Full Court on 10 May 1912 before the Chief Justice and three other Judges. They were of the opinion that there was no trace of a threat in the language used by the Constable when questioning Silva nor did he set a trap to catch the prisoner, nor did he imply that he would inflict any injury on the prisoner if he did not confess. The conviction was therefore affirmed.

The Governor and Executive Council considered and confirmed the death sentence. It was decided that the execution should be carried out on 10 June 1912 at the South Brisbane Prison at 8 am. When Silva came to the scaffold he was asked whether he had anything to say. He thanked the Governor of the Goal and the Salvation Army for the kindness shown to him. He said that he was innocent and that the witnesses had told lies.

He was a lay Preacher and he quoted verses from the 23rd Psalm and repeated the Lord's Prayer several times and went on speaking. After 27 minutes, the Under Sheriff decided that he had gone on long enough and the execution was carried out. It was the longest gallows speech in the history of Queensland.

Silva is buried in the South Brisbane Cemetery. There is a plaque there which gives his name among the others who were executed in the Boggo Road Jail. Joseph Lesina was a member of the Queensland Legislative Assembly and an ardent campaigner for the abolition of the death penalty. The plaque quotes his speech "The criminal is not a wild beast ... he is an erring brother ... To take his life is not the way to cure him; you only brutalise him. It has been condemned by history as a failure ... I feel perfectly sure that it will not be many years longer before the humanitarian feeling which is now spreading through this colony, and all civilised countries, will demand once and for all the abolition of the death penalty."

Only two more were executed in the Boggo Road Jail after Silva, when in 1922 Queensland abolished the death penalty. It was the first government in the British Empire to abolish the death penalty.

SOURCE :

- Wickrema Weerasooria's book titled "Links between Sri Lanka and Australia" is a useful source of information about the Devonshire 500.

He was educated at Royal College, Colombo and entered the University of Ceylon where he obtained a Law degree with first class honours. He qualified as a Barrister and in 1971, obtained a PhD from the London School of Economics. On his return to Sri Lanka in 1971, he joined the academic staff of Monash University, Melbourne, in 1972. In 1986 he was appointed High Commissioner for Sri Lanka in Australia. During his tenure as High Commissioner, he published the 313-page book in 1988. He held this post until 1990 when he re-joined Monash University as an Associate Professor.

Where kids cook 'Balu-dane'

On the way to Hanguranketa via Talatu Oya, the author dropped in to see a medieval traveller's rest in Marassanna to witness a quaint custom in a hamlet and see the true spirit of Buddhism practiced by village kids on the banks of a lush and healthy paddy field, at the end of a public footpath, on the borders of a little ancient hamlet, which speaks only of 75 families and royal connections stands its village rendezvous—the *ambalama*. In it are gathered the village kids to cook their *Balu-dane*.

We see it in the distance, silhouetted against the early morning sun, nestling in the shadows of surrounding mountains, standing as it stood 400 years ago, treading a narrow foot-track that winds across the fields, we approach it in single file, with the sweet scent of fresh paddy in our nostrils.

... Nine little children stand around—some beside the rice-filled pot which was on fire, some chopping onions and others cutting up dry fish. On every poya day, they gather together, collect food from village households and collectively prepare a meal to feed the village canines. This weekly ritual they call the *Balu D'ane* or the Dog's Alms Giving... What charming expression of the Lord Buddha's preachings of *Maithri* (Love), not only to fellow human beings but to animals as well. What fine humane thoughts those rural parents of the hinterland encourage in their young ones. Who will not welcome many more of these Marassana kids to our urban slum jungles?

— From Lala Adithiya's book *Ceylon Vagabond* (1959)

Truth of the matter

Journalists say a thing that they know isn't true, in the hope that if they keep on saying it long enough it will be true.

Arnold Bennett (*The Title*)

A concise history of motive power development on Sri Lankan Railways

COVER STORY by Udaya Peeligama



The railroads of Sri Lanka (previously called Ceylon) have been constructed mainly to the Broad Gauge of 5'-6", the widest in the world, in common with those of India and Pakistan. However, the loading gauge employed which dictates the profile of the rolling stock, is comparable to that of the Indian Metre Gauge. The first line to be built was the Main Line from Colombo to Kandy completed in 1867. The Coast Line to Matara was opened in 1895. The difficult extension of the Main Line to Badulla could not be completed till 1924. By 1928, railways had reached Kankasanturai on the Northern Line, Trincomalee and Batticaloa in the East and Puttalam and Talaimannar in the North-West. A Narrow Gauge 2'-6" line had also been laid on the Kelani Valley to Ratnapura in 1912 and between Nanu Oya and Nuwara Eliya in 1904. The current total track length is 1,508 km of Broad Gauge with no Narrow-Gauge track. This paper traces the motive power development on the Broad Gauge.

Steam Motive Power

The earliest locomotives on the Ceylon Railways had been the ML (Main Line) Class steam locomotives of 4-4-0 wheel arrangement with inside cylinders (Refer **Figure 1**). Imported from numerous locomotive builders such as Robert Stephenson, Kitson, Beyer



• **Figure 1: Class ML 4-4-0 Steam Locomotive - circa 1870.**

Peacock and Dubs in the UK over the years 1864 to 1895, they had total weights of around 60 tons and nominal tractive efforts of about 9,417 lbf (the tractive efforts being a measure of their haulage capacity). However, within the Class different batches had significant differences between them in cylinder size and driving wheel diameter. According to David Hyatt, the original locomotive No 1 "Leopold" an

ML Class, had hauled the first ever train to run on the island between Colombo and Ambepussa in 1864. A more modern 4-4-0 was introduced beginning in 1911 prior to the opening of the Talaimannar Line known as the "Mannar" Class and which later formed the F1 and F2 Classes. The Class built by the Vulcan Foundry and North British Locomotive Works was equipped with square topped Belpaire fireboxes and outside cylinders with slide valves. Weighing a total of 80 tons with 17,336 lbf tractive effort they lasted well into the final days of steam until the late 1960s. Progress was made towards 6 and 8 driving wheel types culminating with the significantly successful NOA ("Nanu Oya") Classes, later classified B1 to B6, the first batches of which were imported as early as 1883 and the last as late



• **Figure 2: Class B2 4-6-0 Tank-Tender Steam Locomotive.**

as 1948. Again, the locomotives forming this Class had substantial differences among them with some of the earlier examples having slide valves and the B2 to B6 Classes all having side tanks in addition to tenders (Refer **Figure 2**). The side tanks in these unique 4-6-0 tank-tender design served purely as ballast for greater adhesion when filled, the boiler being supplied with water drawn from the tenders. As with earlier locomotives, several UK builders, namely Stephenson, Kitson, Neilson and the Vulcan Foundry supplied the Class. Hyatt indicates figures of approximately 85 tons as total weight and 22,620 lbf as tractive effort for the B2 to B6 Classes.

From about 1915 superheated boilers came to be introduced in place of the earlier saturated steam boilers. The culmination in the ultimate development of the NOA Classes was the majestic B1 4-6-0s, the first batch of which arrived from famed Garratt builder Beyer, Peacock in 1927 (Refer **Figure: 3 on Page 13**). With Armstrong Whitworth and Stephenson



• *Figure 3: Class B1 4-6-0 Steam Locomotive.*

delivering subsequent batches, the Class B1, many of which were named after British Governors of Ceylon, represented the finest and highly versatile steam locomotive type on the island. The most handsome of all steam Classes, they were the workhorses of the system hauling the fast expresses and heaviest goods trains in the steam era. With Belpaire fireboxes and Walschaerts motion, they weighed 98 tons in total and strangely, tractive efforts of only 22,620 lbf (in common with the tank-tender type 4-6-0s) with Load A rating are attributed to B1s despite their proven haulage prowess. Some were converted to oil-firing in the latter days of steam.

Light axle load locomotives namely the Class B8 to B10 4-6-0s and Class A3 4-8-0s were imported from 1908 onwards for the originally lightly laid lines with 46½ lb/yd rail to the North and the East to Batticaloa and Trincomalee. It is interesting to note that the Northern Line was re-laid with the standard 80 lb/yd rail by the early 1930s, but the Batticaloa and Trincomalee Lines remained unchanged till the late 1960s. These light locomotives came from builders such as Hunslet, Nasmyth Wilson and Bagnall. The highly successful A3 4-8-0s had axle loads as low as 9 tons for a total engine and tender weight of 86 tons and developed 20,266 lbf tractive effort. The latest of these 4-8-0s entered service as recently as 1951 and understandably, had relatively short working lives when steam working ceased by 1969.

For shunting purposes, 0-4-0ST and 0-6-0T (later rebuilt as Class E1 0-6-2Ts locally) tank locomotives had been received beginning from 1869. These locomotives were obtained from different manufacturers in Britain such as Dubs and Hunslet and though intended mainly for shunting, were used for other duties as well. The railway also received an additional five 0-6-2T tanks from Robert Stephenson in 1928 to complement the shunting locomotive stocks. They weighed around 47 tons, had non-superheated boilers with tractive efforts of 18,014 lbs and were equipped with Stephenson inside valve gear. They lasted well into the end of the steam era some having spent their entire lives attached to important

rail hubs. E1 Number 93, built in 1898 and which had been the oldest operational steam locomotive in Sri Lanka spending most of its life at Rambukkana, is now displayed at the Kadugannawa Rail Museum.

For freight working on the heavily graded (1 in 44) Kadugannawa Incline on the Main Line to Kandy replete with 5 chain reverse curves, 0-6-0 locomotives had been obtained beginning from 1868, with one or two of them needed to bank the head-end unit. These were the original F Class and were withdrawn in 1912. Over the years 1911 and 1922 for assisting trains on Kadugannawa Incline, powerful 4-8-0 type "Big Bank" locomotives were imported from Kitson (**Refer Figure: 4**). Weighing a massive 117 tons they boasted tractive efforts of 33,475 lbf and were based at Kadugannawa Shed. Originally non-superheated and with slide valves, all were later converted to superheating with piston valves. The need for twin locomotives on the Up-country Main Line was avoided with the introduction of the 2-6-2+2-6-2 Class C1 Garratt locomotives from 1928 onwards (**Refer Figure: 5**). Built by Beyer, Peacock of Manchester, who had an almost monopolistic control of Garratt building, they had tractive efforts of 41,078 lbf, the highest of any steam locomotive in Ceylon. Though weighing 128 tons, their axle loads were a low 13½ tons. They were equipped with Hadfield power reversers, the first such introduction on a Garratt by Beyer, Peacock and Nicholson thermic syphons to enhance boiler heat transfer. Used always at the head end of trains on the incline, the Garratts were never operated as bankers lest their formidable tractive effort cause derailment. Although later efforts at oil firing no doubt lessening the fireman's chores, had some deleterious effects on the engine crew, the Garratts were the undisputed steam era Kings of the Hill Country, their thunderous and asynchronous four-cylinder exhaust beat reverberating across the mountain sides.

The rapidly increasing suburban passenger traffic in and around the Colombo area resulted in the Class D1/D2/D3 2-6-4T tank locomotives built by Stephenson and Hawthorn Leslie, being introduced from 1907 onwards for shuttle services



• *Figure 4: Class A1 4-8-0 Steam Locomotive*



• *Figure 5: Class C1A 2-6-2+2-6-2 Garratt Steam Locomotive.*

with quick turn-around capability (**Refer Figure 6 (below)**). These powerful 75 ton tanks developed an impressive tractive effort of 21,275 lbf and their 5' diameter driving wheels lent them the capability of rapid acceleration. Several were named after leading Colombo colleges. It was a common and impressive sight in the early post-war years to see these formidable machines take in their stride fully loaded 14 coach suburban trains at speed. The arrival of diesel multiple units in the mid-1950s spelt the death knell for these fine engines after decades of dedicated service.

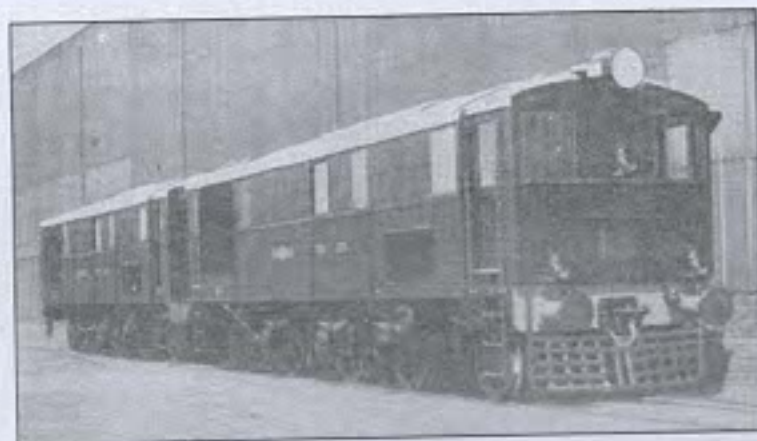


• **Figure 6: Class D2 2-6-4T Tank Steam Locomotive.**

A number of Sentinel and Clayton steam railcars classified R1 to R4 were also deployed for local passenger duties commencing from 1925. Most had vertical boilers, but a few were equipped with horizontal ones. Remarkably, a few survived till the late 1950s being employed on the Matale Branch Line. Two were converted to diesel and were reclassified as Class T2.

Diesel Motive Power

Sri Lanka was one of the first countries in the region to experience the convenience and haulage capabilities of diesel power on its railways. The country's



• **Figure 7: 1-C-1 800 hp Armstrong Whitworth Diesel Electric Locomotive.**

involvement with diesel traction dates back to 1935 when twin 1-C-1 type diesel electric locomotives with 800 hp Sulzer 8LD28 engines were loaned by Armstrong Whitworth of UK for trial running (**Refer Figure: 7 above**). These proved troublesome and were returned to the builders who later sold them to the Great Southern Railway of Argentina. In 1938 English Electric supplied three 4 coach diesel-electric multiple unit train sets with twin 180 hp Willans

and Robinson engines which were used on the Coast Line providing passengers the experience of train travel with speed, comfort and cleanliness for the first time. These units were classed S1. Heavy corrosion from sea spray caused the sets to be withdrawn in 1955. Following the success of these units, English Electric provided several 180 hp rail cars (Class T1) in 1947 for operation, each coupled to a non-powered trailer car. Mention needs to be made of a 20 ton 116 hp diesel-electric shunter obtained from Armstrong Whitworth in 1934. Its entire life of over 60 years was spent at the Ratmalana Workshops prior to withdrawal in the 1990s and display at the Kadugannawa Rail Museum.

The next diesels to arrive were the Class G2 54 ton 625 hp shunting locomotives with Bo-Bo wheel arrangement from the North British Locomotive Co in 1951, powered by Paxman 12RPHXL engines. The year 1953 saw the pioneering main line diesel electrics, the 1,000 hp Class M1 Brush-Bagnall locomotives in operation on the island's railways (**Refer Figure: 8 below**). Equipped with de-rated Mirrlees JVS12T engines, the M1s of A1A-A1A wheel arrangement and of weight 88 tons, with 34,000 lbf starting and 25,000 lbf continuous tractive efforts, displayed some phenomenal haulage feats.



• **Figure 8: Class M1 A1A-A1A 1,000 hp Brush-Bagnall Diesel Electric Locomotive.**

These locomotives were to have a significant impact not just on the railways of Ceylon, but on the British diesel scene as well. Despite the partnership of Brush-Bagnall never having produced a main line diesel locomotive before, the M1s after much initial teething problems, but thanks to the efforts of the Brush engineers and the ingenuity of that celebrated railwayman B D Rampala, settled down to accumulate some 30 million miles on the island's railways before withdrawal in the early 1980s. Brush, on the strength of the units produced for Ceylon, later went on to become Britain's most successful Diesel locomotive manufacturer.

In 1954, the first batch of the legendary Class M2 General Motors (GM) Electro Motive Division (EMD) built locomotives of 1,425 hp was gifted by



• **Figure 9: Class M2 A1A-A1A 1,425 hp GM-EMD Diesel Electric Locomotive.**

Canada (**Refer Figure: 9**). These were the export version G12 of that unrivalled machine, the GP7 produced by EMD for the North American market in the late 1940s. The first five locomotives arrived factory painted in two-tone orange and maroon livery, but later were re-painted locally in a striking three-tone scheme of silver, light blue and dark blue with a 'smile' at the ends. The Class powered by EMD's famed 12-567B two stroke engine and weighing 79 tons producing a starting tractive effort of 38,000 lbf, ultimately grew to 14 in total with the later units purchased by the Sri Lankan Railways. Of A1A-A1A wheel arrangement, two units were constructed as Bo-Bo, specially adapted to the Up-country Main Line. Thought by many to be the most reliable locomotive seen on Ceylon's railways, all but one are said to be in service still after some sixty odd years, a tribute no doubt to the workmanship and quality of EMD, who dominated the world diesel locomotive scene for well-nigh sixty odd years.

Mention needs to be made of two locally built diesel electric locomotives in 1956, the Class M3 of 360 hp, for shunting purposes. Each of these utilised twin engines from the withdrawn S1 Class diesel multiple units.

The suburban services around the Colombo area were dieselised with the importation of 45 diesel multiple units (DMUs) ('power sets' as termed in Sri Lanka) with hydraulic drive (Classes S2 to S4) from MAN in Germany and Schindler in Switzerland over the years 1956 to 1962. The S2 were powered by 800 hp Maybach MD435V8 engines while the S3 and S4 had 880 hp MAN V12 L12V18 and 1,000 hp MAN V12 L12V21 engines respectively. These four car DMUs with a power car at one end were capable of quick acceleration and rapid turn-around and coupled with Centralised Traffic Control immensely enhanced the commuter services in the region.

The difficulty in keeping the still considerable steam fleet operating and the costs involved, caused the railway, in a somewhat hasty and later to be proved ill-conceived move, to import 60 diesel hydraulic locomotives in 1969, almost totally eliminating steam working. 45 of these (Class W1

of 1,200 hp) came from Henschel of West Germany and 15 (Class W2 of 1,600 hp) from VEB of East Germany, both Classes having high-revving British Paxman Valenta engines, 12YJXL in the W1s and 16YJXLs in the W2s. Sadly, all had working lives of little over 20 years. It is a proven fact in railway circles that diesel electric transmission is far superior to diesel hydraulics in terms of performance and longevity. Most countries of the world have opted in the main for electric transmission, except, not surprisingly, in Germany where Hermann Föttinger first designed a hydraulic transmission in 1905. A few W1s had been re-engined with Caterpillar diesels that appear to have extended their lives. A fleet of 28,530 hp diesel hydraulic shunters (Class Y) with Rolls-Royce DV8 engines were obtained in 1969 from the famed builder Hunslet of UK to replace the G2s and the few remaining steam E1s. 1972 witnessed the unveiling of 8 locally built diesel hydraulic shunters (Class Y1) with 1,000 hp Paxman engines, a bold and if not, a commendable venture.

The next few decades resulted in the Sri Lankan Railways, no doubt hastened by the poorly performing diesel hydraulics, procuring a multitude of diesel electric locomotives and multiple units of varying makes. Often the choice of locomotives had been dictated by availability of credit facilities and whims of donor countries, a choice not conducive to the appropriate type of machine suited for the required service being procured. The Canadian built MLW 1,750 hp Co-Co Class M4s arrived in 1975, the Japanese Hitachi 1,600 hp Bo-Bo Class M5s and German Henschel 1,650 hp A1A-A1A Class M6s in 1979 and the British Brush 1,000 hp Bo-Bo Class M7s in 1981. The heavy 94 ton M4s were installed with the evergreen ALCO 12-251C3 engines while the M5s originally had MTU-Ikegai 12V652TD11 engines. The 66 ton M5s suffered from poor adhesion and unreliable power units and some were later re-engined with MTU V12M5B and Paxman Valenta 12YJXL engines. Both M6s and M7s had the renowned EMD engines, 12-645E in the M6s and 8-645E in the M7s.

Recent Developments

In 1996, the Indian firm DLW supplied eight 2,800 hp Co-Co ALCO locomotives (Class M8), based on the ALCOs which form the backbone of the vast Indian Railway diesel fleet. Fitted out with the obsolescent ALCO V16 251-B engine they weighed 112 tons with a length of 56'. Two of the Class were equipped with V12 2,200 hp engines and shorter bogies intended for the Up-country Main Line. However trials on that line had been unsuccessful. The Class M9 French built Alstom 100 ton Co-Co locomotives of 2,500 hp saw service in 2000 (**Refer Figure: 10**). Powered by Ruston 12RK215T engines de-rated from 3,200 hp, they were based on Alstom's well-known 'Prima' range of AC drive locomotives. With starting tractive efforts approaching 60,000 lbf from their state-of-the-

art AC drives, these highly sophisticated machines were soon rendered inoperative due to their need for exacting maintenance and exorbitant cost of spares, the harsh and dusty environment and somewhat lacking capabilities of the Sri Lankan railways contributing in no small measure to the sad state of affairs. A few of the locomotives are understood to be refurbished currently with assistance from the Arthur C Clerk Centre for Technology. Beginning from 2012, DLW of India has also provided nine more ALCO Co-Co diesel electrics of 2,500 hp (Class M10) (**Refer Figure: 11**). At 117 tons and 61' length, these are the heaviest and longest diesels to run on the island's railways.

The Class Y, M4, M6, M7, M8 and M10 have performed adequately and are the only classes still in regular operation, not forgetting the renowned EMD M2s which are into their seventh decade of operation. It is a compliment to the dedication of the railway personnel involved that such an ageing and assorted fleet can be kept afloat despite inadequacies of resources and funding. Nevertheless, it appears that the M2, M6 and M7 classes of advancing years are the only locomotives from the current operating fleet that are able to traverse the steep and curvaceous Up-country Main Line, the weight and wheelbase of the others precluding them from doing so.

Further purchases of hydraulic drive DMUs (Classes S5 to S8) continued to be made for the commuter services between 1970 and 1991, this time all from Hitachi of Japan. Of these, only the Class S8 are still in operation. The S8s are powered by German MTU V12396TC13 engines of 1,413 hp. The railway's penchant for hydraulic transmissions came to an end in 2000 when the Class S9 DMUs that came from the China South Locomotive and Rolling Stock Corporation (CSLRSC) were equipped with diesel electric transmission. With 1,580 hp MTU V12396TC14 engines and vestibule connections for the first time in DMUs, these six unit sets displayed swift acceleration and were a boon to the commuter services. The Class S10 followed in 2008 from the same manufacturer with even more MTU power from V12 4000R41 engines of 1,950 hp.

The S11 and S12 DMUs that were imported from India and China in 2011 and 2012 respectively marked a watershed in the annals of the Sri Lankan Railways' operational protocols. These DMUs came equipped for long distance passenger operation, complete with vestibule connections, transverse seating, toilet facilities and air suspension. The Indian S11s have Cummins KTA50L V16 engines of 1,350 hp. The S12s manufactured by the China South Locomotive and Rolling Stock Corporation (CSLRSC) are powered by V12 4000R41 engines of 1,950 hp in common with the earlier S10s (**Refer Figure: 12**). A typical S12 long distance ten unit train consists of power cars at either end, grossing nearly

4,000 hp with air conditioned accommodation on 1st Class. Sadly it also spelt the death knell for most of the named locomotive hauled expresses, much loved by the travelling public, now replaced by these ubiquitous DMUs of unremarkable character.

In recent years it appears the Sri Lankan Railways have faced a monumental struggle in attempting to maintain a scheduled and dependable regular service, despite the arrival of new rolling stock. Additional to concerns on rolling stock, despite much new track being laid to places such as the North, the existing track in most areas are in a parlous state, requiring speed restrictions and slow running with disruption to services. Neglect, mismanagement, lack of funding, skewed priorities have all contributed towards this unacceptable situation. It is reliably learnt that the railways are contemplating the purchase of a batch of new locomotives from that iconic builder EMD. Though not of North American origin as in the case of the M2s, these locomotives are said to be EMDs (no longer GM owned, but now with Caterpillar) of Indian build. It is hoped the Up-country Line will once again reverberate to the familiar deep two stroke engine throb and echo of multi-chime horns of EMD locomotives and the new units will live up to the reliability and durability of that legendary moniker, breathing fresh life into the island's ailing railways. Of course, track rehabilitation too needs to keep pace if this is to be a reality.

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 Figures 8 & 9 courtesy of 'Railpage Sri Lanka'

From those railways ...

Like many others who have lived long in a great capital, she had strong feelings about the various railway termini. They are our gates to the glorious and the unknown. Through them we pass out into adventure and sunshine, to them, alas! we return.

... to the noise of Beethoven

It will be generally admitted that Beethoven's Fifth Symphony is the most sublime noise that has ever penetrated into the ear of man.

— E.M.Forster (*Howards End*)



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Exploring the Ceylon Army's British heritage – 70 years on

by Jayantha Somasundaram

Sri Lanka's maritime areas were ceded to the British in 1796 and for the next one and a half centuries there was a British military presence on the Island. As a consequence, the Ceylon Army which was established 70 years ago in October 1949 was heavily influenced by this British legacy.

In the early British years under a Lieutenant General, Britain stationed four regiments of infantry, two Ceylon Rifle Regiments, a Regiment of the Royal Artillery, a Regiment of the Royal Engineers and a troop of cavalry on the island. But after the rebellion in the former Kandyan Kingdom was put down in 1848 and for much of the next century of British rule, there was a more limited British military presence on the island. So, by the turn of the 20th Century the British Army in Ceylon, now under the command of Brigadier General R.C.B. Lawrence, consisted of a battalion of Infantry, a company of the Royal Artillery, a company of Ceylon and Mauritius Royal Artillery and details of the Royal Engineers and Royal Army Medical Corps. (*Wright: 857*)

During Dutch times many Javanese had arrived in Ceylon as exiles and soldiers and they provided the Army's initial non-European presence, because the British believed that among the indigenous population "there were no castes or other social groups who had a 'martial calling.'" (*Wickremesekera: 12*)

The British established a 'native regiment' called the Ceylon Rifle Regiment which initially consisted of 300 Javanese Malay soldiers. Made up of five companies they saw action during the Kandyan War of 1815, the Uva Rebellion of 1818 and the Matale Rebellion of 1848. The Malay troops "created a fearful impression on the Sinhalese after the 1848 rebellion." (*Horowitz: 54*)

During the course of the 19th Century, the Ceylon Rifle Regiment would grow into a unit, with 11 of its 16 companies staffed by Malay officers and

soldiers. The Regiment was barracked in Colombo's Slave Island (now Kompannavidiya) where there is a Rifle Street and a Malay Street to record their presence. The Ceylon Rifle Regiment was the last regular Ceylonese army unit until the Ceylon Army was established in 1949. (*Holt: 454*)

In the first half of the 19th Century the British Army in Ceylon consisted of regular units made up of Britishers and some Malays recruited from the island's non-European population.

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What was to become the island's armed force after Dominion Status in 1948 had its origins in a military formation that was raised in the last quarter of the 19th Century from among Britons residing in Ceylon. In 1861, Ordinance No 3 provided for a Volunteer Corps and this legislation was followed on 1 April 1881 by a proclamation in which the British Governor, Sir John Douglas KCMG gazetted the establishment of the Ceylon Light Infantry Volunteers (CLIV). Commanded by Lieutenant Colonel John Armitage, the CLIV had HRH Albert Edward, the Prince of Wales, (the future King Edward VII) as Honorary Colonel. The Regiment still carries the crest of the Prince of Wales as the unit's badge and the motto *Ich Dien* (German for 'I serve').

In November 1881 the new Governor Sir James Longdon carried out the first inspection of these troops. The officers were all British, mainly planters and mercantile executives, and the three companies were made up largely of British NCOs and soldiers. In fact, Colonel Armitage wrote to the Colonial Secretary in January 1882 that "both the Tamils and Sinhalese are weak in numbers and with very few exceptions make but poor volunteers." (*Horowitz: 61*)

Companies of the CLIV were raised in major towns; in 1883 a company was established in

Kurunegala and in 1886 in Galle. The Snider Rifle originally issued to the CLIV was replaced in 1890 by the Martin-Henry and in 1899 with the Martin-Enfield rifle and carbine. The first CLIV camp was conducted in 1890 at Urugasmanhandiya in the Island's south west, but after 1903 these annual camps would be held in Diyatalawa. (*Wright:858*)

The CLIV was the parent of most other units raised during the next half century. In 1881 an Engineer Company of the CLIV was formed, in 1888 a gun battery and 27 CLIV members under the command of Captain C.E.H. Symons became the Ceylon Artillery Volunteers, in 1890 a group of CLIV stretcher bearers became the Ceylon Medical Corps and in 1892 the CLIV's Mounted Company drawn from tea planters became the Ceylon Mounted Infantry. Under Colonel Gordon-Reeves who was planting at Hoolankande Estate, Madulkele, the Mounted Infantry was Ceylon's only cavalry unit.

A cadet troop was established in 1881 at



• *Ceylon's first Prime Minister D S Senanayake at Sandhurst in 1950 with Cadets (left to right) David, Gunawardena, Fernando, Rodrigo, Weeratunga, Bartholemeusz, Jayakody and Hapugalla.*

Royal College, Colombo, to provide instruction in drill, discipline and responsibility. Later in 1902, as part of the CLIV, a Cadet Battalion with companies at Royal, St Thomas', St Benedict's and Wesley Colleges in Colombo, Trinity and Kingswood Colleges in Kandy, and Richmond College in Galle was established with officers drawn from teachers and senior students. "The history of the CLIV marked not only the history of the infantry arm but also the birth of many units of the Ceylon Volunteers." (*Muttukumaru: 116*)

In the second half of the 19th Century with the raising of the Ceylon Volunteer Corps there were opportunities for residents of the Island to serve in the military. However, they did so in a volunteer capacity and were largely drawn from the European population.

.....

The Ceylon Volunteer Corps saw action overseas in its early years. When the Second Boer War commenced in 1899 a company of the Ceylon Mounted Infantry numbering 129 under Major Murray Menzies left for South Africa. They saw action in Stinkhoutboom, Cape Colony, Driefontein, Johannesburg, Diamond Hill and Wittebergen. Eight members of the unit were killed and are remembered in a memorial window at St Paul's Church, Kandy. The Ceylon Planters' Rifle Corps, consisting of European tea and rubber planters was raised in Kandy in 1900 under Colonel R.N. Farquharson, a retired navy captain. In 1901 the Mounted Infantry contingent in South Africa was replaced by a company of 103 soldiers from the Planters' Rifles under Captain J. Stewart of Sutton Estate Agrapatana. (*Wright:859*)

In April 1900 the Colonial Government identified Diyatalawa as the site for a Prisoner of War (POW) camp to house Boers from South Africa. Within months the facility was completed and the first prisoners arrived that August. Diyatalawa continued to receive Boer prisoners until June 1901, housing a total of 4700 prisoners. "There were other Boer POW camps too – at Mount Lavinia (where the convalescents were sent), Ragama (for dissidents) and at Hambantota and Urugasmanhandiya (for prisoners on parole). All in all, there were around 5500 Boer POWs dispatched to Ceylon." (*Sadanandan*)

Willie Steyn with four other Boer POWs escaped custody in January 1901 at the Colombo Harbour and boarded a Russian vessel which carried them to a port in the Crimea. From there they went overland by train via St Petersburg to Amsterdam, finally returning to South Africa. Though the Boers had by then virtually lost the War, exploits like this escape drew "attention to the war in South Africa and strengthening the image of the resolute, courageous and seemingly invincible Boers." (*Wessels: 111*)

At the end of the War in 1902 one POW, Henry Engelbrecht, refused to take the required oath of allegiance to the British monarch and was barred from returning to South Africa. He remained in Ceylon becoming the first Game Warden of what is now the Ruhunu National Park.

After the War, the abandoned facilities at Diyatalawa were turned into a training camp for the Ceylon Volunteer Force. Diyatalawa would remain the focus of military training for over a century. When the Ceylon Army was established the Recruit Training Depot was set up here, later it would become the Sri Lanka Military Academy. In 1952 the Royal Ceylon Air Force would also set up its Officer Cadet Training School at Diyatalawa.

In 1905 Lieutenant Colonel Richard Morgan VD was appointed Commander of the Ceylon Volunteer Corps which numbered 2500. Born in Colombo and educated at the Colombo Academy (later Royal College) and St Thomas' College, a

graduate of Cambridge University and a barrister at Lincoln's Inn, he was a District Judge. In 1881 he joined the CLIV and was promoted Lieutenant Colonel in 1904. Second in command was Lieutenant Colonel Hector van Cuylenburg, educated at Royal College, a member of the Ceylon bar and a barrister at Gray's Inn. He enlisted in 1881 in the CLIV and was subsequently commissioned. (*Wright:861*)

Major Theodore Jayawardene would be appointed Intelligence Officer in 1910 when the post was created, primarily to warn against the approach of hostile naval vessels. In 1922 Lieutenant Colonel Jayawardene the first Ceylonese to command the Regiment received the King's Colours on behalf of the CLI, presented to the Regiment by the Prince of Wales. (*Wright:862*)

In 1906 the Ceylon Mounted Infantry now incorporating a mechanised squadron was renamed the Ceylon Mounted Rifles and based in Colombo. With the end of the cavalry era, the regiment was disbanded in 1938, and its personnel were absorbed by the Ceylon Planters' Rifle Corps.

The Ceylon Volunteer Force became the Ceylon Defence Force (CDF) in 1910. Still a volunteer army it comprised the following units: The Ceylon Light Infantry, the Ceylon Mounted Rifles, the Ceylon Planters' Rifle Corps, the Ceylon Artillery, Ceylon Engineers, Ceylon Army Service Corps and the Ceylon Volunteer Medical Corps.

Most of these units would become the nucleus of the Ceylon Army in 1949. The Ceylon Volunteer Medical Corps would become the 2 (Volunteer) Ceylon Army Medical Corps; the supply and transport element of the CLIV became the Ceylon Supply and Transport Corps in 1918, renamed the Ceylon Army Service Corps it would become the 2 (V) CASC in 1949. The Ceylon Artillery Volunteers (CA) became the Ceylon Garrison Artillery in 1918 and in 1949 became the 2 (V) Anti Aircraft/Coast Artillery Regiment. The Engineer Company of the CLIV formed in 1881 became the Ceylon Engineers Corps (CE) in 1911 and the 2 (V) Ceylon Army Engineers Corps.

The CDF in peace time numbered about 3000 officers and men and for the first time provided an opportunity for the non-European residents of the Island to serve in large numbers, albeit in a volunteer capacity.

The CDF was mobilised in 1914 and during World War I the CLI was assigned to guard vulnerable installations, especially in Colombo, while the CA manned guns to defend the city. Many soldiers from the CDF travelled to the UK at the outset of war, joined the British Army and served in Europe. Second Lieutenant Basil Horsfall VC a rubber planter who had served with the CE joined the 11th Battalion

East Lancashire Regiment and in March 1918 near Moyenneville in Somme, France, when under German attack was wounded in the head. Disobeying an order to withdraw he rallied his troops and counter attacked. He was killed and posthumously awarded the Victoria Cross. In addition "in 1914, an overseas contingent composed of eight Officers and 221 other ranks of the Ceylon Planters' Rifle Corps embarked for the first Great War and saw service in the Suez Canal military area and Mesopotamia. Others came in several line regiments of the British Indian Army." (*Samarasinghe*)

Under the command of Major Hall Brown, a Rifle Corps contingent

was attached to the 1st Battalion Wellington Regt, Australian and New Zealand Army Corps (ANZAC). In April 1915 as part of the ANZACs they landed on Z Beach, now known as ANZAC Cove, on the Gallipoli Peninsula in Turkey. They also saw service in Palestine and Mesopotamia.

On their own initiative soldiers of the CDF enrolled for service abroad, among them was Corporal (later Major) D. B. Seneviratne CLI who was commended for his 'conspicuous gallantry, devotion to duty and leadership during an enemy attack,' and awarded the Military Medal. Similarly Private Jacotine 'when every man on his outpost save one had been killed or wounded, the survivor Private Jacotine of the Coldstream Guards carried on the fighting alone for 20 minutes before he was blown to pieces by a grenade.' Richard Aluwihare who enlisted in 1915 with the Middlesex Regiment was severely wounded in the Battle of the Somme the following year. In all 49 Ceylonese servicemen were killed during the War as were 276 Britons from Ceylon.

Four new units were raised by the CDF during World War I. They were the Colombo Town Guard and Town Guard Artillery in 1914, the Ceylon Motor Cyclist Corps in 1915 and the Ceylon Supply and Transport Corps in 1918. In addition the Ceylon Artillery and the Town Guard Artillery were amalgamated in 1918 to form the Ceylon Garrison Artillery (CGA).

World War I provided an opportunity for soldiers from Ceylon, both European and indigenous, to serve with distinction overseas in theatres of combat.

In May 1915 rioting broke out at Gampola



• Lt Col John Kotelawala

between the Moors and the Sinhalese. When it spread to Kandy, Police reinforcements were rushed from Colombo but the situation deteriorated with violence erupting in Colombo and other parts of the Island.



• Brigadier James Roderick Sinclair

Governor Robert Chalmers declared Martial Law and placed Brigadier General Henry Leith Malcolm CB CMG DSO, Officer Commanding Troops in Ceylon, in charge. "Martial Law was proclaimed on 2 June 1915 to deal with Buddhist-Muslim rioting. It was withdrawn by an Order in

Council on 30 August 1915." (*Minattur*:79)

The 28th Punjabi Infantry Regiment of the British Army under the command of Lieutenant Colonel A G de V Chichester which was on garrison duty was called upon to suppress the riots with shoot on sight orders. One hundred and sixteen people were killed, 63 by the Army and Police. Governor Chalmers was recalled and a Commission of Inquiry was appointed by his successor Sir John Anderson GCMG KCB JP. Presided over by the Chief Justice Sir Alexander Wood Renton GCMG KC the inquiry found that that some acts of military shooting, resulting in fatalities, could not be justified.

By the time World War II broke out in 1939, the CLI was under the command of Colonel Waldo Sansoni OBE VD JP UM. He was succeeded by Lieutenant Colonel John Kotelawala who had been commissioned into the CLI in 1922, promoted Captain in 1928, Major in 1933 and Lieutenant Colonel in 1940. The CDF was given the responsibility of securing the Island's coast and its strategic military and civilian installations. For this task the CLI expanded to become five battalions, the CGA became three regiments, and the CE three companies.

Unlike World War I, this would not be a conflict in distant lands. Ceylon faced the threat of a Japanese invasion in 1942 and was attacked that April by the Japanese Imperial Navy's main aircraft carrier force, comprising five Fleet Carriers and four Battleships, "in striking power virtually the same as the force used against Pearl Harbour." (*Willmott*:442)

To meet the threat of invasion the British hastily inducted the equivalent of two army divisions, one light and two fleet carriers, five battleships, seven

cruisers, sixteen destroyers and seven submarines while the RAF deployed No. 222 Group and the Royal Navy Fleet Air Arm No 803 Naval Air Squadron. As a consequence, in air battles over the Island and in the ocean surrounding, the Japanese were repulsed and their fleet withdrew to Singapore.

•••••

On 11th November 1947 on the eve of Dominion Status, the United Kingdom signed what became known as the 'Defence Agreement' with Ceylon which stated *inter alia*, "The Government of the United Kingdom and the Government of Ceylon



• Elizabeth II Queen of Ceylon inspects a Guard of Honour provided by the Ceylon Army in Colombo during her April 1954 visit.

will give each other such military assistance for the security of their territories." Under the terms of this Agreement, in 1948 the UK seconded a British officer, Brigadier James Roderick Sinclair, 19th Earl of Caithness CBE DSO who served first as military advisor to Ceylon and then as the first commander of the Ceylon Army. In order to assist Brig Caithness Lieutenant Colonel Anton M. Muttukumaru, the ranking CDF officer, was called back to active service, and appointed Officer in Charge Administration CDF HQ. Brigadier Caithness proposed to the Ceylon Government that the Army consist of an infantry battalion, an artillery regiment, signal, supply, ordnance, electrical and mechanical, and medical units; a works services engineering detachment to maintain buildings, a military police section and a training depot.

Under the Army Act No. 17 of 1949 the Ceylon Army came into existence on the 10th of October 1949. Once the Ceylon Army was established, British assistance under the Defence Agreement would also take the form of a training team to man the Recruit Training Depot, advisors for the Ordnance Corps and the Electrical and Mechanical Engineer Corps, and places for officer training at the

Royal Military Academy Sandhurst. Between 1949 and 1968, 80 Ceylon Army Cadets would attend Sandhurst.

Brigadier Caithness invited Lt Col Anton Muttukumaru to be the Army's first Chief of Staff. A barrister of Gray's Inn and a Crown Counsel in the Attorney General's Department, Lt Col Muttukumaru had already played a major part in drafting the Army Act and in advising and assisting Brigadier Caithness in preparing his plans for the Ceylon Army. Lieutenant Colonel Muttukumaru had been commissioned a Second Lieutenant in the CLI in 1934, mobilised for active duty in 1939, promoted Captain in 1940 and Major in 1942. In November 1943 he was promoted Lieutenant Colonel and given command of the 2nd Battalion CLI.

The Chief of Staff was assisted by three officers, Major Maurice de Mel who handled operations and training, Captain Roy Jayatillake responsible for administration and Captain Harold Van Twest in charge of quartermaster issues.

Two combat units were raised by the new Army, the Ceylon Infantry Regiment, which was the old CLI, and the 1st Heavy Anti-Aircraft/Coast Artillery Regiment. They were commanded by Lieutenant Colonel H. W. Wijeyekoon and Lieutenant Colonel F.C.de Saram respectively.

The Army followed the British regimental system with each unit operating independently and responsible for its own recruiting. Each battalion comprised five companies of four platoons, with each platoon made up of three squads of ten soldiers. Officers generally remained with their regiment throughout their military careers.

Soldiers and units of the CDF not absorbed into the regular Ceylon Army made up the Ceylon Volunteer Force: the 2 (V) CLI, 2 (V) Anti Aircraft/Coast Artillery Regiment, 2 (V) Ceylon Signal Corps, 2 (V) Ceylon Army Medical Corps, 2 (V) CE, and 2 (V) CASC. The regular units and their volunteer counterparts would share nomenclature, dress and other aspects of regimental life.

At birth the Army was staffed by 154 CDF officers who had been commissioned in the 1930s and 1940s and had been mobilised for service during World War II. Non-commissioned Officers and soldiers were also initially drawn from those who had served with the CDF. The first six commanders of the Ceylon Army would be CDF veterans.

Among the officers and soldiers of the new Ceylon Army were those who had seen action during the Japanese raids in 1942, elements of the CLI and CGA who had been deployed overseas for duty in the Cocos Islands, and others who had volunteered for active duty in Burma. Individual officers and soldiers of the CDF also had combat experience in other theatres of operation, primarily in North Africa, Sicily and Greece, with the Royal Army Service Corps, the

Royal Artillery, the Royal Engineers and the Royal Pioneer Corps'. During the War the CDF veterans had also benefited from training with British and Allied units rotated through Sri Lanka, especially for jungle warfare in South East Asia.

When the Ceylon Army was established in October 1949 it inherited a rich history of institutions, traditions and experiences that had emerged during British times along with well trained, motivated and combat tested officers and soldiers who had served with and alongside their British counterparts.

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Glittering gems

Sapphires and rubies are forms of corundum, the second largest mineral in the world after diamonds, which are not found in Sri Lanka. Marco was much more impressed by the rubies he saw when he visited Sri Lanka than by anything else. Rubies vary in colour from pink and violet through to the most highly prized pigeon-blood red. The island's sapphires come in shades of yellow, green and blue, the cornflower and royal blue tints being the most valuable. The largest known sapphire in the world weighing 42 pounds was found in the gem pits of the island, and the 400 carat Blue Belle, also from Sri Lanka, is set in the British Crown. Star sapphires and star rubies reflect a six-pointed star when brought into the light, the result of 'silk' or a desirable pattern of flaws in the stone.

— From *Odyssey Illustrated Guide to Sri Lanka* by Gillian Wright

From 'Outsider' to Privileged Insider – the odyssey of a young migrant

(Resume' of talk by ARUN ABEY A.M. at the CSA Quarterly Meeting in Sydney on 25 August 2019)

To many of us in the audience our speaker's subject *The Migrant Experience – ties between Sri Lanka and Australia* seemed a complex one. However, addressing the Ceylon Society of Australia's third quarterly meeting in Sydney, Arun Abey AM held the attention of the audience throughout. He spoke with the expertise of one who had lived through and confronted the challenges of moving between countries from young days. By adding a personal touch to his narration, he facilitated the guests, most of whom were migrants themselves, to relate to his discourse with ease.

Arun was born in the thick of historic riots of May 1958 (also known as Emergency '58) to a Tamil mother and Sinhalese father and spent 16 of his formative years living alternatively between Sri Lanka and Australia. Early in his life, Arun accompanied his parents on their first stint in Sydney, between 1962-65. His father had been appointed by the Ceylon Tea

and hard work. Arun successfully conjoined the two strands of Sri Lanka and Australia, giving it the meaning of what it is to be a migrant and make the successful transition. Adaptation was an absolute necessity, he explained, with the initial difficulties and traumas of adjustment, especially when you are young and certain attitudes in the new country comes across that you are unwelcome and an intruder. He articulated

Some Thoughts on Success

The 5 Powers:

- ✓ The Power of Connecting the Dots
- ✓ The Power of Possibility
- ✓ The Power of Making a Difference
- ✓ The Power of Money
- ✓ The Power of Privilege



Board on a contract to promote tea in Australia. After spending two years in Sri Lanka, attending St Thomas Prep School in Kollupitiya, the family returned for another three year contract in Australia. This was followed by another year in Sri Lanka, during 1971, the year of the JVP Insurgency, before the family returned for its third contract to promote tea. During this term, the family decided to settle in Australia and became migrants. Arun finished his schooling in Australia and then graduated in economics and arts from university.

What held the audience's interest was the way he wove his personal experiences of the diversity of living in life in Sri Lanka and his encounter with the new land.

Arun drew on the reality of being a migrant, with the wealth of familiar culture and traditions of the land of his birth and then compared that experience to a completely different culture and way of life in the new country. It takes courage to make a new life in another country, he emphasised, and to make a success of the transition does need patience

how he felt like an outsider: the reference to being seen as an alien - almost like the extra-terrestrial in the film ET or how people stopped and stared at his Mum's saree in the street and the Bulletin statement (see notice on left column) which boasted out the 'White Australia' policy at that time.

He structured his talk around five values (which he called Powers) that he initially used as headings and chapter titles to the different parts of his talk. There was a lot more than that. It was the philosophy to make full use of the opportunities that came his way in life. The Power of Connecting the Dots; the Power of Possibility; the Power of Making a Difference; the Power of Money and the Power of Privilege. For instance, in the 'the Power of Joining the Dots' he explained the value of foresight, particularly in sensing and utilising the opportunities which opened up on obtaining his University degrees. In the 1980s, as a research assistant at the ANU, it was a time of great change worldwide and the liberalisation of the Australian economy plus accompanying social reform that came about in the Hawke-Keating government. He was driven by this and made sure he applied all those to the full in enhancing his lifestyle and enriching his own ambitions. He saw opportunities in changes: Globalisation; Trade Liberalisation; Financial Deregulation; the prospect of longevity of the populace and that people nowadays yearned for comprehensive advice on financial management. This philosophy resulted in the birth of **ipac**, a company created with a few others and a small capital, providing modern wealth management in the country. Along with the Walsh Bay Partners business,



• A young Arun with parents Don Samson and Annapurni Abeyagunawardena.

that came later, are the results of a belief in the power to make a difference. Hard work, determination and some luck enabled them to build successful businesses in Australia first and later, worldwide.

He learnt the Power of Possibility from his parents Annapurni (nee Kanakaratnam) and Don Samson Abeyagunawardena. Though not well-off, the two of them were involved in many arts and cultural activities. His mother's passion for the 2500-year old unique Sinhala dance format led to her being a well-known dance teacher with her own dance troupe. Arun's parents were responsible for arranging the first dance tour of the world-renowned exponents of Sri

Lankan dance, the Chitrasena School of Dance to Australia in 1963.



• The famous Chitrasena School of Dancing.

Is it possible to be rich and happy? How can we use wealth wisely to produce the great outcomes that we hope for ourselves and our children and avoid the terrible results that we know the poor use of money can sometimes cause? Such are the questions that intrigued Arun Abey over 35 years working

as a financial adviser and wealth manager for individuals and organisations. Seeking excellence in everything he did, Arun put himself from an un-welcome outsider to a Privileged Insider as he pursued success.

He has also worked in academia and is an entrepreneur and a strategy adviser to some of the world's largest firms, including being Head

of Strategy for the AXA Asia Pacific Group for a decade. He is involved in a number of philanthropic and cultural activities and is the author of various international best sellers. What connects these diverse activities together is Arun's passion for ideas that help people thrive: to enjoy happier, more meaningful and financially secure lives.

Walsh Bay Partners, of which Arun is Executive Chairman, provides wealth and wellbeing advisory services to families and endowments. The emphasis is on creating deep relationships through family strategy planning and providing access to institutional quality investment opportunities. The most important measure of long term success is linking money to enduring family wellbeing.

*Arun drew on the reality
of being a migrant, with
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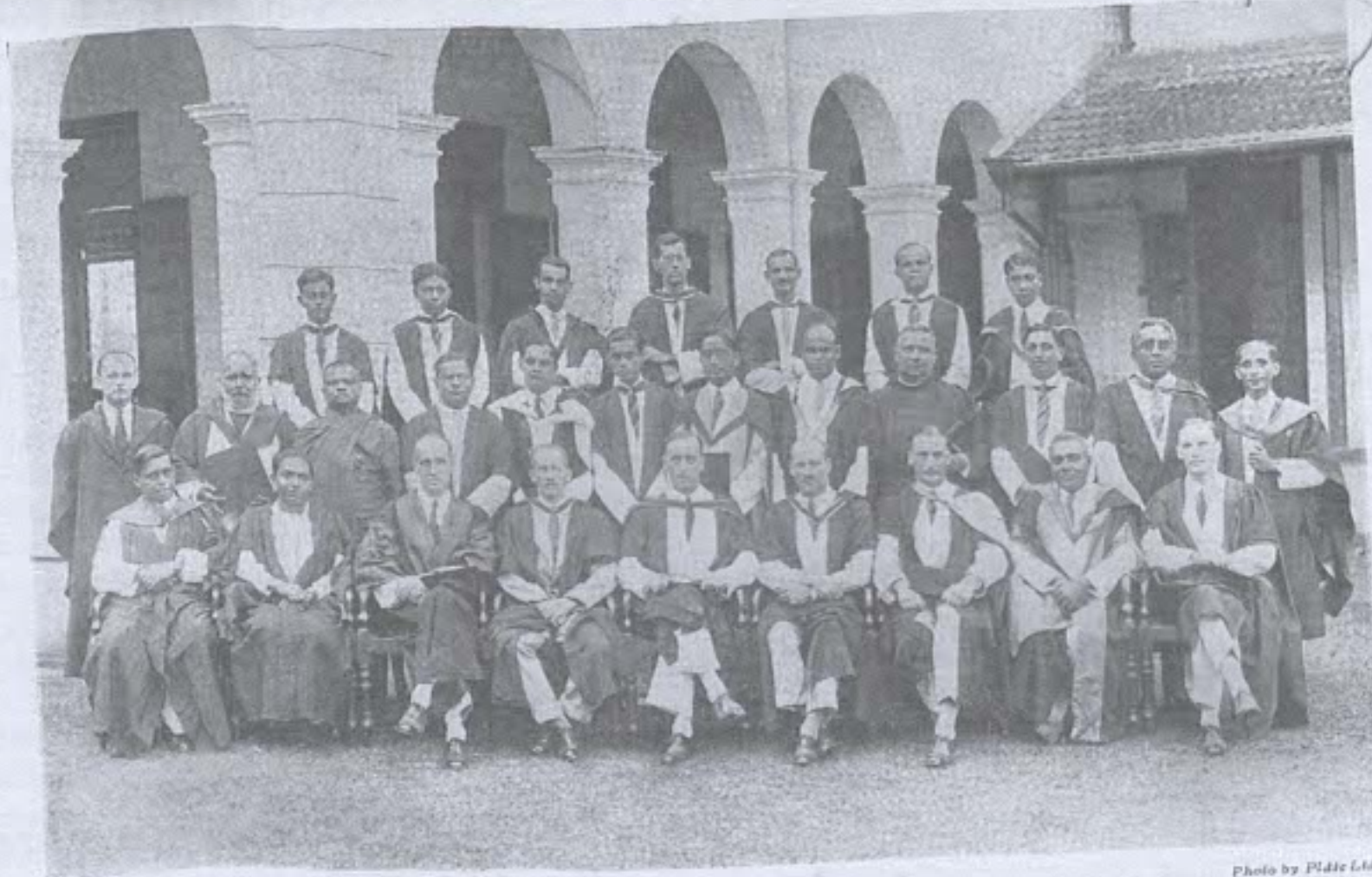
Arun Abey, B.Ec., B. A. (Hons), HonDUniv ANU, FFin Finsia is Chairman and Co-founder Walsh Bay Partners as well as ipac securities. He also holds the chairmanship of the Advisory Board, ANU College of Business and Economics, the Advisory Board SP Jain Global School of Management and the Abey Family Foundation. He is a Director of The Smith Family and Chairman of the Finance and Audit Committee.

In recognition of all these accomplishments and the benefits these rendered to the country in the long run, Arun was awarded the Order of Australia (AM) for his services.

Arun's story is indeed a success story, when he decided to confront the enormous challenges he had to overcome, planned his methodology of doing so, learning from the examples set by his parents and made his life an example to us all - both in Australia and Sri Lanka.

— Doug Jones

CEYLON UNIVERSITY COLLEGE STAFF.



Back Row :—P. Kirthisinghe, G. W. Amerasinghe, H. A. Passo, L. D. Smith, S. Baliga, A. W. Mailvaganam, W. Fernando.
Second Row :—R. S. Enright, Rev. F. Kingsbury, Rev. R. Sidhartha, J. C. De, E. F. C. Ludowyk, B. J. T. de Silva, P. C. Sarbadhikari, S. Nadaraser,
 Rev. P. L. Jansz, E. L. Fonseka, J. L. C. Rodrigo, B. B. Das Gupta.
Seated :—F. H. V. Gulassekharan, G. P. Malalasekera, N. G. Ball, W. N. Rae, R. Marrs, S. A. Pakeman, J. W. Hinton, J. P. C. Chandrasena, D. R. R. Burt.

An Octogenarian remembers...

The GOH, Tony Felice & the NYE dance

Do you remember what it felt like... being on the first floor ballroom at the Grand Oriental Hotel (G.O.H.)



Grand Oriental Hotel

in the early 1960s looking out of the windows overlooking the harbour? While the Tony Felice band played 'Auld Lang Sine' that brought in the New Year - with the Colombo Port's tug-boats in the harbour sounding their sirens and rockets and fireworks lighting the sky. Being there at that magical time, seeing the New Year in with the girl that you spent weeks trying to get as a partner for the dance - that was truly special! Some of the luckier friends still have that same girl beside them - partners for well over half a century!

When the dance folded around 2 or 3 AM, there was still time to crash at the very popular 'Otters' dance for a couple of hours. And then it was straight on to St. Mary's, Bambalapitiya for the early

morning Mass; dropping our partners off at their respective homes, and then home to Nugegoda for a breakfast of milkrice, followed by slices of (Bake House) Broeder - spread with canned New Zealand butter and a nibbling of Edam cheese. (Urban Stores on the Main Street in Pettah, was an important stop for festive provisioning, on the family's seasonal shopping spree).

Then (for me, at least), it was a quick freshening-up and change and astride the motorbike, off to work at the bank. The British banks at that time had a tradition (or was it superstition?) of opening for a half-day's business on New Year's Day.

A hurried rush back home at noon, for a family lunch of delicious lampries with a glass of my aunt's specialty milk wine, and then a few hours of sleep - to later join friends waiting on the beach around the Surf Club for our 'traditional' New Year's Night of lighting skyrockets off the beach. It was also now back to earth with the usual 'double distilled' arrack and 3-Roses cigarettes; the special treat of Black & White Scotch and foreign cigarettes - (English Chesterfields or Wild Woodbines, probably contraband bought from their special supply at Abbas in the Victoria Arcade), having being exhausted the night before.

Oh heck!.. Tomorrow is a working day.

— AUBREY KOELMEYER



BOOK REVIEW

Motorcycling adventures in Sri Lanka by Michael Rohan Sourjah.

Published by Perera Hussein, Colombo.
Price Rs 1500

REVIEWED by Hugh Karunanayake



Michael Rohan Sourjah has come up with yet another gem, and this one surpasses his earlier book on motorcycling in the outback of Australia, a classic by itself. The author dedicated the book "to the wonderful island of Sri Lanka, the country of my birth where I spent 24 years of bliss and serendipity".

This book can take several avatars, it can be a travelogue if you wish, it can be a guide to motor cycling in Sri Lanka, another option, or it can be a firsthand account of the splendours and wonders of "inner Sri Lanka" so delightfully brought before the reader. Those who prefer "armchair" travel would find this book very easy to read, the descriptions and the banter striking close rapport with the reader.

A very professional production running into 328 pages, this book is very smartly planned with detailed accounts of the varied and unique attractions that Sri Lanka can offer to a traveller.

Travelling by motor cycle traversing almost the entire island is no mean feat but it provides an insight that travel by other forms of motorised transport can never equal. The author's racy, informal, and chatty style of writing makes the descriptions even more attractive and irresistible. It criss crosses the island from Colombo to Tanamalwila, into the tea country, travel around the coast and inroads to Batticaloa and the North including Kilinochchi and countless other places brought to life by the author's enthusiasm for travel. All that done on his faithful Royal Enfield in the company of some great buddies all united in their yearning to see places, enjoying the camaraderie, and, in Rohan's case, also recording for posterity.

Michael Rohan Sourjah does not need much introduction to readers. He was the founding Secretary of the Ceylon Society of Australia which was formed back in 1997. A man with a deep interest in the history of Sri Lanka, evidenced by his massive library of antiquarian books on Sri Lanka, he is a man of many parts. Educated at Trinity College, Kandy where he, his brother Lalin and their father Dr Robert Sourjah were all bestowed with the honour of "lion" in rugby football, an unsurpassed achievement. (See story next column). He is a recognised

authority on riding motorcycles in different countries, and has ridden over a hundred thousand kilometres in Sri Lanka, the USA, Australia, Thailand, and India.

The book is essential to anyone visiting Sri Lanka with a desire to exploring life behind the glitz and glamour of the big city. Rural Sri Lanka is where the heart of the country lies, and this book takes you right there. It is indeed a "bible" for the motorcyclist, but also an incomparable handbook to the not so adventurous traveller. It comes replete with maps showing different routes, a resource compendium detailing information on places and shops to visit, food outlets, historical sites and listings of places that visitors would seek but have no accessible information on etc etc. It is encyclopaedic from that point of view and is a must for anyone travelling to the island that brought millions of visitors across the oceans and through the centuries.

Congratulations to Rohan on this truly magnificent production.



Three Lions from Trinity

Dr Robert Sourjah the Captain of the winning First Bradby Shield Rugby encounter between Royal and Trinity Colleges in 1945 is seen here with his two sons Rohan and Lalin also Trinity Lions, an honour bestowed to outstanding sportsmen from the school. Rohan captained the Trinity Rugby XV in 1975 and was honoured with the Lion for his remarkable leadership. Lalin the younger son on the left Captained the Trinity College athletics team and was awarded the "Lion" for his outstanding performances and leadership.

This remarkable family achievement is unique and is likely to remain unsurpassed. Dr Robert Sourjah was until recently on the Committee of CSA, while Rohan was one of the convenors of the Society in 1997 and its founding Honorary Secretary. We wish the unique Sourjahs the very best.

APPRECIATIONS

My Friend Rajpal

I write this as a personal appreciation of a dear friend Dr R.K. (Rajpal) de Silva. I shall leave it to others more qualified than me to write about his contribution



to recording the history of paintings in Sri Lanka mainly during the Colonial period. His life at the Royal College, Colombo and his lifelong association with his schoolmates are aspects that I only know of in passing. He has written about his

life as a medical student and as a doctor which makes interesting reading.

When Mano rang to say that Rajpal passed away that day, I was full of grief. I had had a telephone conversation with him a few days before. Though infirm, he was at that time full of good cheer. It confirms the adage that "death comes like a thief in the night".

I tried to distil into a few words how I have been enriched by my close association with Rajpal over the last 20 years. Before meeting him, my appreciation of a painting was of a pretty picture with some attention to form, light and dark, and technical aspects. Rajpal's vision was that the painting should talk to you and convey a depth of meaning which comes from a deeper insight into the artists mind. A painting has its own story to relate and delving into its history allowed a greater appreciation of it. I am forever grateful to Rajpal for this.

I first met him when he visited Melbourne to talk to the Ceylon Society of Australia. Savitri and I invited him to stay at our place. Over the years he would visit us often and stay for about a week. He would without fail visit his many friends, during the day. After dinner we would talk well into the night on various topics. He had an encyclopaedia-like knowledge on Colonial Ceylonese art and introduced me to some of his special interests such as the Irish artist, Andrew Nicholl on whom he later published a booklet with support from the British Council, the British Museum and Jardine Fleming. Other artists such as J L K Van Dort, Hippolyte Silva, Constance Gordon-Cumming, Samuel Danielle, Edward Lear, Frances de la Poer, John Deschamps and Henry Salt were names that over time became familiar under his guidance.

He knew their life stories as well as who owned the paintings and sometimes the circumstances as to how they changed hands. His part in the recovery of a painting stolen from the President's house in Colombo and sold in London is well known.

He also would talk of the various artists and personalities that I had only heard about, but never met. Ivan Peries, Geoffrey and Bevis Bawa, Christopher Ondaatje are names that come to mind.

It was not only art that he had an interest in. Not only Savitri and I, but our daughter with her interest in art and our son with an interest in history looked forward to his visits.

My mother who was living with us at the time was one to find some connection as most Sri Lankans do. When Rajpal found that my mother and her sister had both married men from Moratuwa, he recounted when his father was the District Medical Officer, Moratuwa. He recalled that his father would ride his horse every morning and one day the horse got spooked while on the Lunawa Bridge and his father had a fall. They rented a house called 'Riviera' which had stables and a lawn in front with a circular driveway around which Rajpal would ride his bicycle. 'Riviera' was the house belonging to my aunt and uncle. After returning to Sri Lanka, I introduced him to my cousin who now occupied "Riviera" and Rajpal spent a morning visiting a place where he had many pleasant memories.

By the time I met Rajpal, he had published "Early Prints of Ceylon (1985)" and Illustrated views of Dutch Ceylon with Mieke Beumer in 1988. These two books remain classics for their attention to detail, painstaking research and wonderful illustrations.

Other books followed: 19th Century Newspaper engravings of Ceylon – Sri Lanka in 1998; and Maps and Plans of Dutch Ceylon 2002; Revision of WA Nelson's book of The Dutch Forts of Sri Lanka 2004; Poetical Sketches of the Interior of the island of Ceylon, Benjamin Bailey in 2011. He produced a booklet about his mother, an accomplished artist, Maisie de Silva.

He edited a number of books for the National Trust to some of which I was honoured to contribute in a small way.

He also wrote to a number of magazines and periodicals and his last publication was about his experiences in the medical field as a doctor in Sri Lanka and London.

A few years ago we stayed a few days with Rajpal and Mano in London. In addition to enjoying his collection of books and paintings, we were treated to his culinary skills, Peking duck wrapped in pancake with Hoisin sauce was his speciality. He enjoyed his caramel pudding almost daily.

Over the years we met many times in Colombo where he was an entertaining and generous host. He had no deep religious affiliations and he had no beliefs of the afterlife and hence I have no idea of how to make a wish for him. I have to draw on my Christian belief that he will find eternal peace.

In his dedication of his book, he wrote "to a fellow traveller". I thank him for the part of the journey that has enriched me so much.

DR SRILAL FERNANDO

(First published in Sunday Times 21/7/2019)

Maurice Lee Anghie
9 March 1942 – 12 July 2019

Maurice Anghie, a legend in his time, passed away in July. He was an enthusiastic member of CSA for the past nine years, eagerly awaiting his copy of *The Ceylankan* from his home in Perth. His



elder brother Trevor, who passed away a few years ago, was a founding member of our Melbourne Chapter having enrolled in 2003. Their interest in Ceylon history and antiquarian matters must have in some way been influenced by Shelagh Jansen who was formerly married to the eldest of the Anghie brothers, Tony. Shelagh was a convenor of the Melbourne Chapter together with Dr Srilal Fernando and other stalwarts like Rodney St John and Darnley de Souza both sadly no longer with us.

Born in Kandy, Sri Lanka, Maurice was the youngest son of the legendary teacher and Hostel Warden of Royal College the late Bernard Anghie, of Anglo Burmese descent and of Roman Catholic religious persuasion. Royalists who attended school during the 1940s and 1950s would remember with great affection the much respected teacher Bernard Anghie known to all and sundry as simply "Angus". No less revered were the three sons all of whom excelled in sports, studies, and always displaying resolute character. The eldest sibling Maureen sadly passed away early in life. The whole family was part of life in Royal College in that era and are remembered fondly and with much reverence. All three brothers were outstanding in sports. The eldest Tony who joined the Army as a cadet and was in the first batch to be trained in Sandhurst, played rugby for the school and was wicketkeeper in the cricket eleven, in addition to being a good boxer. Trevor who qualified as a doctor was an athlete, boxer, and a rugby player of great excellence well remembered to this day for his targeted "torpedo" place kicks which rarely failed to earn points. Maurice was the youngest and he captained the invincible Royal Rugby XV of 1959 at the age of 17. He later represented the Havelocks Sports Club and was an automatic choice as an inside threequarter for the national side at the age of 19. Much has been written of Maurice's deeds on the rugby field, and the early promise he showed as a sportsman who was awarded the prize for the Best All Round Boy in Royal Primary School at the age of 10 in 1952. That promise was to be fulfilled not only on the sports fields, but in later life as a highly regarded business tycoon in Australia.

Leaving school in his late teens Maurice chose accountancy as his career, and articulated with Alles, Martin and Co. His entrepreneur skills emerged early

when he participated in a few successful ventures in Colombo before migrating to Perth, Australia in the 1970s. He reinvented himself with a business degree from Curtin University and qualified as a Chartered Accountant. He soon became a partner of McLaren Stewart where he previously served articles, and was on many elite boards of corporate Australia. At the time of his demise he was the longest serving Director on the multi billion dollar Woolongong Coal Ltd.

A life so well lived, and achievements many, Maurice had a resolute character. Always well meaning and sincere, he was equally tough with any attempt to brow beat him. A well known incident in Colombo may be worth repeating here. A well known MP of the sixties (there is no need to mention the name here) who was huge in stature and very vociferous and argumentative after a few drinks, got into an argument with Maurice at the Havelocks club bar. Maurice tried to avert any conflict as he was not the kind who goes spoiling for trouble. The MP persisted and shoved into Maurice who retaliated with a strong right uppercut which fractured the MP's jaw. The club immediately got an ambulance and admitted the MP to hospital where he eventually recovered but was not about to leave it at that. He filed a case against Maurice who was ably defended by the late Daya Perera QC (also a former Royal and Havelocks rugby player) and acquitted.

Maurice may have been mightily pleased that his only son Michael was a cricketer of great promise having represented Western Australia in school cricket, and like his father excelled in the corporate world as a Chartered Accountant reaching the pinnacle of the profession as Managing Partner of Ernest and Young in Perth.

A wonderful man, a gentleman to his fingertips, Maurice will be sadly missed by his family, and all who knew him. A great personality has gone to his eternal rest.

RIP Maurice Lee Anghie.

• **Hugh Karunanayake**

Conflicts, culture and the cause for sins

What country calls its vital economic interests are not the things which enable its citizens to live, but the things which enable it to make war. Gasoline is much more likely than wheat to be a cause of international conflict.

Culture is an instrument wielded by professors to manufacture professors, who when their turn comes will manufacture professors.

All sins are attempts to fill voids.

— Simone Weil (1909 -1943)

On the way to work—goings on in Colombo's streets

The broad dual carriage-way street that led to the Clarion [newspaper office] was littered with soothsayers. They congregated, especially at one end, because the only government employment agency was located there. It was a long grey, dingy building. Behind its dirty trellis people waited with a blend of desperation and hoped to find jobs. Even entering the building was a measure of success for only a limited number out of a daily winding morning queue was admitted.

During the wait, the men (there were no women in unemployment queues then) spent some silver or nickle to cross the palms of the soothsayers, and have their fortunes read.

Raj knew them all by sight and had resisted appeals, so far, by nods or vocally, to have his sastra read. Some were well dressed men, well shod and even well "tied," the closed collar an obvious imposition in a constant humid temperature of about 30 degrees by day. They sat on folding chairs, with a framed chart of the zodiac or a drawing of a palm of a hand on the ground beside them. In their hands they bore some ancient tome written on brown ola leaves.

As one descended to the next level of the social scale there were men wearing the white Sinhala cloth and long-sleeved thin cotton shirt, chewing betel leaves and squirting the red juice beside them on the pavement. Others wore sarong and shirt, squatting on



As she passed the soothsayers, in one of her moments of clarity, she demanded in an almost scornful aside, "If you soothsayers are so good, can you tell me when I will die?"

the floor with a couple of peacock feathers and phials of supposedly magical oils before them. At the bottom rung came the gypsies, South Indian women, some young mothers nursing a baby at the breast. Others were young damsels, some of them fetchingly pretty, their hair oiled and combed back and tied in knot at the back and their lips red from nature or from betel juice or cochineal. Some had designs of red painted on their palms. They were semi-clad, barefoot and squatted on their rear haunches.

Raj never ceased to be amazed by the diverse clientele these humble professionals commanded. He

found hard to understand how the otherwise sceptical people could imagine that these obvious charlatans could tell what lay in store for them.

There were other astrologers working in chambers who had made international reputations for themselves through accurate forecasts placed in sealed envelopes in banks of world events, changes of governments, calamities and deaths of celebrities. Even if such astrologers could command respect Raj wondered how these wayside performers, these barrel organ monkeys of mystical mumbo jumbo, could cause simple and sophisticated individuals to extend their palms to have them read.

As he passed them daily on his way to work he could not help but notice the entire burlesque, the devices used by the soothsayers to attract custom. The baby at the exposed breast was one in the gamut of female charms. The Mephistophelian nod of the gaunt faced man, the grasping of the arm, the arrest of the passers-by until they shook themselves free and the introductory one-liner, offered free of charge, that sometimes got the victim by chance if it happened to coincide with the truth.

Raj recalled an evening when a young woman – always shabbily dressed in a short cloth hardly below her knees and a loose, shabby blouse showing much of her breasts, known to be mad and also known to be the victim of drunken men roaming the street hunting for cheap sex – was wandering about uttering gibberish as usual.

As she passed the soothsayers, in one of her moments of clarity, she demanded in an almost scornful aside, "If you soothsayers are so good, can you tell me when I will die?"

Raj had wondered who indeed was mad.

As he went past them this morning, with only idle thoughts for company, one of the women looked straight into his eyes and said, "You are to cross the ocean soon".

That's bloody likely, thought Raj. He would have to save for a long time before he could afford a trip. Besides he had been recently sent to London on a kind of cursory training. No there was no overseas trip in the offing.

Raj walked into the office of The Clarion.

... "The News Editor is looking for you".
"What are you doing today? ... Drop everything. You have to meet the PM."

"The Managing Director wants to see you before you go to Rosmead Place."

Raj soon learnt that the journalist who was to accompany the Prime Minister on his visit to the United Nations had collapsed with a heart attack that day and Raj was the replacement.



MEMBERSHIP RATES TO INCREASE FROM 1st JANUARY 2020

The annual CSA membership fees have not been changed for many years. However, during this period there have been sharp increases in postage charges, printing costs, hall hires, insurance etc. and it is no longer possible to make ends meet. The CSA Committee at its meeting on 25 August decided, with much reluctance, to **increase the annual membership fees from 1 January 2020 as follows:**

- **General Subscriptions for Australia:** Increase from \$30 to \$35 per year;
- **Pensioners' subscriptions:** Unchanged at \$25 per year (to be reviewed in 2020)
- **Overseas members from USA/UK/Canada/Israel/Thailand:** Increase from \$40 to \$45 per year.
- **Sri Lanka:** Unchanged at Rs.3000 per year.

Please arrange payment of Membership subscriptions for 2019 if still due, together with any arrears where applicable. Payments could be made by an Australian dollar cheque in favour of "Ceylon Society of Australia" posted to Deepak Pritamdas,

Treasurer CSA, P O Box 489, Blacktown, NSW 2148, Australia. Alternatively, a direct bank transfer could be made to the CSA Bank Account in Commonwealth Bank: BSB 062308, Account No. 1003 8725. Please do not fail to include your name as payee, otherwise we will have no way of identifying the payee. We have had payments recently without the payee's name and we are unable to identify who the senders were.

For payments from overseas, if you have difficulty in sending the payment in Australian dollars, you could please send a bank draft or bank transfer in US dollars or Pounds Sterling. We regret that personal cheques in foreign currencies are not acceptable. Since our Bank charges us \$10 Australian dollars for converting a foreign currency payment to Australian dollars, please add \$10 Australian dollars to the amount due and convert to US dollars by multiplying by 0.80, or if sending in Pounds Sterling, multiply by 0.60. These multipliers reflect approximately the current rates of exchange used by our Bank. For overseas bank transfers our Commonwealth Bank Swift Code is: CTBAAU2S

If you need any clarification please contact our Treasurer, Deepak Pritamdas, by email to: deepakpsl@yahoo.com. Also please send him an email when you send direct bank transfers.



Congratulations and a Warm Welcome to our New Members

RAVI & SHANTHA RAVINDRAN, Glen Waverley VIC 3150; THANABALAINGHAM & SHANTHARANEE KANDIAH, Bella Vista NSW 2153; AUBREY & NELUM HYACINTH JOACHIM, Acacia Gardens NSW 2763; CHARITA & SUREIKA RATNATUNGA, Glen Waverley VIC 3150; DESMOND & ASTRID DON PAUL, East Lindfield NSW 2070; KARUNA RATNASAMY, Thornleigh NSW 2120 RANJAN WIJAY JALINI, St. Ives NSW 2075.

GIFT SUBSCRIPTION:

From Gordon Cooray (Endeavour Hills VIC 3082)
to Max Gerreyn, Mirrabooka WA 6061



CSA General Meetings for 2020

General Meetings:

- * Sunday 23 February 6.30 PM to 11.00 PM;
- Sunday 31 May 6.30 PM to 11.00 PM;
- Sunday 30 August 6.30 PM to 11.00 PM.

AGM, Dinner & Social

- Saturday 28 November 6.00 PM AGM (for members only)
6.30 PM Dinner, Sing-along & Dancing.

Advertising in *The Ceylankan*

For some time, CSA members and others have indicated an interest in advertising to promote their goods and services in the Journal. However, we have been maintaining the ideal of the founders of the CSA, that the Journal must not be made a means for commercial profit, but only as a vehicle for research, study and promotion of the rich heritage and culture of Ceylon/Sri Lanka.

Now, with the constant rise in costs of delivery of the Journal to members worldwide, we need to look at additional sources of revenue. Accordingly, the Committee has decided to accommodate advertising and promotional matter in the form of loose-leaf flyers, but not as part of the body content of the Journal.

Suitable material, in keeping with the non-political, non-partisan aims and ideals of the CSA, will be considered. All such copy is to be submitted to the Editor for consideration.

Once accepted, the advertiser will need to supply the printed flyers in sufficient numbers for inclusion in that particular issue of the Journal.

The cost of inserting such flyers is \$500 per issue of the Journal, paid in advance.

How to become a member of the Ceylon Society

The CSA has been in existence for the past 22 years and continuing to draw the interest of both Sri Lankans and others worldwide. Anyone with a common interest in the culture and history of Ceylon/Sri Lanka and wishes to share that interest is welcome to join this society. Younger members of the community are specially invited to do so.

Please get in touch with any of the following for details on obtaining Application Forms, making payments and so on: In **Sydney**: Deepak Pritamdas (Treasurer) P.O.Box 489, Blacktown NSW 2148. Mobile: +61 434 860 188 Email: deepakpsl@yahoo.com In **Melbourne**: Contact: Hemal Gurusinghe, Mobile: +61 427 725 740 Email: hemguru@hotmail.com In **Colombo**: M.Asoka T, de Silva (Local Treasurer) 011 282 2933 Mobile: 94 775097517 Email: desilvaasoka@yahoo.com Also see "Important notice regarding CSA subscriptions ..." on page 33)

WE NEED SPEAKERS

The CSA welcomes professionals and others interested in speaking at our public meetings on a subject of their choice. Meetings are held in Sydney, Melbourne and Colombo and take place quarterly in February, May, August and November of each year.

If you have anyone in mind, please contact CSA President Pauline Gunewardene on (Mob) +61 419 447 665 (email: paulineg@ozemail.com.au or Melbourne Chapter Convenor Hemal Gurusinghe (Mob) + 61 427 725 740 (email: hemguru@hotmail.com.) or Colombo Chapter Secretary Anandalal Nanayakkara 077 327 2989 (email: anandalal10@gmail.com.)

Have you changed your address lately?

Have you changed your contact details lately? – home address, email address, landline telephone and Mobile phone number? If you have, please contact CSA Treasurer Deepak Pritamdas so our records can be updated and help us ensure the Journal will be mailed to you without interruption.

Contact Deepak on his Mobile +61 434 860 188 or email him on deepakpsl@yahoo.com.



Ceylon Society of Australia

AGM, Dinner & Social
on Saturday 30 November 2019

6.00 pm AGM for Members
From 6.30 pm Dinner, Singalong & Dancing
at

Pennant Hills Community Centre Hall
70 Yarrara Road, Pennant Hills 2120

Music by Roger Menezes

\$50.00 per person

**Soft drinks provided
BYO wines and spirits**

Dress: Smart Casual

For further information & bookings contact:

- Pauline Gunewardene
(+61 419447 665)
- Deepak Pritamdas
(+61 434 860 188)
- Amal Wahab
(+61 411 888 182)

NOTE TO OUR CONTRIBUTORS

The Ceylankan is a quarterly magazine published in Australia and circulated to members worldwide. The Editor is on the lookout for literary contributions from our members and others.

While original, previously unpublished articles are preferred, submissions relating to the culture, history and heritage of Ceylon/Sri Lanka in keeping with the ideals of the CSA and are of a non-racial, non-political, non-religious and non-controversial nature are always welcome.

New writers will equally receive our careful attention. Colonial, post-Colonial to modern. Your fascinating story waiting to be written may be the very

story that our worldwide readership is waiting to enjoy. Submit your articles with little or no formatting – no indents at the start of paragraphs and no double spacing between lines; no space after full stops. Always use percent or per cent but never %. Where applicable, contributors are also asked to annotate bibliographical references, both for copyright purposes and to assist with further research by other members. Photographs to accompany your article, in colour or monotone, are welcome. They must be of a high resolution and in JPEG format.

While every effort will be made to print material that is relevant and correct we cannot take responsibility for errors. The Editor would appreciate if any such inaccuracies be brought to his attention as early as possible.

Nuwara Eliya – still a Little England

Nestled in a wooded basin is Nuwara Eliya, 1884 meters at the foot of Mount Pidurutalagala, Sri Lanka's highest peak. Even today, 3½ decades after the British left Ceylon, the town seems like a piece of the English Lake district. Tudor-style and Victorian homes look across a pretty blue lake, colourful flowers blossom in parks and gardens; hunting and fishing trophies adorn the walls of the old hotels.

The first Westerners to stumble upon the site of modern Nuwara Eliya were members of the British

colonial hunting expedition in 1819. Six years later, a health resort and military sanatorium were established in the cool climate. In 1846, Sir Samuel Baker, the British explorer best known for his Nile discoveries, spent two weeks in Nuwara Eliya convalescing from malaria. He enthusiastically returned two years later to establish a "little English village". Not one for wasting time, Baker immediately imported everything he would need to carry out his plan; his hounds, his vast arsenal of sporting firearms, his domestic staff, farmhands, artisans, a bailiff, chosen sheep and cattle, farming machinery, a blacksmith and forge, and a horse-drawn carriage. Everything and everyone came up the Ramboda Pass in bullock wagons and elephant carts. Only the carriage didn't survive. Baker's coachman explained in a letter: Honord Zar: I'm sorry to hinform that the carriage and osses has met with ahaccidint and is tumbled down a preccipice and its a mussy as I did't go too...

Although his eight-year experiment was abandoned in 1856, several of his farmers and artisans stayed on as pioneer settlers. Barker's legacy includes the vegetables – beets, cabbage, tomatoes, leeks and potatoes – that flourish in this climate, the pedigreed Hereford and Durham cows that he first brought and the brewery that he established.

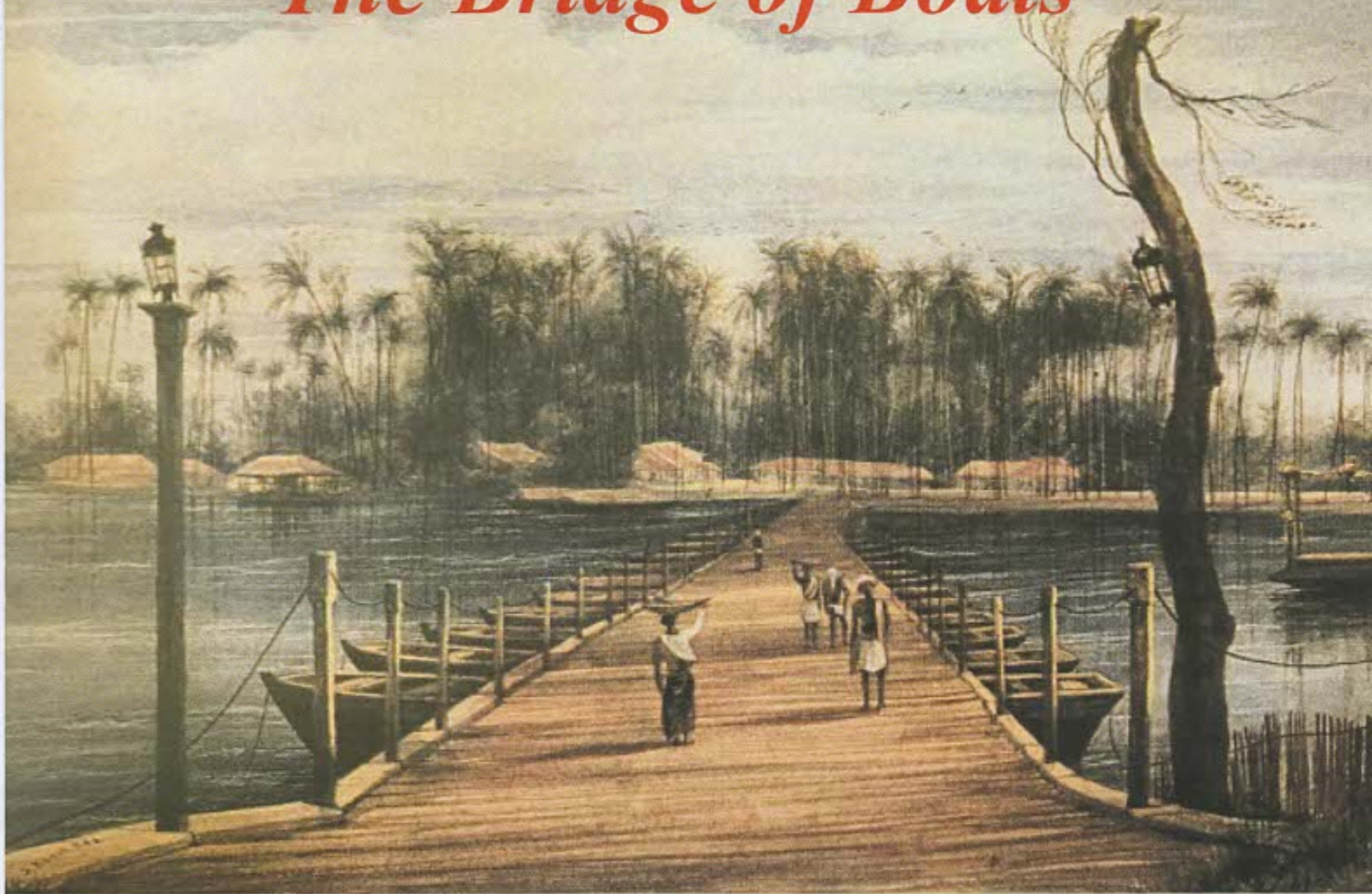
The real landmarks of Nuwara Eliya today are its many hotels, the archaic Hills Club, the grey stone mansion overlooking the 18-hole golf course... Queen's House (now President's House) the mid-town Victoria Park, the Race Course, the Golf Couse considered one of the finest and the most picturesque in Asia, Lake Gregory for boating and more famously for trout fishing.

(Reproduced courtesy of Insight Guides - Sri Lanka)



• A fine example of an English-style bungalow in Nuwara Eliya.

The Bridge of Boats



"The Bridge on Boats" built in Grandpass in 1822 by Lieutenant General John Sheaffer using 21 boats made entirely out of timber and tied together. It served passengers and goods crossing the Kelani River until the building of the Victoria Bridge in 1895.

The two images shown here are from paintings done by Andrew Nicholls, world renowned artist, who lived in Ceylon in the mid-19th Century having being brought down by Sir Emerson Tennent, Colonial Secretary. Nicholls taught art at Royal College (then known as the Colombo Academy) and during his stay in Ceylon, he produced several memorable scenes in the island some of which appear in Tennent's encyclopaedic two volumes "Ceylon" first published in 1859. Some of Nicholls water colours are on display at the Colombo National Museum.

The second image is from Nicholl's original sketchbook now in the possession of Dr Srilal Fernando, CSA Vice President, residing in Melbourne.