

22nd February 1935

THE  
**LEGISLATIVE ASSEMBLY DEBATES**

(Official Report)

Volume II, 1935

(20th February to 8th March, 1935)



**FIRST SESSION**

OF THE

**FIFTH LEGISLATIVE ASSEMBLY,  
1935**



NEW DELHI  
GOVERNMENT OF INDIA PRESS  
1935.

# Legislative Assembly.

*President :*

THE HONOURABLE SIR ABDUR RAHIM, K.C.S.I., KT.

*Deputy President :*

MR. AKHIL CHANDRA DATTA, M.L.A.

*Panel of Chairmen :*

SIR MUHAMMAD YAKUB, KT., M.L.A.

MR. S. SATYAMURTI, M.L.A.

LIEUT.-COLONEL SIR HENRY GIDNEY, KT., M.L.A.

SARDAR SANT SINGH, M.L.A.

*Secretary :*

MIAN MUHAMMAD RAFI, BAR.-AT-LAW.

*Assistant of the Secretary :*

RAI BAHADUR D. DUTT.

*Marshal :*

CAPTAIN HAJI SARDAR NUR AHMAD KHAN, M.C., I.O.M., I.A.

*Committee on Petitions :*

MR. AKHIL CHANDRA DATTA, M.L.A., *Chairman.*

MR. S. SATYAMURTI, M.L.A.

DR. ZIAUDDIN AHMAD, C.I.E., M.L.A.

RAJA SIB VASUDEVA RAJAH, KT., C.I.E., M.L.A.

MR. N. M. JOSHI, M.L.A.

# CONTENTS.

VOLUME II.—20th February to 8th March, 1935.

	PAGES.		PAGES.
<b>WEDNESDAY, 20TH FEBRUARY, 1935—</b>		<b>SATURDAY, 23RD FEBRUARY, 1935—</b>	
Member Sworn . . . . .	971	Questions and Answers . . . . .	1257—1301
Questions and Answers . . . . .	971—1008	Election of Members to the Governing Body of the Indian Research Fund Association . . . . .	1301
Statements laid on the Table . . . . .	1008—12	The Railway Budget—List of Demands— <i>contd.</i>	
Election of the Standing Committee for the Department of Commerce . . . . .	1012	Demand No. 6-E—Working Expenses—Expenses of the Traffic Department—Grievances of third class passengers . . . . .	1303—32
Message from the Council of State . . . . .	1012	Demand No. 3—Miscellaneous Expenditure—Rational and economic administration of Railways . . . . .	1332—42
Bill passed by the Council of State . . . . .	1012		
The Railway Budget—General Discussion . . . . .	1013—56	<b>MONDAY, 25TH FEBRUARY, 1935—</b>	
<b>THURSDAY, 21ST FEBRUARY, 1935—</b>		Member Sworn . . . . .	1343
Questions and Answers . . . . .	1057—96	Questions and Answers . . . . .	1343—76
Short Notice Question and Answer . . . . .	1096—98	The Railway Budget—List of Demands— <i>contd.</i>	
Election of the Standing Advisory Committee for the Indian Posts and Telegraphs Department . . . . .	1098	Demand No. 6A—Working Expenses—Maintenance of Structural Works—Indianisation of railway services . . . . .	1377—1407
The Payment of Wages Bill—Referred to Select Committee . . . . .	1099—1107	Demand No. 6-E—Working Expenses—Expenses of the Traffic Department—Manipulation of railway freight rates without due regard to all the interests involved . . . . .	1408—25
The Code of Civil Procedure (Second Amendment) Bill—Referred to Select Committee . . . . .	1107—13		
Resolution <i>re</i> Draft Convention of the International Labour Conference concerning unemployment insurance and other forms of relief—As amended, negatived . . . . .	1118—41		
<b>FRIDAY, 22ND FEBRUARY, 1935—</b>			
Questions and Answers . . . . .	1143—79		
Unstarred Questions and Answers . . . . .	1179—1222		
The Railway Budget—List of Demands—	1222—56		
Demand No. 1—Railway Board—Railway administration in India . . . . .	1225—56		

	PAGES.
<b>TUESDAY, 26TH FEBRUARY, 1935—</b>	
Questions and Answers . . . . .	1427—45
The Railway Budget—List of Demands— <i>concl.</i>	
Demand No. 6E—Working Expenses—Expenses of the Traffic Department—	
Labour grievances . . . . .	1445—79
Excessive rates and insufficient facilities for transport of agricultural produce and live stock . . . . .	1480—95
Demand No. 6G—Working Expenses—Miscellaneous Expenses—Wagon policy of Government . . . . .	1496—98
Demand No. 2—Audit . . . . .	1499
Demand No. 4—Refunds . . . . .	1499
Demand No. 5—Payments to Indian States and companies . . . . .	1499
Demand No. 6B—Working Expenses—Maintenance and Supply of Locomotive Power . . . . .	1500
Demand No. 6C.—Working Expenses—Maintenance of Carriage and Wagon Stock . . . . .	1500
Demand No. 6D—Working Expenses—Maintenance of Ferry Steamers and Harbours . . . . .	1500
Demand No. 6F—Working Expenses—Expenses of General Departments . . . . .	1500
Demand No. 6G—Working Expenses—Miscellaneous Expenses . . . . .	1500
Demand No. 6H—Working Expenses—Electric Service Department . . . . .	1501
Demand No. 7—Working Expenses—Appropriation to Depreciation Fund . . . . .	1501
Demand No. 8—Interest Charges . . . . .	1501
Demand No. 9—Temporary Withdrawals from Depreciation Fund . . . . .	1501

	PAGES.
<b>TUESDAY, 26TH FEBRUARY, 1935—<i>contd.</i></b>	
The Railway Budget—List of Demands— <i>concl.</i>	
Demand No. 11—New Construction . . . . .	1501
Demand No. 12—Open Line Works . . . . .	1502
<b>WEDNESDAY, 27TH FEBRUARY, 1935—</b>	
Members Sworn . . . . .	1503
Questions and Answers . . . . .	1503—42
Unstarred Questions and Answers . . . . .	1542—48
Constitution of the House Committee . . . . .	1546
The Code of Criminal Procedure (Amendment) Bill—Amendment of section 406—Referred to Select Committee . . . . .	1547—86
The Indian Coastal Traffic (Reservation) Bill—Introduced . . . . .	1586
The Indian Income-tax (Amendment) Bill—Introduced . . . . .	1587
The Repressive Laws Repealing and Amending Bill—Introduced . . . . .	1587
The Code of Criminal Procedure (Amendment) Bill—Amendment of section 167—Introduced . . . . .	1587
The Specific Relief (Amendment) Bill—Introduced . . . . .	1588
The Code of Criminal Procedure (Amendment) Bill—Amendment of section 205—Introduced . . . . .	1588
The Code of Criminal Procedure (Amendment) Bill—Amendment of section 386—Introduced . . . . .	1588—89
<b>THURSDAY, 28TH FEBRUARY, 1935—</b>	
Presentation of the Budget for 1935-36 . . . . .	1591—1605
The Indian Finance Bill—Introduced . . . . .	1605
The Salt Additional Import Duty (Extending) Bill—Introduced . . . . .	1605
<b>TUESDAY, 5TH MARCH, 1935—</b>	
Member Sworn . . . . .	1607
Questions and Answers . . . . .	1607—54
Unstarred Questions and Answers . . . . .	1654—63
Short Notice Questions and Answers . . . . .	1663—69

	PAGES.		PAGES.
<b>TUESDAY, 5TH MARCH, 1935—contd.</b>		<b>THURSDAY, 7TH MARCH, 1935—</b>	
Motion for Adjournment <i>vs</i> Impending execution of one Abdul Quaiyum for murder in Sind— Disallowed by His Ex- cellency the Governor General . . . . .	1669—70	Member Sworn . . . . .	1781
Statements laid on the Table . . . . .	1670—79	Incorrect Report of the proceedings of the Legis- lative Assembly by the Press . . . . .	1781—82
Message from the Council of State . . . . .	1679	Questions and Answers . .	1782—1813
The Indian Mines (Amend- ment) Bill—Presentation of the Report of the Select Committee . . . . .	1679	The General Budget—List of Demands— Demand No. 28—Exe- cutive Council— General policy of the Executive Council in the administra- tion of the country . . . . .	1814—67
General Discussion of the General Budget . . . . .	1680—1725	<b>FRIDAY, 8TH MARCH, 1935—</b>	
<b>WEDNESDAY, 6TH MARCH, 1935—</b>		Questions and Answers . .	1869—1904
General Discussion of the General Budget . . . . .	1727—80	Short Notice Questions and Answers . . . . .	1904—08
		The General Budget—List of Demands— <i>contd.</i> Demand No. 32—Home Department— Repressive policy . . . . .	1908—56

# LEGISLATIVE ASSEMBLY.

Friday, 22nd February, 1935.

The Assembly met in the Assembly Chamber of the Council House at Eleven of the Clock, Mr. President (The Honourable Sir Abdur Rahim) in the Chair.

## QUESTIONS AND ANSWERS.

### PROPOSED REMOVAL OF THE LOCO. SHOPS FROM LUCKNOW TO JAMALPUR.

411. \*Lieut.-Colonel Sir Henry Gidney: (a) Will Government please state whether it is a fact that they propose to dismantle the Locomotive Shops at Lucknow, including the major portion of the new structure built in 1929, and remove them to Jamalpur?

(b) If the answer to part (a) be in the affirmative, will Government please state how they propose to deal with the staff who were engaged in these shops?

(c) Are Government aware of the discontent that prevails among the Oudh and Rohilkund staff in regard to the treatment they receive in the matter of their promotions from the East Indian Railway officials, especially when they are pitted against East Indian Railway men?

(d) Do Government propose, when dealing with the staff of the dismantled shops, to transfer to the Jamalpur shops only those who were drafted into the Lucknow and other Oudh and Rohilkund shops from the East Indian Railway sections and to absorb the Oudh and Rohilkund men in their own section?

**Mr. P. R. Rau:** (a) and (b). The Honourable Member is referred to the Annexure to the Proceedings of the Meeting of the Standing Finance Committee for Railways, held at New Delhi, on the 19th April, 1934, Vol. XI, No. 1, copies of which are available in the Library of the House, which contains full details of the proposals of Government.

(c) The whole position was re-examined recently by the Agent, East Indian Railway, and he has reported to the Railway Board, that the interests of the old Oudh and Rohilkund Railway employees are not neglected. In the system of promotion to higher grades on the basis of recommendations made by Divisional Selection Boards, old Oudh and Rohilkund Railway employees are given just consideration on the basis of efficiency and they should feel doubly assured by the fact that, except for very brief periods, old Oudh and Rohilkund Railway officers have been holding the positions of Divisional Superintendents on the Lucknow and Moradabad Divisions.

(d) I will convey the Honourable Member's suggestion to the Agent, East Indian Railway, who is fully competent to deal with the matter, for such action as he may consider necessary.

**Mr. M. Annadasayanam Ayyangar:** What is the cost of the building?

**Mr. P. R. Rau:** The cost will be found in the proceedings to which I have already referred my Honourable friend. I am sorry I do not remember the exact figure at the present moment.

**TRANSFER OF DHANWANTRI, AN ACCUSED IN THE DELHI CONSPIRACY CASE,  
TO THE ANDAMANS.**

**412. \*Mr. Sham Lal:** (a) Will Government be pleased to state if it is a fact that Dhanwantri, an accused in the Delhi Conspiracy Case was convicted under section 307, Indian Penal Code and sentenced to seven years' rigorous imprisonment?

(b) Is it a fact that after undergoing the sentence for one year, he was sent to the Andaman Jail?

(c) Is it a fact that prisoners of such short terms are not generally sent to the Andaman Jail?

(d) Are there any other cases in which prisoners undergoing sentence of seven years or less have been sent to the Andamans? If so, how many and to what province do they belong?

(e) Have any special facilities for interviews been provided to the relations of such prisoners? If so, what?

(f) Are Government prepared to transfer Dhanwantri to any jail in the Punjab?

**The Honourable Sir Henry Craik:** (a) and (b). Yes.

(c) and (d). In the case of persons convicted of offences in connection with terrorist outrages who are sent to the Andamans, the minimum period of sentence is five years. There are at present in the Andamans 139 such prisoners who are undergoing sentences of seven years or less, of whom 182 are from Bengal, four from Bihar and Orissa, and one each from Madras, the Punjab and Delhi.

(e) These prisoners are allowed one interview every three months subject to good behaviour.

(f) No.

**Mr. A. K. Fazlul Huq:** Are these persons from Bengal connected with the terrorist movement or are they ordinary convicts?

**The Honourable Sir Henry Craik:** Yes, Sir. They have all been convicted in the Courts.

**DEFECTS IN THE MINTO ROAD QUARTERS, NEW DELHI.**

**413. \*Sirdar Jogendra Singh:** (a) Are Government aware that in several of the quarters recently constructed near the Minto Road, New Delhi, the flooring has sunk and is sinking?

(b) Are Government aware that the floor inside the rooms of these quarters is so damp that no matting or *durries* can be spread on it with out damaging these articles?

(c) Are Government aware that the temperature inside the rooms of these quarters is much lower than it would be if the floor were covered with *durries*, etc.?

(d) Will Government please state the reason for this excessive dampness and the sinking of the floor in these quarters? Are they due to the fact that the cement and concrete used in the flooring has not been rammed to solidity?

(e) Are Government aware that no iron gratings are provided for the fire-places inside the rooms in at least the orthodox 'D' type quarters?

(f) Are Government aware that without iron gratings, the fire-places cannot be safely used as such?

(g) If the replies to part (e) and (f) be in the affirmative, will Government please state the purpose for which these fire-places are constructed, and whether their construction has added to the cost of the quarters?

(h) Are Government aware that the tenants cannot use charcoal in a closed room without prejudicially affecting the health of the inmates?

(i) Will Government please state if any provision has been made in the electric wiring, the fuses and the metres, in these quarters for the use of heaters? If not, why not?

(j) If the reply to part (i) be in the negative, will Government please state whether they are aware that due to the defects pointed out in parts (b), (f), (h) and (i), the inmates of these quarters are being put to serious inconvenience and hardship, especially in the present severe cold weather? If so, do Government propose to take any action in order to remove this inconvenience of their tenants, and if so, what and when?

**The Honourable Sir Frank Noyce:** (a) and (b). No complaints on this point have so far been received by the Central Public Works Department.

(c) and (d). Do not arise.

(e) Yes.

(f) No.

(g) Does not arise.

(h) I am aware that charcoal should not be used in a closed room, but all rooms are provided with doors and most rooms have windows also.

(i) No separate circuits have been provided for heaters, but the ordinary type of plug is provided and is suitable for the normal type of heater.

(j) Government are not aware that the occupants of the new Minto Road quarters have been more affected than others by the recent severe cold and do not propose to take any special action in the matter.

#### DISCRIMINATION IN THE SUPPLY OF FURNITURE IN MINTO ROAD QUARTERS, NEW DELHI.

414. \*Sirdar Jogendra Singh: (a) Are Government aware that among the newly constructed clerks quarters near Minto Road, New Delhi, some have been furnished completely with new furniture and the rest with old or old and new mixed?

(b) Will Government please state if the same rate of rent for furniture is being charged from the tenants of both classes of quarters?

(c) If the replies to parts (a) and (b) be in the affirmative, will Government please state the reason or reasons for the discrimination pointed out in part (a) above?



(d) Are Government aware of the impression in the tenants' minds that all persons who could exert influence on the Government staff in charge of furniture, either through private source or by directly approaching the higher authorities, viz., the Executive Engineers, etc., got their quarters furnished with new furniture? If so, do they propose to take any action in the matter? If not, why not?

(e) If the reply to part (d) be in the negative, are Government prepared to institute an independent enquiry into the matter?

**The Honourable Sir Frank Noyce:** (a) and (b). Yes.

(c) There was a certain amount of old furniture in stock in good and serviceable condition, and it would have been a waste of money not to make use of it.

(d) There is no foundation whatever for the suggestion made by the Honourable Member.

(e) No.

#### DEPTHS OF FOUNDATIONS OF MINTO ROAD QUARTERS, NEW DELHI.

**415. \*Sadar Jogendra Singh:** Will Government please state the depth of the foundations of the newly constructed quarters on and about the Minto Road in New Delhi (i) as provided in the sanctioned estimates, and (ii) as actually constructed?

**The Honourable Sir Frank Noyce:** The depth of the foundations of the newly constructed quarters near Minto Road in New Delhi for which provision was made in the sanctioned estimates was 2 feet 6 inches. As actually constructed it varied from 2 feet 8 inches to 8 feet, according to the nature of the soil.

#### THIRD CLASS CARRIAGES PLYING ON THE BROAD GAUGE RAILWAYS.

**416. \*Prof. N. G. Ranga:** (a) Will Government be pleased to state the total number of third class carriages plying on the various broad-gauge railways in India?

(b) What has been the decennial increase in their number during the last forty years?

(c) What are the different types of the carriages used on various Railways and their numerical strength and the prices paid for them?

(d) What is the price of the Bengal Nagpur Railway's carriage No. 1891?

(e) What is the expense to be incurred in order to rebuild all the other carriages of other types on the model of that carriage?

**Mr. P. R. Rau:** (a) The information required will be found in part B of statement 10 in the Report by the Railway Board on Indian Railways for 1933-34, volume II, on pages 80 to 85.

(b) to (e). I regret the information is not readily available. I can say the price of a carriage varies roughly from Rs. 30,000 for a broad gauge third class coach to approximately Rs. 60,000 for a broad gauge first class bogie.

BENGAL NAGPUR RAILWAY MODEL CARRIAGE No. 1891.

417. \*Prof. N. G. Ranga: Will Government state if the Bengal Nagpur Railway's carriage No. 1891 is considered by the Railway Engineers to be the best suited to the Indian conditions? If not, has any better model been developed? If so, what is the difference in price between that latest model and the Bengal Nagpur Railway's model 1891?

Mr. P. E. Rau: With reference to the first and second parts, Bengal Nagpur Railway Bogie brake luggage and third carriage No. 1891 contains two third class compartments 16'-6" long which accommodate 80 passengers each. Two lavatories 4'-6" long by 3'-6" wide are provided. The current Indian Railway Standard bogie luggage and third consists of one-third class compartment 31'-9" long and provides accommodation for 64 passengers. Two lavatories 4'-6" long by 3'-3" wide are provided. The Indian Railway Standard is considered the better design as it provides increased accommodation for the same floor area. Government are enquiring from the Bengal Nagpur Railway particulars of the seat backs fitted in carriage No. 1891 with a view to considering the desirability of their adoption as an Indian Railway Standard. In reply to the third part of the question, the difference in price is negligible.

PROPOSALS OF THE MADRAS AND SOUTHERN MAHRATTA AND SOUTH INDIAN RAILWAYS RE THIRD CLASS CARRIAGES.

418. \*Prof. N. G. Ranga: Have Government received any proposals from the Madras and Southern Mahratta Railway and South Indian Railway to increase the number and to change the types of the third class carriages? If so, what action is proposed to be taken on those proposals?

Mr. P. E. Rau: The only demand for additional third class carriages received from the Madras and Southern Mahratta and South Indian Railways during the past two years, has been for five bogie third class carriages from the former railway which has been agreed to. No proposal to change the types of third class carriages has been received.

Prof. N. G. Ranga: Is it not a fact that many of these third class carriages have been scrapped?

Mr. P. E. Rau: I want notice of that question. If they have been scrapped, it is possible that steps have been taken to replace them to the extent necessary.

Prof. N. G. Ranga: Is the Honourable Member aware that the number of third class carriages on the M. & S. M. and S. I. Railways has gone down during the last two years?

Mr. P. E. Rau: I cannot answer that without notice.

REMODELLING OF THE LAVATORIES IN THIRD CLASS CARRIAGES ON CERTAIN RAILWAYS.

419. \*Prof. N. G. Ranga: (a) Are Government aware of the fact that several local Railway Advisory Committees have been complaining of lack of space, want of handles and other accessory conveniences in the lavatories provided in third class carriages?

(b) Will Government be pleased to state the cost per carriage to be incurred in remodelling the lavatories in third class carriages, at least on the lines of the Bengal Nagpur Railway's lavatories, and the total estimated cost to be incurred if all the third class carriages on the Madras and Southern Mahratta Railway and South Indian Railway are to be provided with the new model lavatories?

Mr. P. E. Rau: (a) Government are aware of representations made by the Railway Advisory Committees on these subjects.

(b) The types of third class carriages on different railways and even on the same railway are so many and so varied that Government regret their inability to make the calculation required.

Mr. Lalchand Navalrai: Will Government consider the advisability of converting these lavatories and making them into a better condition in some of the railways to begin with and then do all?

Mr. P. E. Rau: The Railway Administrations are alive to that.

Prof. N. G. Ranga: Is it not a fact that on some of the S. I. Railway lines, there are no latrines at all provided in the third class carriages?

Mr. P. E. Rau: The Indian Railways Act requires that latrines should be provided on all trains which go for a certain distance.

Prof. N. G. Ranga: Is it not a fact that the Railway Board Report, Vol. II, gives out that only 40 per cent. of the third class carriages are provided with latrines and the rest are not?

Mr. P. E. Rau: If the rolling stock is used only for short distances, I believe they are not provided with latrines.

Prof. N. G. Ranga: Is the Honourable Member aware of the fact that since only 40 per cent. of the third class carriages are provided with latrines on most of the important trains which are in service, the third class carriages may not be provided with latrines?

Mr. P. E. Rau: I do not think that necessarily follows, but I have no information as to the exact position.

Dr. T. S. S. Rajan: Can the Honourable Member give me any idea of the short distance in miles for which these lavatories are not required?

Mr. P. E. Rau: I think it is in the Indian Railways Act, but I cannot say that I know the exact distance.

**CLEANING OF THIRD CLASS CARRIAGES AND LAVATORIES AT JUNCTION STATIONS ON THE MADRAS AND SOUTHERN MAHRATTA RAILWAY.**

**420. \*Prof. N. G. Ranga:** (a) Are Government of India aware of the fact that on the Madras and Southern Mahratta Railway, the station staff and the guards on duty refuse to send even at junction stations for sweepers to clean third class carriages and lavatories?

(b) Will Government be pleased to state whether it is a fact that regular instructions are sent to the station masters and guards on duty to see that at every junction the third class carriages and the lavatories therein are cleaned? If not, do Government propose to consider the advisability of issuing such instructions?

**Mr. P. R. Rau:** (a) Government have received no complaints in the matter.

(b) Government have been informed that lavatories in running trains are cleaned at regular intervals and that exhaustive instructions in regard to this matter have been published in a circular issued to the staff.

**Prof. N. G. Ranga:** When was that circular issued?

**Mr. P. R. Rau:** I think within the last two years.

**Prof. N. G. Ranga:** Will Government consider the advisability of exhibiting that circular in regular places where these railway circulars are exhibited in stations?

**Mr. P. R. Rau:** I will have that suggestion considered.

**REPRESENTATIONS REGARDING THE GRIEVANCES OF THIRD CLASS PASSENGERS.**

**421. \*Prof. N. G. Ranga:** (a) Are Government aware of the existence of the Railway Passengers' Associations at Bezwada and Madras? If so, what complaints of the third class passengers have so far been brought by these associations to the notice of the Railway authorities and what action has been taken on them?

(b) Do Government propose to consider the advisability of placing on the table of this House, along with the reports of the meetings of the Railway Advisory Committees, the representations made by such associations regarding the grievances of the third class passengers and papers showing the action taken thereon?

**Mr. P. R. Rau:** (a) Government are aware that there are several Railway Passengers' Associations in the Madras Presidency, but have no information as regards representations made by them to the Railway Administrations concerned.

(b) A statement is published every quarter in pamphlet form showing the subjects discussed and the conclusions arrived at at meetings of Local Railway Advisory Committees. Copies of this pamphlet are placed in the Library of the House and are also supplied to Honourable Members.

**Prof. N. G. Ranga:** Is the Honourable Member aware that when the Passengers' Associations make their representations about the grievances of third class passengers, the Railway Authorities refuse to give any replies?

**Mr. P. E. Rau:** I am not aware that representations made by the Passengers' Associations are not considered by the Railway Administrations. I do not think that that is so.

**Prof. N. G. Ranga:** Is the Honourable Member aware of the fact that when the Andhra Passengers' Association made representations about the various grievances of third class passengers, the Agent and the Traffic Superintendent of the Madras and Southern Mahratta Railway replied saying that these grievances should be brought before the Local Advisory Committee and should not be placed directly before these officers?

**Mr. P. E. Rau:** That, Sir, seems to me to be a very practical suggestion.

**Prof. N. G. Ranga:** Is the Honourable Member aware that the members of these Local Advisory Committees usually are not at all interested in the conveniences necessary for third class passengers?

**Mr. P. E. Rau:** I hope not; there is no reason why they should not be interested.

**Prof. N. G. Ranga:** Does not the Honourable Member think it advisable that the local Passengers' Associations should be given an opportunity of directly approaching these Railway Authorities about the grievances of third class passengers?

**Mr. P. E. Rau:** That is a question of opinion. But it seems to me that when a Local Railway Advisory Committee has been formed for the special purpose of bringing to the notice of the Administration the grievances of passengers, it is desirable that action should be taken by them as far as possible.

**Prof. N. G. Ranga:** Is there any office for these Local Advisory Committees?

**Mr. P. E. Rau:** I do not think the members of the Local Advisory Committees live in so secluded a fashion that they are not accessible to the members of the public.

#### MAINTENANCE OF COMPLAINT BOOKS AT RAILWAY STATIONS.

422. **\*Prof. N. G. Ranga:** (a) Are Government aware of the recommendation of some of the Railway Advisory Committees that complaint books shall be kept in a prominent place of every Railway station wherein passengers can note down their grievances? If so, what action have Government taken to implement this recommendation?

(b) Has any experiment been made by any Railway authority to keep such a complaint book? If so, what has been its experience? If not, do Government propose to consider the advisability of making such an experiment for a year in at least all the junction stations?

**Mr. P. B. Rau:** (a) and (b). Such a recommendation has been made, so far as I am aware, by the Bengal and North Western Railway's Advisory Committee. The Bengal and North Western Railway Administration introduced complaint books at important stations, which are taken down the length of each passenger train. Government have no information as to how this arrangement has worked but I am having enquiries made with a view to considering whether the Honourable Member's suggestion should be brought to the notice of other Railways.

**Prof. N. G. Ranga:** When that information is obtained, will that be placed on the table of the House?

**Mr. P. B. Rau:** Yes, Sir.

#### INADEQUATE SUPPLY OF DRINKING WATER AT RAILWAY STATIONS.

423. **\*Prof. N. G. Ranga:** (a) Are Government aware of the complaints made by various Railway Advisory Committees about the serious complaint of supply of drinking water at most of the Railway stations? If so, have Government considered doing anything to remove this complaint? If so, have Government done so far anything to arrange an adequate supply of drinking water at the Railway stations?

(b) Will Government be pleased to state (i) the total number of stations on different Railways, (ii) the number of stations on different Railways where water taps are installed for the benefit of the third class passengers, apart from the customary drinking water pots, (iii) the number of stations where local charitable gentlemen are supplying water, and (iv) the maximum and minimum temperatures recorded or experienced between 15th May and 30th June every year, at those stations where no supply of drinking water is organised?

**Mr. P. B. Rau:** (a) Government understand that, in accordance with instructions issued by them, Railway Administrations consult their Local Advisory Committees at the beginning of each hot weather as regards the arrangements to be made for the supply of drinking water. The question of improving these arrangements receives constant attention, and particulars of what Railways have done in this respect are embodied in the Railway Board's Report for each year.

(b) Government regret the information required is not readily available and cannot be compiled without a considerable amount of labour and expense.

**Prof. N. G. Ranga:** Is the Honourable Member aware of the fact that, in the Report of the Railway Board, no information is supplied as to the number of stations where drinking water is provided and the number of stations where such facilities are not provided?

**Mr. P. B. Rau:** I think the Administration Report contains information as regards additional facilities provided every year for passengers.

**Prof. N. G. Ranga:** May I ask the Honourable Member to supply us with the information as regards existing facilities for the supply of drinking water?

**Mr. P. B. Rau:** I shall consider that, Sir.

**INSUFFICIENT ACCOMMODATION FOR THIRD CLASS PASSENGERS IN THE  
TRAINS OF CERTAIN RAILWAYS.**

**424. \*Prof. N. G. Ranga:** Are Government aware of the complaints made by the Railway Advisory Committees of want of proper accommodation for third class passengers in the trains of Eastern Bengal Railway, East Indian Railway and North Western Railway? If so, what have Government done to increase the accommodation on the said Railways?

**Mr. P. E. Rau:** I presume my Honourable friend is referring to the cases to which a reference is made in the "Statement showing particulars of meetings of Local Railway Advisory Committees" published quarterly, which also indicate the action Railway Administrations have taken or propose to take in cases brought to notice. I may assure my Honourable friend that Railways have this matter under constant examination and are doing all they can to meet demands for accommodation to prevent overcrowding in trains.

**Prof. N. G. Ranga:** Will the Honourable Member be pleased to state how many additional third class carriages have been placed on this railway in the last four or five years?

**Mr. P. E. Rau:** I think I shall require notice of that question. I cannot say off-hand.

**Prof. N. G. Ranga:** Has any attempt been made at all to increase the accommodation in the last four years?

**Mr. P. E. Rau:** I think I mentioned to the House the other day that the accommodation now is very much the same as it was some years ago.

**Prof. N. G. Ranga:** On this railway?

**Mr. P. E. Rau:** On which? There are three railway lines mentioned here.

**CONGESTION IN THIRD CLASS CARRIAGES OF THE MADRAS AND SOUTHERN  
MAHRATTA AND SOUTH INDIAN RAILWAYS.**

**425. \*Prof. N. G. Ranga:** (a) Are Government aware of serious congestion in third class carriages of Madras and Southern Mahratta Railway and South Indian Railway during the paddy transplantation and harvesting seasons and chillies and groundnut harvesting seasons?

(b) If so, what steps have so far been taken by the Railway authorities concerned to relieve such congestion?

**Mr. P. E. Rau:** (a) No.

<sup>120</sup> (b) Government have no information, but I am sending to the Agents of the Madras and Southern Mahratta and South Indian Railways a copy of the Honourable Member's question for consideration.

**Prof. N. G. Ranga:** Is the Honourable Member aware that the alarm chains on the South Indian Railway trains are removed because of the practice followed by many of these passengers that, whenever there is overcrowding, these chains are being pulled?

**Mr. P. E. Rau:** I am sorry, Sir, I am not aware of that.

**Prof. N. G. Ranga:** Is the Honourable Member not aware that if alarm chains are removed from these trains, there is a real danger for the passengers?

**Mr. P. E. Rau:** Possibly, Sir; I am not a mechanical expert.

**INTRODUCTION OF WEEK END TICKETS ON THE MADRAS AND SOUTHERN MAHRATTA AND SOUTH INDIAN RAILWAYS.**

**426. \*Prof. N. G. Ranga:** Have Government considered the advisability of introducing cheap week-end third class and inter class return tickets between any two stations on the Madras and Southern Mahratta Railway and South Indian Railway on the same lines as on the Bengal Nagpur Railway?

**Mr. P. E. Rau:** I will communicate the Honourable Member's suggestion to the Agents of the Madras and Southern Mahratta and South Indian Railways for consideration.

**COUPON TICKETS FOR THIRD CLASS PASSENGERS ON CERTAIN RAILWAYS.**

**427. \*Prof. N. G. Ranga:** (a) Will Government be pleased to state if the practice of issuing coupon tickets for third class passengers to encourage travelling among the industrial and commercial communities prevails on any Railway?

(b) If so, what has been the experience of that Railway regarding the profitableness and utility of such a system? If not, do Government propose to consider the advisability of experimenting with it?

**Mr. P. E. Rau:** (a) No.

(b) The first part of the question does not arise. As regards the second part, the question has already been considered and the view taken is that it would be inadvisable to make the experiment suggested.

**Prof. N. G. Ranga:** In view of the fact that these coupon tickets are issued for the benefit of second and first class passengers, do not Government think it advisable to issue them for the benefit of third class passengers also?

**Mr. P. E. Rau:** There is serious difference of opinion as to the advisability of issuing coupon tickets for first and second class passengers, and, at the present moment, there are only one or two railways that do issue such tickets.

**Prof. N. G. Ranga:** What is their experience? Do they find it profitable?

**Mr. P. E. Rau:** Many railways consider that it is unprofitable.

**Prof. N. G. Ranga:** Have many people applied for these coupon tickets?

**Mr. P. E. Rau:** Yes, certainly.



**REPRESENTATION OF THE LEGITIMATE RIGHTS OF INDIAN SETTLERS IN CEYLON TO THE COMMITTEE APPOINTED BY THE GOVERNMENT OF CEYLON.**

428. \***Prof. N. G. Ranga:** (a) Are Government aware of the decision of the Government of Ceylon to appoint a Committee to enquire into the extent to which the Ceylonese have been replaced in various occupations by Indians?

(b) If so, will Government please state the terms of reference of that Committee?

(c) Has that Ceylonese Committee begun its enquiries?

(d) Have Government made any representation to the Government of Ceylon about the legitimate rights of Indian settlers in Ceylon to be represented on that Committee?

(e) Have Government considered the advisability of taking adequate steps to present the case of Indian settlers of Ceylon for equitable treatment in Ceylon? If so, what steps have so far been taken to prepare and present the case of the Indian settlers?

**Mr. G. S. Bajpai:** (a) to (c). The Honourable Member presumably refers to the resolution recently passed by the State Council of Ceylon, requesting His Excellency the Governor to appoint a Commission to enquire into the question of non-Ceylonese workers in Ceylon. As far as the Government of India are aware no action has yet been taken on this resolution.

(d) and (e). The Honourable Member's suggestions will be carefully considered, should developments necessitate this.

**Mr. B. Das:** Is the Agent at Ceylon watching the situation?

**Mr. G. S. Bajpai:** That is so.

**Mr. B. Das:** If any Committee is appointed, will the Agent give evidence on behalf of the Government of India?

**Mr. G. S. Bajpai:** As a matter of fact, we hope that, if the Government of Ceylon decide to appoint a Commission, the Government of India will receive due notice through their Agent.

**Mr. B. Das:** And who will give evidence?

**Mr. G. S. Bajpai:** That will depend upon the terms of reference and the situation generally. As to whether it will be merely giving of evidence or something more, I cannot say just now.

**Prof. N. G. Ranga:** Does the Honourable Member mean to say that the Committee has not been appointed yet?

**Mr. G. S. Bajpai:** That is so, Sir.

**INDIAN COLONISATION IN VARIOUS PARTS OF THE BRITISH COMMONWEALTH.**

429. \***Prof. N. G. Ranga:** (a) Are Government aware of the organisation and existence of the Indian Colonial Corporation to explore the possibilities for colonisation of Indians in various parts of the British Commonwealth?

(b) Have Government considered the advisability of offering their support and sympathy to this and such other associations in furtherance of Indian colonisation?

**Mr. G. S. Bajpai:** (a) Yes.

(b) No.

**ORGANISATION OF SEPARATE INDIAN COLONIES IN BRITISH GUIANA, NEW GUINEA AND NORTH BORNEO.**

**430. \*Prof. N. G. Ranga:** (a) Are Government aware of the recommendation made by the Young's Report from South Africa that separate Indian Colonies ought to be organised in British Guiana, New Guinea and North Borneo?

(b) If so, what action has so far been taken by Government to implement that recommendation?

**Mr. G. S. Bajpai:** With your permission, Sir, I will answer questions Nos. 430, 431 and 433 together. The Government of India have communicated their views on the recommendations made by the Indian Colonisation Enquiry Committee to the Government of the Union of South Africa with whom rests the next move in the matter.

**Prof. N. G. Ranga:** When did they make their representations to the Government of South Africa?

**Mr. G. S. Bajpai:** I think we communicated with the Government of South Africa on the 22nd December.

**Prof. N. G. Ranga:** Has any reply been received?

**Mr. G. S. Bajpai:** No, Sir.

**Mr. B. Das:** What is the exact nature of the recommendations of the Government of India? Do they want a full committee to inquire into the situation of the Indians in South Africa or do they accept this temporary Colonisation Committee's Report?

**Mr. G. S. Bajpai:** No, Sir; the Government of India do not accept the temporary Colonisation Enquiry Committee's Report. They have explained the situation to the Government of the Union after full consultation with the Standing Emigration Committee and appreciation of the public view in this country, and as I stated in reply to the main question, the decision now rests with the Government of the Union as to what the next step should be.

**Prof. N. G. Ranga:** Have the Government of India approved of the recommendations made in this Report?

**Mr. G. S. Bajpai:** I think my Honourable friend has read the Report and he will recognise that the Committee was appointed by the Government of the Union and made its recommendations to the Government of the Union; the Government of India have merely reviewed the thing generally and communicated their views to the Government of the Union.

**Prof. N. G. Ranga:** What is the opinion of the Government of India?

**Mr. G. S. Bajpai:** I have already said that the opinion of the Government of India is that it is for the Government of the Union to consider whether they want any action to be taken.

#### INDIAN COLONISATION IN BRITISH GUIANA.

†431. **\*Prof. N. G. Ranga:** What action has been taken to encourage Indians in South Africa and India to colonise British Guiana?

#### FUNDS LAPSED TO GOVERNMENT OF INTESTATE EMIGRANTS FROM THE BRITISH COLONIES.

432. **\*Prof. N. G. Ranga:** (a) Will Government be pleased to state the total decennial amounts of money in cash and value of estates of intestate emigrants that have lapsed to Government from the various Colonies in the British Commonwealth during the last 50 years?

(b) Are such funds kept as a separate fund, and if so, to what use have they been put to?

(c) Have Government considered the advisability of utilising such funds, lapsing to them from intestate emigrants, specially for the benefit of Indians in the various Colonies?

**Mr. G. S. Bajpai:** (a) to (c). The attention of the Honourable Member is invited to the answer given by me to question No. 1279, asked by Mr. Gaya Prasad Singh in this House on the 5th December, 1933. Very little of the amounts referred to by the Honourable Member probably comes to the Government of India and what comes would be quite inadequate for conferring any real benefit on Indians in the various colonies.

**Prof. N. G. Ranga:** Will the Honourable Member be pleased to read out the reply given to Mr. Gaya Prasad Singh?

**Mr. G. S. Bajpai:** I do not happen to have the text of the reply before me now; but I can tell my Honourable friend the substance: we said that such estates lapsed to the Crown in the various colonies, and the Government of India had no information of the amount involved.

**Prof. N. G. Ranga:** Will the Government of India try and obtain that information hereafter?

**Mr. G. S. Bajpai:** No; I do not think so, because in those countries, to which emigration is no longer in progress, it is not really a matter for the Government of India to make inquiries; and, as regards Malaya and Ceylon, information is available.

**Mr. Muhammad Azhar Ali:** Is it possible for the Government of India to publish in the Gazette such intestate cases to enlighten the public of India about the amount and the persons who have died intestate?

**Mr. G. S. Bajpai:** I gather that the sale proceeds of unclaimed and escheated property are shown in table 48 under the head Administration of Justice: separation between those who died intestate after having returned from the colonies and those who have not been to the colonies, I do not think, is feasible.

†For answer to this question see answer to question No. 430.

**APPOINTMENT OF A JOINT COMMISSION SUGGESTED IN THE REPORT OF THE INDIAN COLONISATION COMMITTEE.**

†433. \***Prof. N. G. Ranga:** Will Government be pleased to state when the Joint Commission, the appointment of which was suggested in the report of the Indian Colonisation Committee, is likely to be appointed to undertake the suggested investigations to report to the Union Government and the Government of India?

**CIVIL DISOBEDIENCE PRISONERS UNDERGOING IMPRISONMENT.**

434. \***Mr. Basanta Kumar Das:** (a) Will Government be pleased to state separately, province by province, the number of civil disobedience prisoners who are still undergoing imprisonment?

(b) Will Government be pleased also to state the date of conviction of each of these prisoners, and the term of imprisonment to which each of them was sentenced?

**The Honourable Sir Henry Craik:** I would refer the Honourable Member to the reply which I have given to Pandit Govind Ballabh Pant's starred question No. 346.

**Srijut N. C. Bardaloi:** Will Government state whether high class ladies who were sentenced to long terms of imprisonment in connection with picketing liquor shops are still in the Sylhet jail?

**The Honourable Sir Henry Craik:** I think I am right in saying that there are no women prisoners now in Assam.

**Srijut N. C. Bardaloi:** Are Government aware that there were about half a dozen ladies there by the end of 1932 who had been sentenced to two and three years' rigorous imprisonment with babies, for picketing liquor shops?

**The Honourable Sir Henry Craik:** There are no prisoners of any kind left in Assam—male or female.

**Dr. T. S. S. Rajan:** In view of the fact that the second Civil Disobedience Movement has been abandoned, will Government see their way to release such of them as still remain in jails early?

**The Honourable Sir Henry Craik:** I think I have already answered that. The process of release is still proceeding, but I cannot give any undertaking that the remainder will be released at once.

**DETENUS IN DIFFERENT DETENTION CAMPS AND IN THE ANDAMANS.**

435. \***Mr. Basanta Kumar Das:** Will Government be pleased to state the number of detenus detained up to date in the different detention camps in Bengal, Deoli and in the Andamans under the Bengal Criminal Law Amendment Act and also the number of detenus detained in Assam jails under the Assam Criminal Law Amendment Act?

**The Honourable Sir Henry Craik:** There are at present 974 detenus, under the Bengal Criminal Law Amendment Act, in detention camps in Bengal and 497 in the Deoli Camp Jail. Seven detenus are confined in jail under the Assam Criminal Law Amendment Act, 1934. There are no detenus in the Andamans.

**Mr. Basanta Kumar Das:** Will Government consider the desirability of having a separate detention camp for Assam instead of keeping these detenus in jail?

**The Honourable Sir Henry Craik:** There are only seven detenus in Assam: it is not worth while having a separate camp there.

#### OIL-FIELDS FOR THE SUPPLY OF PETROLEUM.

**436.\* Mr. Basanta Kumar Das:** (a) Will Government be pleased to state what the oil-fields in India, including Burma, are for the supply of petroleum and what was the yield of oil from each of these fields during the last five years?

(b) Was any oil-field abandoned as an exhausted field during the course of the last ten years? If so, will Government be pleased to state when and under what circumstances it was abandoned and where it was?

**The Honourable Sir Frank Moyce:** (a) A statement showing the oil-fields in India and their production during the years 1929—1933 is laid on the table.

(b) The Badarpur oil-field in Assam was abandoned in 1933 on account of its decreased productivity.

*Statement showing the Oil-fields in India (including Burma) and the Production of Petroleum from them during the years 1929—1933.*

Names of fields.	1929.	1930.	1931.	1932.	1933.
	Gals.	Gals.	Gals.	Gals.	Gals.
<i>Assam.</i>					
Badarpur . . . . .	2,036,275	2,841,881	1,985,042	847,217	55,867
Digboi . . . . .	31,497,054	43,968,666	53,407,990	54,198,185	52,716,120
Masimpur . . . . .	5,360	520	..	..	..
Patharia . . . . .	..	3,314	153,431	89,854	..
<i>Burma.</i>					
Akyah (a) . . . . .	1,980	..	..	..	..
Kyaukpyu (a) . . . . .	15,034	14,616	13,068	13,237	14,350
Minbu . . . . .	5,815,252	5,038,476	3,993,638	3,860,716	3,716,250
Singu . . . . .	91,481,726	95,368,470	85,478,378	88,941,939	82,613,112
Yenanma . . . . .	746,221	503,811	577,840	464,326	434,572
Padaukpin . . . . .	..	..	..	..	..
Inlaw . . . . .	2,796,560	2,858,096	2,777,102	4,040,690	3,052,778
Yenangyat . . . . .	2,806,935	2,117,276	3,372,104	3,355,650	4,224,958
Loaywa . . . . .	15,000,000	17,760,000	16,437,000	19,711,994	19,257,024
Yenangyaung . . . . .	134,986,616	132,898,282	131,265,443	127,191,743	185,685,885
<i>Punjab.</i>					
Khaur . . . . .	19,208,880	7,662,200	5,557,720	5,900,480	4,236,136
	308,148,093	311,030,108	305,018,751	308,666,081	306,006,022

(a) District.

**Mr. Basanta Kumar Das:** Was any inquiry made before the oil-field at Badarpur was abandoned, as to whether the supply was going to diminish or not?

**The Honourable Sir Frank Noyce:** By whom does the Honourable Member consider that such inquiry should be made?

**Mr. Basanta Kumar Das:** It is for the Government to say who abandoned the oil-field.

**The Honourable Sir Frank Noyce:** No: it is obviously a matter entirely for the company, which is working the oil-field, to decide whether it should be abandoned or not: it is not a matter for the Government.

**Mr. Basanta Kumar Das:** Is it the position that the lessee has abandoned the oil-field?

**The Honourable Sir Frank Noyce:** If a firm does not find it profitable to work, there is no reason why it should be compelled to keep on doing so.

**Mr. Basanta Kumar Das:** My question is whether Government made any inquiry before the lessees were allowed to abandon the oil-field.

**The Honourable Sir Frank Noyce:** No: there was no necessity to do so.

#### SUPPLY OF PETROLEUM FROM ASSAM.

487. **\*Mr. Basanta Kumar Das:** When was the first oil-well drilled in Assam? Is it a fact that after the separation of Burma, Assam will be the chief source of the supply of petroleum in India?

**The Honourable Sir Frank Noyce:** Boring operations for oil in Assam commenced in 1866. The great bulk of the oil produced in India, excluding Burma, comes from Assam.

#### CAPACITY OF VARIOUS OIL-FIELDS IN INDIA FOR THE SUPPLY OF PETROLEUM.

438. **\*Mr. Basanta Kumar Das:** Was the efficiency factor of the Indian petroleum mines ever determined, or was any survey made by the Geological Survey of India to determine the capacity of the various oil-fields in India and to ascertain how long they might continue to be active sources for the supply of petroleum? If so, will Government be pleased to place the report of the survey on the table of this House and state what action was taken on the report?

**The Honourable Sir Frank Noyce:** I regret I do not know what is meant by "the efficiency factor of the Indian petroleum mines". No technical method has yet been discovered by which the capacity of oil-fields, *i.e.*, the reserves of available oil, can be satisfactorily determined. The Geological Survey have made a study of the oil-fields of India and the results were published in the Memoirs of the Geological Survey of India, Volume XL, parts 1, 2 and 3.

**Mr. Basanta Kumar Das:** Was any geological expert consulted before answering this question, in order to know what is meant by the efficiency factor of an Indian petroleum mine?

**The Honourable Sir Frank Noyce:** Obviously I am a layman in these matters, and I should not attempt to answer a question of this character without obtaining expert advice.

**Mr. Basanta Kumar Das:** Am I to take it that it is the answer of the geological expert that he does not understand what is the efficiency factor of an Indian oil mine?

**The Honourable Sir Frank Noyce:** The answer is my answer: I am responsible for it. I consulted the Director General of Geological Survey and I asked him if he could tell me what is the efficiency factor in an oil mine: he said he did not understand the expression.

**Prof. N. G. Ranga:** Has any recommendation been made by any Government experts that these oil wells should be exploited by the Government themselves?

**The Honourable Sir Frank Noyce:** Not that I am aware of.

**Prof. N. G. Ranga:** Will Government consider the advisability of working these oil wells by themselves?

**The Honourable Sir Frank Noyce:** Certainly not: in my opinion, this is not a matter for State enterprise.

**Prof. N. G. Ranga:** In view of the answer given by the Honourable the Commerce Member that the efficiency factor is really very low, does he not think that it is advisable that the State should work the oil-fields and thus conserve the natural resources of the country?

**The Honourable Sir Frank Noyce:** Is the Honourable Member asking me a question or he is asking the Honourable the Commerce Member?

**Prof. N. G. Ranga:** I ask the Treasury Bench.

**The Honourable Sir Joseph Bhoré:** I think the Honourable gentleman accused me of making a statement. I am afraid I never made such a statement.

**The Honourable Sir Frank Noyce:** I made no statement that the efficiency factor of petroleum mines was low. I said I did not know what was meant by the efficiency factor of the Indian petroleum mines, and I cannot understand why the Honourable Member should attribute to me words which I did not utter.

**Mr. N. M. Joshi:** May I ask, Sir, if any further development has taken place in regard to the finding of oil in some parts of the Bombay Presidency?

**The Honourable Sir Frank Noyce:** I should require notice of that question, Sir.

**Mr. Basanta Kumar Das:** One supplementary question, Sir.

**Mr. President** (The Honourable Sir Abdur Rahim): Next question.

**DEVELOPMENT OF THE OIL RESOURCES OF INDIA.**

**439. \*Mr. Basanta Kumar Das:** Is there any scheme drawn up on behalf of Government to develop the oil resources of India? If so, what steps have Government taken on the scheme? If not, do Government propose to consider the desirability of taking any steps in that direction?

**The Honourable Sir Frank Noyce:** No: the development is undertaken by those holding concessions for oil-bearing areas and the Government of India see no need for according special assistance to them in the matter.

**Mr. S. Satyamurti:** May I know the reasons as to why the Government do not consider the desirability of taking on the development of oil resources in their own hands?

**The Honourable Sir Frank Noyce:** That development is a matter for private enterprise, and the oil industry is in such an advanced stage that there is no reason to believe that it is not fully aware of any possible openings for enterprise.

**Mr. S. Satyamurti:** May I know if the Government have made inquiries and satisfied themselves that, if they take on this matter in their own hands, there will be no advantage to the country or to the Government?

**The Honourable Sir Frank Noyce:** My Honourable friend is asking me to embark on a discussion of policy in reply to a supplementary question, but I may say at once that it has never been suggested that the State in India should undertake the development of mines as a national enterprise.

**Mr. S. Satyamurti:** Have Government made any inquiry in the matter?

**The Honourable Sir Frank Noyce:** No, Sir.

**WORKING OF OIL MINES IN INDIA.**

**440. \*Mr. Basanta Kumar Das:** What are the terms and conditions on which oil companies have been permitted to work the various oil mines in India?

**The Honourable Sir Frank Noyce:** The grant of prospecting licences and mining leases for oil in British India is regulated by the Mining Rules. A copy is in the Library of the House.

**Mr. S. Satyamurti:** Are these oil companies yielding the best terms to the Government under the conditions of licences?

**The Honourable Sir Frank Noyce:** I presume so. I presume they are yielding the terms laid down in their licences.



**Mr. S. Satyamurti:** Are Government satisfied that they are getting the best terms that they can get?

**The Honourable Sir Frank Noyce:** I have no reason to believe that they are dissatisfied with the results.

**Prof. N. G. Ranga:** What per cent. of these oil companies are worked by Indians and what per cent. are worked by Europeans?

**Mr. President** (The Honourable Sir Abdur Rahim): That does not arise out of this question.

#### STAFF FOR WATCHING AND CONTROLLING THE OPERATIONS IN OIL MINES IN INDIA.

441. **\*Mr. Basanta Kumar Das:** Is there any staff of officers, either under the Government of India or under the Governments of the provinces in which oil mines are situate, for watching and controlling the operations in oil mines and preventing wasteful operations in them? If so, will Government be pleased to state the number and qualifications of the officers of that staff?

**The Honourable Sir Frank Noyce:** There are no oil mines, properly so called, outside Burma, but I assume that the Honourable Member intended to refer to oil-fields. Special staff of the kind mentioned is maintained only in Burma, where there is a Resident Geologist and a Warden of the oil fields who is a member of the Indian Civil Service. The latter is at times assisted by an Assistant Warden.

**Mr. Basanta Kumar Das:** What is the exact duty performed by the staff?

**The Honourable Sir Frank Noyce:** The Resident Geologist acts in an advisory capacity. The Warden is charged with the duty of administering the Burma Oil Fields Act, a copy of which my Honourable friend will find in the Library of the House.

#### LEGISLATION FOR THE WORKING, PROTECTION AND DEVELOPMENT OF OIL MINES IN INDIA.

442. **\*Mr. Basanta Kumar Das:** (a) Are Government aware of the various legislations, based upon up-to-date scientific investigations, passed in the United States of America relating to the working, protection and development of oil mines? If so, do Government propose to consider the desirability of undertaking legislations on the lines of those legislations in the United States of America?

(b) Pending the undertaking of legislations suggested in part (a), do Government propose to consider the desirability of appointing a committee of officials and non-officials with expert and technical knowledge on the subject to consider the petroleum situation in India and to suggest ways and means for the conservation, preservation and development of the petroleum resources of India?

**The Honourable Sir Frank Noyce:** (a) My attention has been drawn to certain articles in the Press dealing with the recent American oil legislation. The Burma Oil Fields Act, 1918, gives the Government of Burma adequate powers to regulate all matters connected with or subsidiary to any operations for the winning of oil or gas or both. In the Punjab and Assam the oil concessions are operated almost entirely by single companies, whose conservation arrangements are based on the experience in Burma. There is no need for further legislation.

(b) Does not arise.

**Mr. Basanta Kumar Das:** Is the Burma legislation enacted on the lines on which the United States Act was enacted?

**The Honourable Sir Frank Noyce:** I am sorry I cannot hear my Honourable friend.

**Mr. Basanta Kumar Das:** Was the Burma Act enacted on the lines on which the Act in the United States was enacted?

**The Honourable Sir Frank Noyce:** The Burma Act, Sir, dates from 1918 and is, therefore, previous to the American legislation.

**Mr. S. Satyamurti:** In view of that answer, will Government state the reasons as to why they do not propose to consider the desirability of appointing a Committee as suggested in clause (b) of the question?

**The Honourable Sir Frank Noyce:** Because, Sir, they do not consider it necessary, but as my Honourable friend has raised the point, I would venture to quote the opinion of the leading industrial Paper in England, the *Petroleum Times*, on this subject. The *Petroleum Times* says:

"There is general evidence that the importance of oil and gas conservation and the prevention of every form of waste (that is in India including Burma) is fully realised. The wise Government supervision in force is welcomed by enlightened directorates and field staffs, and co-operation seems to be the keynote."

**Mr. S. Satyamurti:** Are Government getting the best return out of the working of these oil fields or won't they get better results if they investigate the matter . . . . .

**The Honourable Sir Frank Noyce:** I have already replied to that question. I have already pointed out that this is a matter for the Provincial Governments, and I imagine that, especially in Burma, revenue is so very important that they are getting the best terms that they possibly can get.

**Mr. Basanta Kumar Das:** Another supplementary question, Sir.

**Mr. President** (The Honourable Sir Abdur Rahim): Next question.

#### REVENUE FROM EXCISE DUTY ON PETROLEUM.

443. \* **Mr. Basanta Kumar Das:** Will Government be pleased to state the amount of revenue obtained by them during each of the last five years in the shape of excise duty on petroleum produced by each of the provinces in which petrol mines are worked?

**Mr. A. J. Raisman:** I lay on the table a statement showing the required information.

*Statement showing the gross revenue obtained during each of the last five years from Excise Duty on Motor Spirit and Kerosene according to Province of production.*

Year.	Punjab.	Assam.	Burma.
	Rs. (000).	Rs. (000).	Rs. (000).
1929-30	25,82	36,65	3,14,34
1930-31	19,78	54,30	3,47,06
1931-32	6,29	1,10,63	4,79,08
1932-33	14,31	1,19,84	5,36,03
1933-34	9,41	1,23,08	5,90,94

#### AMOUNT OF ROYALTY RECEIVED ON PETROLEUM.

**444. \*Mr. Basanta Kumar Das:** (a) Will Government be pleased to state the amount of royalty received during the last five years on petroleum by the Government of each of the provinces in which oil mines are worked?

(b) Will Government be pleased to state the rates at which royalty is realised from the oil companies and also the basis on which the rates are fixed?

**The Honourable Sir Frank Weyce:** (a) The income is provincial and I have no particulars of the amount received in the provinces, except for Burma. The royalties on petroleum collected in Burma during the five years 1929—1933 amounted to Rs. 1,53,72,607.

(b) The rate is specified in Schedule A to the Mining Rules. It has been fixed with a view to securing a reasonable return to Government without discouraging enterprise.

#### PETROLEUM IMPORTED FROM FOREIGN COUNTRIES.

**445. \*Mr. Basanta Kumar Das:** Will Government be pleased to state the quantities of petroleum imported from foreign countries during the last five years?

**The Honourable Sir Joseph Blore:** The Honourable Member is referred to the Accounts relating to the Sea-borne Trade and Navigation of British India for the year ending March 1933, Volume I, and for the month of March, 1934, copies of which are in the Library of the Legislature.

**Mr. S. Satyamurti:** Have Government considered the possibility of reducing, if not annihilating the import and the development of the oil resources of this country?

**The Honourable Sir Joseph Blore:** I do not know, Sir, how that arises, nor am I concerned with the development of the oil resources of this country.

†446\*.

**Mr. Sami Venkatchelam Chetty:** Question No. 446, Sir.  
(After a pause.)

(Mr. Metcalfe was going to answer this.)

**The Honourable Sir Nripendra Sircar:** Will you please allow me to answer this tomorrow?

**Mr. President** (The Honourable Sir Abdur Rahim): This question will stand over till tommorrow.

**CATERING FOR THIRD CLASS PASSENGERS ON THE GREAT INDIAN PENINSULA AND OTHER RAILWAYS.**

447. \***Mr. Nabi Baksh Illahi Baksh Bhutto:** Will Government be pleased to state:

- (a) whether their attention has been drawn to the leading article in the *Bombay Sentinel*, dated the 24th January, 1935, under the caption "Only Third Class";
- (b) whether it is a fact that the Chief Traffic Manager, Great Indian Peninsula Railway, Bombay, has recently increased the rentals of tea, food, fruit and sweetmeat stalls by about 400 and 500 per cent.;
- (c) if the answer to part (b) be in the affirmative, whether it is not a fact that such an increase is bound to cause deterioration of the catering services provided for third class passengers which stand in need of encouragement and improvement rather than fresh burdens; and
- (d) whether they are prepared to hold an enquiry into the whole business of catering for third class passengers on the Great Indian Peninsula Railway and other railways and revise rentals of stalls according to the conditions prevailing?

**Mr. P. B. Rau:** (a) to (d), I would refer my Honourable friend to the reply I gave to Mr. Lalchand Navarai's question No. 389 on the 21st February, 1935.

**Mr. A. K. Fazlul Haq:** May I put these questions, Sir?

**Mr. President** (The Honourable Sir Abdur Rahim): Has the Honourable Member got written authority?

**Mr. A. K. Fazlul Haq:** No, Sir.

**Mr. President** (The Honourable Sir Abdur Rahim): Then he cannot put them.

---

†This question will be answered on the 23rd February, 1935.

## STAFF IN THE REFORMS OFFICE.

448. \***Mr. Muhammad Anwar-ul-Azim:** (a) Will Government please state if it is a fact that the Reforms Office has been in continuous existence since 1930?

(b) Is it a fact that the staff employed in that Office enjoys all such concessions and privileges as are admissible to the staff of other Secretariat Departments of the Government of India?

**The Honourable Sir Henry Craik:** The reply to both parts of the question is in the affirmative.

## VACANCIES IN THE MINISTERIAL ESTABLISHMENT OF THE REFORMS OFFICE.

449. \***Mr. Muhammad Anwar-ul-Azim:** Will Government be pleased to state how many vacancies in the different grades of the ministerial establishment of the Reforms Office occurred since October, 1934?

**The Honourable Sir Henry Craik:** A statement giving the information asked for is laid on the table.

*Number of Vacancies in the Reforms Office since October, 1934.*

Grades.	Number.	Vacancies actually filled.	By whom filled.
Superintendent	1	1	1 Muslim.
Assistants	6	4	3 Hindus. 1 Muslim.
II Division Clerks	3	3	1 Hindu. 1 Muslim.
III Division Clerks	3	3	1 Indian Christian. 1 Hindu. 1 Muslim.
Stenographers	2	2	1 Sikh.* 2 Hindus.

\* Since left. Vacancy unfilled.

## FILLING UP OF VACANCIES IN THE REFORMS OFFICE.

450. \***Mr. Muhammad Anwar-ul-Azim:** (a) Is it a fact that the Reforms Office is supplied with a list by the Public Service Commission of suitable candidates for employment?

(b) If the reply to part (a) be in the affirmative, will Government be pleased to state how many of the vacancies which recently occurred in that Office were filled up by candidates whose names were on the waiting list of the Public Service Commission?

**The Honourable Sir Henry Craik:** The reply to part (a) is in the negative.

(b) The Reforms Office is a temporary organization renewed from year to year and recruitment to its ministerial establishment is not, therefore, made through the Public Service Commission. It is difficult in practice to retain the services of men selected from the Public Service Commission's waiting list since the Reforms Office cannot offer them permanent appointment.

**APPLICABILITY OF THE HOME DEPARTMENT OFFICE MEMORANDUM FIXING THE PERCENTAGE OF MINORITY COMMUNITIES TO THE REFORMS OFFICE.**

451. \*Mr. Muhammad Anwar-ul-Azim: (a) Will Government be pleased to state whether the Home Department Office Memorandum fixing the percentage of minority communities in services is applicable to the Reforms Office?

(b) If the reply to part (a) be in the affirmative, will Government please state how far the orders contained in that Office Memorandum have been carried out by the Reforms Office in regard to the majority minority community?

**The Honourable Sir Henry Craik:** (a) Yes.

(b) The orders have been fully carried out as will be seen from the statement I have just laid on the table.

**PROMOTION OF UNQUALIFIED TEMPORARY CLERKS IN THE REFORMS OFFICE.**

452. \*Mr. Muhammad Anwar-ul-Azim: Is it a fact that there are certain temporary clerks employed in the Reforms Office who appeared and failed even in the Third Division Clerks' Examination of the ministerial establishment, but have recently been promoted to the next higher division? If so, will Government please state:

(i) the names of such clerks;

(ii) the number of times each of them appeared in the examination and failed;

(iii) their educational qualifications; and

(iv) the specific reasons which led to their promotion?

**The Honourable Sir Henry Craik:** There are two such clerks and I do not think any public purpose would be served by mentioning them by name. Both are matriculates of the Punjab University and were recently promoted from the Third to the Second Division as they were found suitable for the work required of a Second Division clerk. They appeared twice for the examination held by the Public Service Commission.

**RECRUITMENT OF A MUSLIM STENOGRAPHER IN THE REFORMS OFFICE.**

453. \*Mr. Muhammad Anwar-ul-Azim: (a) Are Government aware that there is no Muslim stenographer at present employed in the Reforms Office who is in receipt of a special pay?

(b) If the reply to part (a) above be in the negative, do Government propose to remove this grievance of Muslim community? If not, why not?

**The Honourable Sir Henry Craik:** (a) and (b). At present there are three posts of stenographers to which special pay is attached. One is held substantively by a Muslim who is at present on foreign service but has a lien on his appointment in the Reforms Office.

COMMUNAL COMPOSITION OF INFERIOR SERVANTS IN THE REFORMS OFFICE.

454. \***Mr. Muhammad Anwar-ul-Azim:** Will Government be pleased to state community and grade wise the total strength of inferior servants in the Reforms Office on the 1st February, 1934?

**The Honourable Sir Henry Craik:** A statement is laid on the table.

*Statement showing the total strength of the Inferior Servants in the Reforms Office on the 1st February, 1934.*

Grade.	Number.	By whom filled.
Duftries	2	1 Muslim. 1 Hindu.
Jamadar	1	Hindu.
Peons	14	10 Hindus. 3 Muslims. 1 Sikh.

EFFECT OF THE VOTE OF THE LEGISLATIVE ASSEMBLY TO TERMINATE THE INDO-BRITISH TRADE AGREEMENT.

455. \***Mr. S. Satyamurti:** Will the Honourable the Commerce Member be pleased to state:

- whether Government have considered the effect of the vote of the Assembly requesting the Government to terminate the Indo-British Trade Agreement forthwith;
- if they propose to terminate the Agreement, and if not, why not; and
- whether Government propose to take any other action thereon?

**The Honourable Sir Joseph Bhoré:** I would refer the Honourable Member to the replies given to the series of supplementary questions asked by him in connection with his starred question No. 206, on the 13th February last.

**Mr. S. Satyamurti:** I want a categorical answer to part (a) of my question; as to whether the Government have considered the effect of the vote of the Assembly requesting the Government to terminate the Indo-British Trade Agreement forthwith?

**The Honourable Sir Joseph Bhoré:** I answered that question quite fully on the last occasion.

**Mr. S. Satyamurti:** I want to know whether the Governor General in Council met and considered the question.

**The Honourable Sir Joseph Bhoré:** I am not prepared to give my Honourable friend any information of what took place in the Executive Council.

**Mr. S. Satyamurti:** I am not asking what took place at the meeting of the Executive Council . . . .

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member has already said that the Government have considered the subject.

**Mr. S. Satyamurti:** Subject to your ruling, the Government can refuse to answer a question on account of public interest. I am not asking what took place in the meeting at all, I am asking whether the Governor General in Council met and considered this matter. I submit I am entitled to an answer on that question, yes or no.

**The Honourable Sir Joseph Bhoré:** I am entitled to refuse to give my Honourable friend any information of what was discussed at a meeting of the Executive Council.

**Mr. S. Satyamurti:** I am sorry I am obscure this morning, and I shall try to make myself clear. I am not asking what took place at the meeting of the Governor General in Council. I know what usually happens there. (Laughter from the Opposition Benches.) What I want to know is whether a meeting of the Governor General in Council took place and considered this question at all. I am entitled to an answer on that.

**The Honourable Sir Joseph Bhoré:** That is exactly the same thing, and I am not prepared to give my Honourable friend any information as to the agenda of a meeting of the Executive Council.

**Mr. S. Satyamurti:** Then, I ask for your ruling, Sir. The Government are entitled to refuse to answer a question or a supplementary question on account of public interest. Do they claim in this matter that public interest will be endangered if they tell me whether the Governor General in Council met and considered it formally?

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair takes it that that is exactly what the Honourable Member on behalf of the Government means—that it is detrimental to public interest. If it was in the public interest that the information should be given, the Chair takes it that the Honourable Member would have given.

**Mr. S. Satyamurti:** It is for you, Sir, to rule, if I may say so respectfully. He must make his submission and then it is for you to rule whether it is in the interests of the public. They may put forward that contention, but I submit it is for you to rule.



**Mr. President** (The Honourable Sir Abdur Rahim): The Chair cannot pass any judgment on that. It is for the Honourable Member speaking on behalf of the Government to say.

**Mr. R. S. Sarma:** With your permission, can I answer part (a) of the question? (Laughter.)

**Mr. President** (The Honourable Sir Abdur Rahim): Order, order. Is it a point of order?

**Mr. R. S. Sarma:** Not a point of order, Sir. With your permission, may I answer part (a) of this question? The Honourable Member wants to know the effect of the vote of the Assembly . . . .

**Mr. President** (The Honourable Sir Abdur Rahim): Order, order.

**Mr. S. Satyamurti:** My Honourable friend is not yet on the Treasury Benches. I take your ruling on part (a) of the question. I am asking with regard to part (b) whether, apart from their *ex-cathedra* statement, that the termination of the Agreement is not in the interests of India, the Government have any other reasons as to why they do not propose to terminate the Agreement?

**The Honourable Sir Joseph Bhoré:** That is the reason, and I have given it already to my Honourable friend.

**Mr. S. Satyamurti:** May I ask with regard to part (c) of the question, whether Government propose to take any other action on this vote, for example, by way of informing this House that they do not propose to take any action and not leaving the Secretary of State to say in England that the Government of India have ignored the vote?

**The Honourable Sir Joseph Bhoré:** I have no doubt that when practical effect is given to the Agreement, we shall have to come before the Legislature in order to implement such terms as require implementing by the Legislature, and on that occasion my Honourable friend will be able to understand what action the Government propose to take.

**Mr. S. Satyamurti:** But, before bringing any such legislative proposal before this House, will Government consider the effect of the vote of this House?

**The Honourable Sir Joseph Bhoré:** The Government, as I said, have already considered the effect.

**Mr. R. S. Sarma:** The Honourable Member asked about the effect of the vote of the Assembly. Is it not a fact that, so far, the only effect of the Assembly vote has been to strengthen the hands of the die-hards at home and make them ask for further safeguards?

**Some Honourable Members on the Congress Party Benches:** What "home"?

**An Honourable Member:** Sarma's "home"?

**Another Honourable Member:** Madras!

**Mr. President** (The Honourable Sir Abdur Rahim): Order, order. Next question.

**CEYLONESE EMPLOYED IN THE IMPERIAL SERVICES.**

456. **\*Mr. Samuel Aaron:** (a) Will Government be pleased to state how many Ceylonese are employed in the Imperial Services?

(b) Are Indians eligible for admission into the Civil Service of Ceylon?

(c) If the answer to part (b) be in the negative, do Government propose to consider the advisability of addressing the Government of Ceylon for granting reciprocal rights to Indians in this regard?

**The Honourable Sir Henry Craik:** (a) The only All-India Service, for which Ceylonese are eligible for appointment, is the Indian Civil Service, and that only through the open competition in London. The number of Ceylonese in that Service is seven.

(b) No.

(c) The question of asking the Ceylon Government to reconsider their policy in this matter was fully examined some years ago and the conclusion reached was that it was very doubtful if any useful purpose would be served by any such attempt. I may add, however, that the question of the exclusion of the Ceylonese from the Indian Civil Service under the new constitution is under discussion with the Secretary of State

**RIGHTS OF INDIAN IMMIGRANTS IN CEYLON.**

457. **\*Mr. Samuel Aaron:** (a) Are Government aware of the motion of Mr. S. W. R. D. Bandarnaike to restrict Indian immigration into Ceylon, moved in the State Council of Ceylon, and also of the many evil-intentioned speeches made on that occasion by the State Council members against Malayalee immigrants and other Indians?

(b) Have Government taken any steps to represent to the Government of Ceylon the grievances of Indian immigrants in Ceylon?

(c) What action do Government propose to take to see that the existing rights of Indian immigrants are safeguarded?

**Mr. G. S. Bajpai:** (a) Government have seen the motion referred to by the Honourable Member and the speeches made on that occasion in the State Council of Ceylon.

(b) and (c). I would refer the Honourable Member to the answer given by me to Professor N. G. Ranga's question No. 428 today and to question No. 1 asked by Mr. Abdul Matin Chaudhury on the 5th February.

**Prof. N. G. Ranga:** Are Government aware that attempts are being made in Ceylon to prevent domiciled Indians from acquiring land or even homesteads?

**Mr. G. S. Bajpai:** I am not aware of that.

**INDIAN MEDICAL SERVICE OFFICERS RELEASED FOR CIVIL EMPLOYMENT.**

458. \*Prof. N. G. Ranga: (a) Will Government be pleased to state the number of I. M. S. Officers released for civil employment during the last five years?

(b) How many of them are Indians?

(c) Are Provincial Governments consulted before I. M. S. Officers are transferred for employment under them?

(d) Are Provincial Governments allowed to choose the officers whom they like to have whenever Government of India decides to transfer I. M. S. Officers for civil employment under them?

(e) Is there any duly constituted committee to select I. M. S. Officers for civil employment, and on what criterion is the selection made?

(f) Is it proposed to transfer any more I. M. S. Officers for civil employment in Madras?

(g) Is it a fact that several non-Madrasis were sent for civil employment in Madras in preference to suitable and qualified Madrasis in the service? If so, why?

**Mr. G. S. Bajpai:** (a) 104.

(b) 25.

(c) No officer is transferred to civil employment without the consent of the Local Government concerned.

(d) Local Governments are asked to express their preference when more than one suitable officer is available.

(e) No. The selection is made on consideration of professional qualifications and record of service.

(f) Officers will be posted as and when they are required to fill vacancies.

(g) Yes. The Indian Medical Service is an All-India Service and officers are posted to provinces according to the exigencies of service irrespective of their domicile.

**Prof. N. G. Ranga:** Will the Honourable Member consider the advisability of appointing a Committee to select the I.M.S. officers for civil employ?

**Mr. G. S. Bajpai:** No, I do not think that that is necessary, because the question of an officer's qualifications, I assume, is determined effectively and finally when he is appointed permanently to the I.M.S.

**Prof. N. G. Ranga:** Is it or is it not a fact that several of the I.M.S. officers who are natives of the Madras Presidency have been kept here in the Military Department, while several Europeans and others also, who are not natives of the Madras Presidency, have been sent over to the Madras Presidency for civil employ?

**Mr. G. S. Bajpai:** There is a definite procedure in regard to the selection of officers for transfer from military to civil. It is in order of priority of application, seniority and qualifications. If there are officers who belong to the Madras Presidency serving in the military, it is because those who have been transferred had prior claims to transfer.

**Prof. N. G. Ranga:** Is the Honourable Member satisfied that in his office no discrimination has been practised between one individual and another?

**Mr. G. S. Bajpai:** I am quite satisfied.

**Dr. T. S. S. Rajan:** Have the Local Government any right to refuse to take a certain number of I.M.S. officers that may be asked by the Central Government to be entertained by them?

**Mr. G. S. Bajpai:** As my Honourable friend is aware, a number of I.M.S. posts is reserved in each province, and no Local Government can refuse to take officers up to that number. Over and above that number, it is for the Local Government to decide whether they will take an I.M.S. officer or not.

**Dr. T. S. S. Rajan:** But have the Local Government any right of selection? Are they given any list from which they could choose the number they could have for their province?

**Mr. G. S. Bajpai:** I have already answered that question; the Local Government are asked to express their preference when more than one suitable officer is available.

**Mr. N. M. Joshi:** May I ask how the Honourable Member explains the smaller proportion of Indians in civil employ?

**Mr. G. S. Bajpai:** My Honourable friend is presumably drawing a deduction from the answer I have given to parts (a) and (b); that works out to 79 Europeans and 25 Indians. The explanation of that is that there were more vacancies for Europeans than for Indians, but actually on the date that I am answering the question, the proportion of Europeans and Indians in the civil employ is 208 to 101, that is, two to one, which is the general proportion for the service as a whole.

**Lieut.-Colonel Sir Henry Gidney:** Is it not a fact that it often happens when a Provincial Government nominate an I.M.S. officer for civil employment, the Government of India provide that officer and no other?

**Mr. G. S. Bajpai:** The position is that we try to meet the wishes of Local Governments as far as possible.

**Dr. T. S. S. Rajan:** Is the Honourable Member aware that there are plenty of qualified medical men in the provinces who may very well take the place of the I.M.S. officers that are being sent over there?

**Mr. G. S. Bajpai:** That is a matter of opinion.

#### MANUFACTURE OF SALT FOR HOME CONSUMPTION AND LOCAL SALE IN THE MADRAS PRESIDENCY.

459. **\*Prof. N. G. Ranga:** Will Government be pleased to state:

- (a) Whether any representations have been received (i) directly from peasants and workers and (ii) indirectly through the Madras

Government, for permission to gather and manufacture salt for home consumption and local sale by the local workers and peasants in accordance with the Government's Communiqué of March 1931, known as the Gandhi-Irwin Pact? If so, from which people and of which places?

- (b) Has any action been taken on those applications?
- (c) What are the places in the Madras Presidency in which the local masses are permitted to manufacture salt, and subject to what conditions?
- (d) Are there any places which have been removed from the list of the places where the manufacture of salt was declared to be free? If so, what are those places?
- (e) Have the local people made any representations that their places should again be thrown open for free manufacture of salt? If so, what action has been taken on those representations?
- (f) Are Government aware of the existence of famine in the Ceded Districts, Chittoor and Tinnevely, and the failure of crops in the Nellore District?
- (g) Are Government aware that to allow the free manufacture of salt in these districts will be of some material help to the distressed and impoverished people of those places? If so, are Government prepared to consider the advisability of declaring the manufacture of salt for local use alone free from the usual restrictions?
- (h) Are Government aware that Mr. Rameswararao, M.L.C., has received the reply of the Madras Government, in reply to his question on the matter of free manufacture of salt in the Anantapur District that this question has to be decided by the Government of India?
- (i) Do Government propose to consider the advisability of empowering the Provincial Governments to decide in which places and to what extent the free manufacture of salt shall be allowed, subject to the supervision and control of the Government of India?

**The Honourable Sir James Grigg:** (a) No such representations have been received directly by the Government of India or the Central Board of Revenue or indirectly through the Madras Government. The Collector of Salt Revenue, Madras, has reported the receipt of certain enquiries purporting to come from the residence of Arumuganeri village in the Tinnevely District, and Pakala and Woollapaliem villages in the Nellore District. These villages are incidentally in areas from which the concession referred to has never been withdrawn.

(b) The Collector of Salt Revenue has been instructed to deal with these enquiries by reference, to the terms of the Notification of March the 5th, 1931, to which the Honourable Member refers.

(c) and (d). The concession described in the Notification of March the 5th, 1931, is allowed in all parts of the Presidency where salt can be

obtained except in the areas from which it has been withdrawn on account of breaches of the conditions attached to it. Those areas are:

- (1) Gudur and Sulurpet Taluks of the Nellore District.
- (2) Ramnad and Mudukalattur Taluks of the Ramnad District.
- (3) Cuddapah District.
- (4) Anantapur District.
- (5) Bellary, Seriguppa, Allur, Adoni and Royadrug Taluks of the Bellary District.
- (6) Kurnool, Koilkuntla, Cumbum, Markapur, Sirvel, Nandyal, Dhone, Pattikonda, and Nandikonda Taluks of the Kurnool District.
- (7) Tiruthoraipundi and Pattukkottai Taluks of the Tanjore District.
- (8) Chingleput Taluk of the Chingleput District.

(e) No such representations have been reported to the Government of India.

(f) Government are aware of the existence of agricultural distress in the Districts mentioned.

(g) The Government do not propose to grant any concession beyond that which is admissible in accordance with the terms of the Notification already mentioned.

(h) No, Sir.

(i) The procedure governing the application of the concession is not essentially different from that suggested in this part of the question.

**Mr. M. Ananthasayanam Ayyangar:** Is it not a fact that the ryots of Urava Konda taluk in the Anantapur district in the Madras Presidency addressed a petition to His Excellency the Governor General asking that salt concessions should be restored in that district?

**The Honourable Sir James Grigg:** To the best of my information, the representations have not been received, at any rate have not been reported to the Government of India.

**Mr. Sami Vencatachelam Chetty:** Is it a fact that licences for the manufacture of salt in the Chingleput district are proposed to be cancelled?

**The Honourable Sir James Grigg:** The concession has already been withdrawn from that district—a good long time ago.

**Mr. Sami Vencatachelam Chetty:** May I know why?

**The Honourable Sir James Grigg:** Because the terms of the concession originally granted were abused

**Mr. Sami Vencatachelam Chetty:** I am not speaking of the free concession, but of the manufacture of salt in factories in the Chingleput district?

**The Honourable Sir James Grigg:** The Honourable Member had better put down a question. That does not arise out of this question.

**Prof. N. G. Ranga:** In view of the fact that Government themselves recognise that there are famine conditions in the ceded Districts, will the Honourable the Finance Member consider the advisability of waiving their objection to the manufacture of salt in the ceded Districts.

**The Honourable Sir James Grigg:** If the Honourable Member will read the correspondence which took place on this subject, he will find that it is always open to the villagers concerned to make application for the restoration of the concession to the local officers, who will deal with them on their merits in consultation with the Local Government.

**Dr. T. S. S. Rajan:** Will those areas have another chance of getting back the rights which they have forfeited?

**The Honourable Sir James Grigg:** That is just the question I have now answered. It is always open to the villagers to make an application for the restoration of the concession to the local officers.

**Dr. T. S. S. Rajan:** The applications will be made to the very officers who cancelled the concessions?

**The Honourable Sir James Grigg:** It is quite likely in some case.

#### PROVISION OF FANS IN INTERMEDIATE CLASS CARRIAGES.

460. **\*Prof. N. G. Ranga:** Are Government aware of the assurance given by the Chairman of the Central Advisory Council for Railways in its meeting on the 10th August, 1934, that the suggestion of providing fans in intermediate carriages would be examined? If so, will Government be pleased to state what action has been taken in this regard?

**Mr. P. E. Rau:** The answer to the first part is in the affirmative. With regard to the second part, State-managed Railways have already been instructed to furnish the Railway Board with estimates of the initial and recurring costs for providing electric fans in the intermediate class carriages and compartments.

**Prof. N. G. Ranga:** When were they instructed to submit the proposals?

**Mr. P. E. Rau:** I think soon after the meeting of the Central Advisory Council.

**Prof. N. G. Ranga:** How soon do you expect the replies?

(No answer.)

#### COMPILATION OF STATISTICS FOR A REVISION IN GENERAL CLASSIFICATION OF GOODS.

461 **\*Prof. N. G. Ranga:** (a) Will Government be pleased to state if the Committee appointed by the Indian Railway Conference Association to consider and report as to what special statistics Railways should compile for a revision in general classification of goods, has submitted its report?

(b) Have the recommendations of that Association been sent to the Railway Board? If not, when are such recommendations expected to be received?

**Mr. P. E. Rau:** (a) Yes.

(b) The reply to the first part is in the affirmative and the second part does not, therefore, arise.

**Mr. Sami Vencatachelam Chetty:** What about commercial interests?

**Mr. P. E. Rau:** Are they not important?

**Prof. N. G. Ranga:** In view of the fact that there is considerable amount of distress in the ceded Districts owing to famine, will Government consider the advisability of offering them special concession on railway freights for the transportation of grain?

**Mr. P. E. Rau:** I cannot see how that arises in connection with this question which relates to the constitution of the Committee.

**REPRESENTATION OF AGRICULTURAL INTERESTS ON THE EXPERT COMMITTEE TO CONSIDER THE RECLASSIFICATION OF GOODS.**

462. **\*Prof. N. G. Ranga:** (a) Are Government aware of the wish expressed by Mr. Maswood Ahmad, M.L.A., at the last August conference of the Central Advisory Council for Railways that the representatives of agricultural interests should also be represented on the Expert Committee to consider the reclassification of goods, if and when such a committee comes to be appointed?

(b) Do Government propose to see that the agricultural interests are fully represented on that proposed Committee?

**Mr. P. E. Rau:** (a) Yes.

(b) My Honourable friend may rest assured that every important interest will be consulted. I am afraid that at the present stage it is not possible to say how the Committee will be constituted.

**RESERVATION OF INTERMEDIATE AND THIRD CLASS COMPARTMENTS ON THE EAST INDIAN RAILWAY.**

463. **\*Prof. N. G. Ranga:** (a) Are Government aware of the assurance given by the Chairman of the Central Advisory Council for Railways to place the suggestion that as on the East Indian Railway and Eastern Bengal Railway, intermediate and third class compartments should also be permitted to be reserved, before the Indian Railway Conference Association? If so, what was the view expressed by the said Association?

(b) If the view of that Association is favourable to the suggestion, do the Railway Board propose to throw open the inter and third class carriages for reservation? If so, when?

**Mr. P. E. Rau:** The Indian Railway Conference Association have been addressed on the subject but their views have not yet been received.



**INDIAN RAILWAY CONFERENCE ASSOCIATION.**

**464. \*Prof. N. G. Ranga:** Will Government be pleased to state:

- (a) how the Indian Railway Conference Association is constituted;
- (b) its history;
- (c) its rules and regulations;
- (d) what interests are represented on it;
- (e) if agricultural interests and third class passengers' associations are represented on it, and if so, who are their representatives on that association, and if not, what are the special claims of this association to be consulted by the Chairman of the Central Advisory Council for Railways even about the suggestions made by the members of his Council?

**Mr. P. R. Rau:** (a) and (d). The Indian Railway Conference Association consists of all Railway Administrations in India working a railway open for passenger traffic that desire to join it.

(b) I am not sure what historical facts my Honourable friend requires, but the Association has been in existence at least for over 30 years.

(c) The Association frames regulations for the management of traffic interchanged between the Railways represented in the Association, advises on other subjects relating to Indian railways, which may be referred to them at the instance of Government or of any Railway represented in the Association, and acts as a board of conciliation between different railways.

(e) The reply to the first part is in the negative. As regards the last part, it is obvious that as an association of railways in India, it is necessary to consult it on matters of common interest to railways.

**Prof. N. G. Ranga:** Will Government consider the advisability of placing their annual reports on the table of this House?

**Mr. P. R. Rau:** I shall consider that.

**Prof. N. G. Ranga:** Is there any authority to convene meetings of the Association?

**Mr. P. R. Rau:** The Association elects its own Chairman.

**CATERING FOR THIRD CLASS PASSENGERS ON THE GREAT INDIAN PENINSULA AND OTHER RAILWAYS.**

**465. \*Dr. Ziauddin Ahmad:** (a) Has the attention of Government been drawn to the article, published in the *Bombay Sentinel*, dated the 24th of January, 1935, (Only Third Class)?

(b) Is it a fact that the tea stalls at the Victoria Terminus Station are being sold at substantial price?

(c) Is it not against the undertaking given by the Railway authorities in the Central Railway Advisory Committee?

**Mr. P. R. Rau:** (a) and (b). I would refer my Honourable friend to the reply I gave to Mr. Lalchand Navalrai's question, on this subject yesterday.  
(c) I am not aware of what undertaking my Honourable friend refers to.

**Dr. Ziauddin Ahmad:** Does not the question refer specifically to the Victoria Terminus Station in Bombay?

**Mr. P. R. Rau:** As regards the Victoria Terminus, I am not aware of any steps taken by the G. I. P. Railway Administration recently to increase the license fees.

**Dr. Ziauddin Ahmad:** In the paper I have mentioned, the *Bombay Sentinel*, it is explicitly put down that the tea stalls were being sold, which is contrary to the undertaking given by the Railway Board. May I have an answer?

**Mr. P. R. Rau:** I have not been able to find in the article referred to by my Honourable friend any mention of the Victoria Terminus.

**Dr. Ziauddin Ahmad:** I do not follow the answer, when he has not read it.

**Sir Cowasji Jehangir:** May I point out, Sir, that the article is referred to in the question? Surely the Honourable Member looked up the newspaper when he received that question?  
12 Noon.

**Mr. P. R. Rau:** Yes, Sir, and I could not find any reference in that article to the Victoria Terminus Station.

---

## UNSTARRED QUESTIONS AND ANSWERS.

### ABOLITION OF THE NOWGONG CANTONMENT.

40. **Mr. Sham Lal:** (a) Is it a fact that Nowgong Cantonment has been abolished? If not, is its abolition under contemplation? If so, when is it likely to take place?

(b) Is it a fact that the land on which the Cantonment was established was taken from some Indian State and that on the abolition of the Cantonment it is proposed to transfer the land back to that State?

**Mr. H. A. F. Metcalfe:** (a) No. The retrocession of the Cantonment land to the Chhatarpur Darbar is under consideration, and will probably take place in the near future.

(b) The land on which the Cantonment was established has remained throughout under the sovereignty of the State.

### ANNUAL YIELD FROM SALE OF POSTCARDS.

41. **Mr. Mohan Lal Saksena:** Will Government please lay on the table a comparative statement, showing the total amount of annual yield from sale of post-cards for two years prior to the raising of its price to three pice and also for two years subsequently?

**The Honourable Sir Frank Noyce:** A statement containing the required information is given below. As already stated by me in this House on the 6th instant, in reply to the Honourable Prof. N. G. Ranga's starred question No. 56, the figures are based on certain estimates and are not audited accounts figures.

*Statement comparing the estimated total amount of annual yield from sale of inland Postcards (including those of private manufacture) for 1929-30 and 1930-31, the two complete years prior to the raising of its price to three pice and for 1932-33 and 1933-34,—the two subsequent complete years after the revision of rate.*

Years.	Estimated Annual yield.
1929-30	Rs. 1.82 lakhs.
1930-31	Rs. 1.68 "
1932-33	Rs. 2.10 "
1933-34	Rs. 2.04 "

### INDIAN TEA LICENSING COMMITTEE.

**42. Sri Jut N. C. Bardaloi:** (a) Will Government be pleased to state the names of the members of the Indian Tea Licensing Committee?

(b) Will Government please state who among them are members of Agency Houses controlling one or more Tea Estates who are owners of Tea Estates and who are Directors of Tea Estates and Companies?

(c) How many among them are elected by Tea Associations and how many are nominated by Local Governments?

(d) Will Government be pleased to state if any Tea Estate belonging to any of the members of the Committee or in which they are interested as Managing Agents or Directors have been inspected by anybody? If so, what are the names of the gardens so inspected and by whom were they inspected?

(e) Are Government prepared to appoint a committee elected by the Members of this Assembly to inspect those gardens to ascertain the correctness of the returns submitted by them?

(f) Are Government aware that the Tea Licensing Committee not only have small Indian-owned tea gardens, not under the management of one of the members, inspected but also use discourteous language sometimes?

(g) Do Government propose to direct local Governments to nominate as members of the Tea Licensing Committee, Indian tea garden proprietors possessing small estates (by taking the opinions of such small concerns) from Assam Valley and Surma Valley?

(h) Are Government prepared to direct the Licensing Committee to grant quotas to gardens which could not work during 1932-33 and previously owing to financial difficulties?

(i) Are Government prepared to direct the Licensing Committee to publish their proceedings that they may be available to the Tea Estates concerned and to the public?

(j) Do Government propose to take steps to amend the Indian Tea Control Act, 1933, in the light of part (g) above, allowing the owners and managers of small Indian Tea Concerns which are not members of the Indian Tea Association either in Surma Valley or in the Assam Valley to elect members to represent them in the Tea Licensing Committee?

**The Honourable Sir Joseph Bhore:** (a) and (b). I lay a statement on the table.

(c) The attention of the Honourable Member is invited to sub-section (1) of section 3 of the Indian Tea Control Act, 1933 (XXIV of 1933) which provides for the constitution of the Indian Tea Licensing Committee.

(d) The answer to first part of the question is in the affirmative. As regards the second part, I lay on the table a statement giving the necessary information in respect of estates in North India. Similar information in respect of tea estates in South India is being obtained and will be laid on the table in due course.

(e) No, Sir.

(f) Government have made enquiries and are satisfied that the allegations that the inspection of tea estates ordered by the Indian Tea Licensing Committee is confined to small Indian-owned gardens not under the management of one of the members, and that discourteous language is used, are both without basis.

(g) The attention of the Honourable Member is invited to the discussions which took place in this House on the 15th September, 1933, on the Indian Tea Control Bill, in the course of which an undertaking was given on behalf of Government that a somewhat similar suggestion made by Mr. S. C. Mitra at the time would be brought to the notice of the Local Governments concerned so that they might make their nominations in consultation with any representative Indian organisation of the industry that might exist.

(h) The Honourable Member's attention is invited to the Rules made by the Governor General in Council under section 23 of the Indian Tea Control Act, 1933, which govern the grant of export quotas to tea estates. The Rules were published in the Gazette of India, dated the 18th November, 1933. Rule 4 of those Rules provides for a modification of the application of the ordinary rules in cases of special hardship. Government do not consider it necessary to issue any further instructions on the subject.

(i) No, Sir. The Honourable Member's attention is invited to the answer to part (a) of starred question No. 641 asked by Mr. S. C. Mitra in this House on the 20th August, 1934.

(j) No, Sir.

---

*Statement 1.*

Names of the members of the Indian Tea Licensing Committee.

- (1) Mr. J. Jones, nominated by the Indian Tea Association, Calcutta.
- (2) Mr. J. Elcock (presently Chairman of the Committee) nominated by the Assam Branch, Indian Tea Association.
- (3) Mr. K. B. Miller, nominated by the Surma Valley Branch, Indian Tea Association.
- (4) Mr. J. Edmond, nominated by the Doars Planters Association.
- (5) Mr. Debes Chandra Ghose, nominated jointly by the Indian Tea Planters Association, Jalpaiguri and the Terai Indian Planters Association, Terai.
- (6) Mr. H. W. Cox, nominated jointly by the Darjeeling Planters Association and the Terai Planters Association.
- (7) The Hon'ble Mr. H. P. Barua, nominated by the Government of Assam to represent tea estates owned by Indians in the Assam Valley.

- (8) Mr. Bipul Gupta, nominated by the Government of Assam to represent tea estates owned by Indians in the Surma Valley.
- (9) Mr. Rohan Fowke, nominated by the United Planters Association of Southern India to represent tea estates in British India.
- (10) Mr. J. S. B. Wallace, nominated by the United Planters Association of Southern India to represent tea estates in Indian States.
- (11) Mr. P. Kurian John, nominated by the Government of Madras to represent tea estates owned in Southern India by Indians.

2. The following members of the Committee are connected with Agency Houses and are also Directors of Tea Companies :

- (1) Mr J. Jones, Messrs. James Finlay and Company, Limited, Calcutta.
- (2) Mr. J. Elcock, Messrs. Planters Stores and Agency Company, Limited, Calcutta.
- (3) Mr. K. B. Miller, Messrs. Williamson Magor & Company, Calcutta.
- (4) Mr. D. C. Ghose, Messrs. Ghose & Sons, Jalpaiguri.

3. The following members are owners of tea estates :

- (1) The Hon'ble Mr. H. P. Barua.
- (2) Mr. Bipul Gupta.
- (3) Mr. P. Kurian John.

4. The following members are Superintendents or Managers of tea estates :

- Mr. J. Edmond.
- Mr. H. W. Cox.
- Mr. R. Fowke.
- Mr. J. S. B. Wallace.

— — — — —  
*Statement II.*

*Tea estates in North India in which members of the Indian Tea Licensing Committee are interested either as owners or through the Agency Houses with which they are connected and which have been inspected.*

Estate.	Managing Agent.	Nature of investigation.
Burrapahar	Messrs. Planters Stores and Agency, Limited.	Survey Report by J. N. Barua and Sons. Inspected by District Advisory Officer, Nowgong Sub-Committee, Mr. J. B. Coutts.
Gosaibari	Messrs. Williamson Magor and Company.	Survey Report by J. N. Barua and Sons.
Negheriting	Messrs. James Finlay and Company, Limited.	Survey Report by J. N. Barua and Sons.
Modaijan	Messrs. Williamson Magor and Company.	Inspected by District Advisory Officers, Jorhat Sub-Committee, Messrs. McLennan and Oliver.
Aideobari	Messrs. Williamson Magor and Company.	Inspected by District Advisory Officers, Sonari Sub-Committee, Messrs. Brough and Wilkin.
Thengelbarie	Messrs. Williamson Magor and Company.	Inspected by District Advisory Officers, Jorhat Sub-Committee, Messrs. McLennan and Watson.

**FUNCTIONS OF THE INDIAN ARMY ORDNANCE DEPARTMENT.**

**43. Srijut N. C. Bardaloi:** (a) Is it a fact that the Indian Army Ordnance Department is a purely non-combatant service and a purely manufacturing and distributing House?

(b) Is it the function of this Department to produce munitions at the dictation of the General Staff and distribute them according to the needs of the Army?

(c) Are there four branches of this Department, *viz.*, (i) Indian Army Ordnance Corps—which retail stores to troops; (ii) Ordnance Factories Department—which manufactures stores; (iii) Ordnance Inspection Department—examining stores according to specifications; and (iv) the Army Contracts Department—which is charged with buying in market stores not produced by factories?

(d) Are there any Indian Commissioned or gazetted officers or superior non-gazetted officers in any of these Departments?

**Mr. G. B. F. Tottenham:** (a) No. The Ordnance Services, under the Master-General of the Ordnance in India, comprise:

- (i) Indian Army Ordnance Corps.
- (ii) Ordnance Factories.
- (iii) Ordnance Inspection Section.
- (iv) Contracts Directorate.

Their duties are the design, manufacture, production, inspection, purchase, custody, maintenance, repair and issue of military requirements. They necessarily include both combatant and non-combatant ranks.

(b) Yes, one of its functions.

(c) Yes, but the designations of the departments specified are at (a) above.

(d) Yes.

**APPOINTMENT OF ASSAMESE AS APPRENTICES AND IN THE HIGHER SERVICES IN THE ORDNANCE FACTORIES.**

**44. Srijut N. C. Bardaloi:** (a) Is there an apprentice course in the ordnance factories? If so, for how long has it been in existence?

(b) Will Government please state how many foremen and assistant foremen were produced by this training among Indians?

(c) Are these posts and other higher posts in this non-combatant department filled up by Britishers?

(d) Have Government ever attempted to appoint qualified Indians with engineering and commercial degrees and diplomas (both Indian and European) to these highly paid posts?

(e) Have Government sent abroad any of their apprentices in the Army Department for post-apprentice training in England?

(f) Has any Assamese ever been taken into any of these posts in any of the branches of this Department?

(g) Do Government propose to give chances to Assamese also (i) by appointing apprentices, and (ii) by appointing qualified men in the higher services of the different branches?

**Mr. G. B. F. Tottenham:** (a) The first regular scheme of apprentice training in the Ordnance and Clothing Factories was authorised by the Government of India in 1924.

(b) Foremen, nil, Assistant Foremen, six.

(c) They are open to Europeans and Indians alike

(d) Yes.

(e) and (f). No.

(g) There is no bar to the recruitment of Assamese.

#### EX-ROYAL FAMILIES OF DELHI AND OUDH.

**45. Dr. Ziauddin Ahmad:** (a) Is it a fact that Prince Mirza Jehandar Shah, grand-son of Shah Alam, Emperor of Delhi went to reside permanently at Benares, United Provinces, 25 years before the mutiny and he himself with his family resided there and is loyal and a great friend of the British Crown uptil now?

(b) Is it a fact that Nawab Saadat Ali Khan, Wazir of Oudh, handed over villages of Districts Azamgarh, Gorakhpore, Allahabad, etc., whose annual income at that time was one crore twenty-three lakhs, to the East India Company, and made a Treaty with that Company on the terms that out of the income of the said villages an everlasting pension of rupees two lakhs and four thousand be given to Prince Jehandar Shah and Begums of Delhi—Ex-Royal family residing in Benares, United Provinces, and their heirs and rupees twenty thousand six hundred and thirty-eight be given as pension to some relatives of the family who went to Farrukhabad?

(c) Is it a fact that for the safeguard of the Benares family a few British soldiers and a few Indian soldiers together with Topkhana were to remain as *ardeli*, whose annual maintenance will be rupees sixty-seven lakhs which will be paid out of the income of the above villages which was also included in the Treaty?

(d) Is it a fact that out of the above income, the East India Company used to deduct rupees twenty-four lakhs five thousand and eight hundred sixty-two for management and collection of revenues of the above villages?

(e) Will Government be pleased to state up to what time the above amount of rupees two lakhs and four thousand was given to the Benares family in accordance with the Treaty and from what time and how much this pension has been reduced, which they are now getting?

(f) Will Government be pleased to state how the amount of one crore twenty-three lakhs is being utilised at present?

(g) Is it a fact that there are fifty members of the family of Emperor Alamgir residing at Lucknow, who are loyal to the British Crown, and who have also formed an Association?

(h) Is it a fact that a Federation of the All-India *ex-Royal Family* has been started, of which the workers are Khan Bahadur Nawab Syed Hamid Hussain Khan, M.B.E., and Qudrat Ullah Siddiqui who are doing propaganda work in foreign countries in praising the Britishers? Are Government giving them any sort of help? If so, of what kind?

**Mr. H. A. F. Metcalfe:** (a) No. Mirza Jahandar Shah, who was a son, not a grandson, of the Emperor Shah Alam, fled from Delhi and went to Oudh in 1788. He died in the same year.

(b) Nawab Sa'adat Ali Khan by a treaty, with the Honourable the East India Company, signed in 1798, agreed to pay a yearly subsidy of 76 lakhs to finance various services rendered to him by the Company and also to meet the stipends to the Begums and Princes at Benares amounting to Rs. 2,04,000 per annum and the Farrukhabad pensions amounting to Rs. 23,638. In 1801 a second treaty was made between the same parties, by which the Nawab ceded portions of his territory in the districts of Azamgarh, Gorakhpur, Allahabad, etc., to the Honourable Company, partly in commutation of the subsidy of Rs. 76 lakhs payable by the Nawab under the treaty of 1798 and partly to meet certain additional expenses incurred on his behalf by the Company. The gross revenue of the ceded territory amounted to rupees one crore and 85 lakhs, in which were included the expenses of collection.

(c) There is nothing in either treaty to suggest that any troops were detailed to guard the Benares family. The greater portion of the money secured to the Company, under both the treaties, was to be used in the maintenance of troops, both European and Indian, to defend the dominions of the Nawab of Oudh against all enemies. The total force, however, was never to consist of less than 10,000 men.

A detachment of troops with a proportionate artillery was also attached at all times to the Nawab's person.

(d) The treaty of 1801 lays down that the total revenue of rupees one crore and thirty-five lakhs included expenses of collection, but there is nothing to show what the amounts of those expenses were.

(e) Pensions to the surviving members of this family are still being paid in accordance with the Oudh Pension Rules. A list of the pensions drawn at the Benares Treasury in 1933 is laid on the table.

(f) With the annexation of Oudh the objects, other than pensions which were provided for in the treaty of 1801, ceased to exist and the revenues in question were merged in the general revenues of the Government of India.

(g) In April 1934, the number of political pensioners of the *ex-Royal* family of Delhi drawing their pensions from the Lucknow Treasury was 38, but it is not possible to give full information without making elaborate enquiries.

(h) Government have heard something to this effect, but have no definite information. Government have certainly given no help to any one.



*List of the Political Pensioners of the ex-Royal Family of Delhi drawing their Pensions from the Benares Treasury.*

Name of pensioner or Sarkabz.	Amount of monthly pension.
	Rs. A. P.
1. Musammat Mehr Sultan Begam . . . . .	50 0 0
2. M. Moinuddin Bakht . . . . .	10 0 0
3. M. Kamaluddin Bakht . . . . .	10 0 0
4. Mirza Zahid Bakht . . . . .	33 5 4
5. Musammat Ahsan Ara Begam . . . . .	30 0 0
6. Musammat Akhtari Sultan Begam . . . . .	25 14 0
7. Mirza Zahid Bakht . . . . .	6 11 0
8. Mirza Ejaz Bakht . . . . .	16 0 0
9. Mirza Shahood Bakht . . . . .	7 4 0
10. Mirza Asad Bakht . . . . .	7 4 0
11. Mirza Babar Bakht . . . . .	7 4 0
12. Mirza Khurd Bakht . . . . .	7 4 0
13. Musammat Gauhar Sultan Begam . . . . .	40 0 0
14. Mirza Moinuddin Bakht . . . . .	80 0 0
15. Musammat Amna Sultan Begam . . . . .	8 0 0
16. Mirza Jalaluddin Bakht . . . . .	44 8 0
17. M. Fahimuddin Bakht . . . . .	2 8 0
18. Musammat Amina Sultan Begam . . . . .	10 0 0
19. Musammat Quraisha Sultan Begam . . . . .	39 3 3
20. Musammat Aiwan-unnisa Begam . . . . .	7 0 0
21. Wajiha Sultan Begam, Zakia Sultan Begam, Razia Sultan Begam . . . . .	9 0 0
22. Musammat Ruquiya Sultan Begam . . . . .	5 0 0
23. Mirza Ejaz Bakht . . . . .	10 0 0
24. Musammat Ayesha Sultan Begam . . . . .	12 0 0
25. Musammat Fatima Sultan Begam . . . . .	12 0 0
26. Mirza Fakhruddin Bakht . . . . .	8 0 0
27. Musammat Alamara Sultan Begam . . . . .	15 0 0
28. Musammat Fahim-n'sa Begam . . . . .	8 0 0
29. Mirza Shahryar Bakht . . . . .	8 0 0
30. Mirza Fazaluddin Bakht . . . . .	32 0 0
31. Mirza Wahiduddin Bakht . . . . .	32 0 0
32. Qaisar Sultan Begam . . . . .	15 0 0
33. Musammat ida Sultan Begam . . . . .	7 11 2
34. Musammat Hafiza Sultan Begam . . . . .	7 12 2
35. Musammat Halima Sultan Begam . . . . .	7 11 2
36. M. Zubairuddin Bakht . . . . .	10 10 0
37. Mirza Sirajuddin Bakht . . . . .	51 11 0
38. Musammat Wajia Sultan Begam, Musammat Zakia Sultan Begam, Musammat Razia Sultan Begam . . . . .	6 0 0
39. Mirza Munawar Shikoh . . . . .	5 5 0
40. Mirza Aminuddin Bakht . . . . .	6 0 0
41. Mirza Muhammad Baqar Ali Khan . . . . .	16 0 0

**TRANSFER OF INVESTIGATING INSPECTORS ATTACHED TO THE POSTMASTER GENERAL'S OFFICE AT BOMBAY.**

**46. Mr. N. M. Joshi:** Will Government be pleased to state:

- (a) how long the present Investigating Inspectors attached to the Postmaster General's Office at Bombay have been working in their present appointments;
- (b) whether they are not yet due for transfer;
- (c) if their transfer is due, why they are not transferred?

**The Honourable Sir Frank Noyce:** (a) Of the two Investigating Inspectors, one has been in his present appointment for seven years and the other for more than six years.

(b) and (c). Under the ordinary rules they are due for transfer, but owing to the existing financial stringency such transfers are being made only in cases in which they are considered by the Head of the Circle to be specially desirable.

**TRAVELLING ALLOWANCES OF THE POSTAL SUPERINTENDENTS AND INSPECTORS IN THE BELGAUM, DHARWAR AND KONKAN DIVISIONS.**

**47. Mr. N. M. Joshi:** Will Government be pleased to state:

- (a) the amount of travelling allowances (supervision) spent by the Postal Superintendent and each Postal Inspector, separately, in the Belgaum, Dharwar and Konkan Divisions from April 1934 to November 1934, both months inclusive;
- (b) the number of inspections of Head, Sub and Branch Post Offices carried out by each of the officers referred to in part (a) above and the months in which they were carried out; and
- (c) whether the allotment of travelling allowances (supervision) is given in lump sums both for the Superintendent of Post Offices and the Inspectors of his Sub-Divisions?

**The Honourable Sir Frank Noyce:** (a) and (b). A statement showing the information asked for is laid on the table. The amount of travelling allowance shown in Part A of the statement represents the amount spent for journeys undertaken in connection with inspections as well as those undertaken in connection with enquiries, investigations, etc.

(c) The reply is in the affirmative.

The statement in two parts, part 'A' showing the amount of travelling allowance spent by the Superintendents of Post Offices, Belgium, Dharmwar and Konkan Divisions and each of their Inspectors from April, 1934 to November, 1934, and part 'B' showing month by month the number of inspections carried out by each of these officers during the same period.

A		B																	
Designation of the Post Office.	The amount of T. A. spent during the period when T. A. spent.	The amount of T. A.	April 1934.			May 1934.		June 1934.		July 1934.		August 1934.		September 1934.		October 1934.		November 1934.	
			H. O.	S. O.	H. O.	H. O.	S. O.	H. O.	S. O.	H. O.	S. O.	H. O.	S. O.	H. O.	S. O.	H. O.	S. O.	H. O.	S. O.
Belgium Division.		Rs. As.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Superintendent of Post Offices.		709 14	2	..	1	1	..	..	..	1	2	1	5	..	..	7	5	..	..
Inspector of Post Offices, Belgium Sub-Division.		339 4	1	..	..	1	..	6	..	1	12	2	11	..	..	3	4	..	..
Inspector of Post Offices, Nagaloka Sub-Division.		443 13	..	..	1	7	1	2	2	1	1	3	8	..	..	..	13	..	3
Inspector of Post Offices, Chitkoz Sub-Division.		367 3	..	..	..	10	..	..	..	..	2	1	4	..	..	2	4	..	3



**QUESTION OF ADAPTABILITY OF INDIAN INDUSTRIES TO WARLIKE PURPOSES.**

48. **Mr. M. Asaf Ali:** What steps, if any, have Government taken to comply with Article 8 of the Covenant of the League of Nations, especially with regard to the question of adaptability of Indian Industries to warlike purposes?

**Mr. G. E. F. Tottenham:** India has been represented throughout on the Disarmament Conference and has made such contributions as were possible, along with His Majesty's Government, towards the common object of establishing a Disarmament Convention in conformity with Article 8 of the Covenant of the League of Nations. As the Honourable Member is no doubt aware, the efforts of the Conference have hitherto proved unsuccessful. The condition of such Indian industries, as are adaptable to war like purposes, is not a matter on which, in accordance with terms of Article 8, information is likely to be asked for, in exchange for similar information from other countries, until a Convention has been agreed to; but, I may add that adequate control over the manufacture of munitions of war by private firms is already provided in India by section 5 of the Indian Arms Act.

**INDIA'S ADMISSION TO THE LEAGUE OF NATIONS.**

49. **Mr. M. Asaf Ali:** Will Government be pleased to state whether India's admission into the League of Nations was based on the assumption that it was a "fully self-governing State, or Dominion" within the meaning of paragraph 2 of Article 1 of the Covenant of the League of Nations?

**The Honourable Sir Nripendra Sircar:** No. India is an original member of the League under the operation of paragraph 1 of the First Article of the Covenant as the result of her being one of the signatories of the Versailles Treaty.

Paragraph 2 of the same article relates to subsequent candidates for admission and consequently has no reference to India.

**EXPENDITURE ON RENOVATING AND RE-UPHOLSTERING THE SPECIAL TRAIN AND COST OF THE AEROPLANES PURCHASED FOR THE GOVERNOR GENERAL'S USE.**

50. **Mr. M. Asaf Ali:** (a) What was (i) the exact amount of expenditure on renovating and re-upholstering the "Special train" of the Governor General, (ii) the price of the first aeroplane purchased for the Governor General's use, (iii) the length of time for which it remained in the Governor General's use, (iv) the price for which it was sold, and (v) the price of the new aeroplane purchased for the Governor General's use?

(b) Will Government please state why the first aeroplane was rejected and to whom it was sold?

**The Honourable Sir Frank Noyce:** (a) (i). The expenditure incurred on the alterations to His Excellency the Governor General's broad gauge train, carried out in 1931, amounted to Rs. 64,972.

(ii) The price of the first aeroplane (Avro 10) purchased for His Excellency the Governor General was £10,326 or Rs. 1,37,680.

(iii) It remained in the Governor General's use for a period of about three years.

(iv) The machine has not been sold, but has been retained for use by Government officers when touring, and if required by His Excellency the Governor General.

(v) The price of the new aeroplane (Avro 642) is £10,510 or Rs. 1,40,188.

(b) The first aeroplane has not been rejected. As I have stated it has been retained for other purposes.

**BURMANS EMPLOYED AS OFFICERS IN CERTAIN DEPARTMENTS AND SERVICES IN BURMA.**

51. U Thein Maung: (a) Will Government please state the respective number and percentages of Burmans employed as officers in various grades in the following departments and services in Burma:

- (i) the Railway Department,
- (ii) the Telegraph Department;
- (iii) the Customs Department;
- (iv) the Military Police;
- (v) the Army;
- (vi) the Income-tax Department;
- (vii) the Currency Office, Rangoon;
- (viii) the Accountant General's Office, Rangoon;
- (ix) the Indian Civil Service;
- (x) the Imperial Police;
- (xi) the Indian Medical Service; and
- (xii) the Rangoon Port Trust?

(b) Will Government please state how these percentages compare with the All-India percentages of Indians?

(c) Will Government please state what steps, if any, are being taken by them to increase the number of Burmans in the said departments and services satisfactorily in the near future?

**The Honourable Sir Henry Craik:** Information is being collected, and will be laid on the table in due course.

**COMMITTEE APPOINTED TO GO INTO THE QUESTION OF THE DEFENCE OF BURMA AFTER SEPARATION FROM INDIA.**

52. U Thein Maung: Will Government please state whether a committee was appointed to go into the question of the defence of Burma after separation from India? If so, will its report be published for public information? If not, why not, and will Government please state:

- (a) whether it contains any recommendations for the training of the people of Burma to defend their own country;
- (b) what the recommendations actually are; and
- (c) whether Government have accepted them?

**Mr. G. E. F. Tottenham:** A committee was appointed by the Government of Burma for the purpose. The whole question of the future defence of Burma is still under consideration and I am unable to give any further information on the subject at present.

**TRIBUNAL FOR FINANCIAL SETTLEMENT BETWEEN INDIA AND BURMA.**

**53. U Thein Maung:** Will Government please state:

- (a) whether a tribunal for financial settlement between India and Burma has been constituted;
- (b) if such a tribunal has been constituted, what its personnel is, what its terms of reference are, and whether it would hear representatives of India and Burma before making its award or awards; and
- (c) whether the Governments of India and Burma would prepare statements of their respective cases for the tribunal, in consultation with the Finance Committees of the respective Legislatures and whether the latter would have full opportunity to express their views at every stage of the proceedings before the tribunal?

**The Honourable Sir James Grigg:** (a), (b), and (c). I would invite the attention of the Honourable Member to the Press Communique on the subject which has recently been issued by the Secretary of State and of which a copy is attached.

*Press Communique.*

In accordance with the recommendations of the Joint Select Committee on Indian Constitutional Reform in paragraph 482 of their Report the Secretary of State for India has appointed the Right Honourable L. S. Amery, M.P., the Right Honourable Sir Sidney Rowlatt K.C.S.I., and Sir Walter Nicholson, K.C.B., to constitute a Tribunal to advise him on the formulation of a financial settlement between India and Burma in the event of separation.

The terms of reference to the Tribunal are as follows:

The Joint Select Committee of Parliament on Indian Constitutional Reform having recommended that Burma should be separated from India and that early steps should be taken for the determination by an impartial Tribunal of the principles of an equitable apportionment between the two countries of assets and liabilities, the Tribunal are requested.

- (1) to advise as to the basis on which a just financial settlement between the Government of India and the Government of Burma when separated should be made;
- (2) to indicate:
  - (i) how their findings under the first term of reference should be applied to the position resulting from the provisions in the Government of India Bill (1935) for allocating to the Government of one country or the other the possession and control of certain properties and for imposing certain legal liabilities on the revenue of one country or the other; and
  - (ii) so far as practicable the financial consequences of such application; and
- (3) to advise in the light of the findings under the first and second terms as to the lines on and the methods by which a complete financial settlement may be achieved between the Governments of India and Burma in respect of the assets and liabilities existing at the date of separation.

The Tribunal are now engaged on the investigation committed to them assisted by Mr. J. C. Nixon, C.I.E., I.C.S., representing the Government of India and Sir H. F. Howard, K.C.I.E., C.S.I., Sir S. A. Smyth, K.C.I.E., C.S.I., and Mr. T. Lister, C.I.E., I.C.S., representing the Government of Burma. Mr. Sidney Turner, C.B.E., F.I.A., Accountant-General, India Office, is the Secretary to the Tribunal.

The 16th February, 1935.

**NON-INCLUSION OF PALI IN THE LIST OF OPTIONAL SUBJECTS FOR THE INDIAN POLICE SERVICE EXAMINATION.**

**54. U Thein Maung:** (a) Will Government please state whether there is any special reason for not including Pali in the list of optional subjects for the Indian Police Service Examination, like Sanskrit, Arabic, Persian and Latin?

(b) If there be no such reason, do Government propose to consider the desirability of putting Pali in the said list?

**The Honourable Sir Henry Craik:** (a) and (b). Pali has not been included in the list of optional subjects for the Indian Police Examination because there has been no demand on the part of Burman candidates for such inclusion. I may observe that though Pali is included in the syllabus for the I.C.S. Examination in India, only two candidates in all have taken it at the seven I.C.S. Examinations held by the Public Service Commission in Rangoon from 1929 to 1935. The inclusion of additional subjects involves extra expense in the conduct of the Examination which can only be justified if candidates desirous of offering such subjects are forthcoming in sufficient numbers. In these circumstances, the Government of India do not propose to include Pali in the list of subjects for the Indian Police Examination.

**BUDDHISTS IN EACH PROVINCE AND LAWS GOVERNING THE MARRIAGE AND INHERITANCE OF INDIAN BUDDHISTS.**

**55. U Thein Maung:** Will Government please lay on the table a statement showing the number of Buddhists in each Province, and state what laws govern the marriage and inheritance of Indian Buddhists?

**The Honourable Sir Henry Craik:** As regards the number of Buddhists, the Honourable Member is referred to page 517 of the Census Report, 1931, Volume I-India, Part II-Imperial Tables, a copy of which is available in the Library of the Legislature.

Subject to an optional right to contract a marriage, under the Special Marriage Act, Indian Buddhists are governed in respect of marriage by their personal law. In respect of Intestate Succession they are governed by their personal law unless they have contracted a marriage under the Special Marriage Act in which case they become subject under the operation of section 24 of that Act to Part V of the Indian Succession Act from which sub-section (1) of section 29 thereof otherwise excludes them. In respect of testamentary succession they are governed by Part VI of the Indian Succession Act to the extent indicated in section 57 of that Act and for the rest by their personal law.

**MEMORANDUM ISSUED BY LORD CURZON ON THE BUDDHIST SHRINE AT BODH-GAYA.**

**56. U Thein Maung:** Will Government please lay on the table a copy of the Memorandum dated the 16th January, 1903, issued by Lord Curzon, the then Viceroy and Governor General of India, on the Buddhist Shrine at Bodh-Gaya and the desirability of its restoration to Buddhists, such a memorandum being mentioned at page 337 of the Life of Lord Curzon by the Earl of Ronaldshay, Volume II?



**The Honourable Sir Henry Crank:** The document in question is a confidential note and, I regret, therefore, that I am not prepared to lay a copy of it on the table.

**NON-ADMISSION OF SWEETS AND FRUIT VENDORS TO THE SONEPAT RAILWAY STATION.**

57. **Mr. Sham Lal:** (a) Will Government be pleased to state the reasons for not admitting sweets and fruit vendors to Sonepat Railway Station?

(b) Are Government aware that this order of the Railway authorities is causing great inconvenience to the passengers?

(c) Was a representation made by the vendors and the public and was their case also recommended by the Deputy Commissioner, Rohtak, and the Sub-Divisional Officer, Sonepat, to the Railway authorities, but no heed was paid to the representation?

(d) Do Government propose to consider the order and allow the vendors to sell the sweets and fruits at Sonepat Railway Station?

**Mr. P. R. Rau:** (a) Licenses for vending sweets and fruit at Sonepat were terminated sometime ago in pursuance of the policy that the North Western Railway Administration have decided to follow in regard to vendors at road-side stations. Vendors at such stations have little business and the quality of the stuff sold by them is, therefore, poor and open to criticism. The Administration, therefore, do not propose to have vendors at those road-side stations which are not too far distant from the larger stations at which there are vendors. Sonepat is one such station.

(b) and (c). Representations were received by the Divisional Superintendent, Delhi, alleging inconvenience to passengers: one of these being forwarded through the Deputy Commissioner, Rohtak.

(d) The Agent, North Western Railway, states that as there are vendors at Delhi (27 miles from Sonepat) and at Panipat (28 miles from Sonepat) the removal of the vendors at Sonepat is not causing any real inconvenience to passengers. Government do not consider that their intervention is called for.

**AMOUNT ALLOTTED TO BURMA OUT OF THE ADDITIONAL IMPORT DUTY ON SALT.**

58. **U Thein Maung:** (a) Will Government please state the total amount already allotted to Burma out of the additional import duty on salt since the Salt (Additional Import Duty) Act, 1931, came into force?

(b) Will Government please state what steps have been taken for the development of the local sources of supply of salt in Burma and other provinces as recommended by this Assembly by a resolution dated the 1st April, 1931?

(c) Will Government please state what has been the result of the steps already taken to develop the local sources of salt supply?

**Mr. A. J. Raisman:** (a) Rs. 12,24,100.

(b) and (c). I lay a statement on the table.

*Statement showing what steps have been taken to develop salt industry in the various Provinces in India.*

*Burma.*—No steps have yet been taken in this province.

*Bengal and Bihar and Orissa.*—(1) Mr. Pitt was deputed in 1931 to tour these provinces and report on the possibilities of production of salt.

(2) Officers have recently been deputed from Burma and Sind to investigate the possibility of the manufacture of salt on the sea-board in the Contai Division of Midnapore District in Bengal. The report of these officers has not yet been received.

(3) A scheme has been sanctioned for the establishment, as an experimental measure, of salt bonded warehouses for the encouragement of the production of salt in Bengal as a cottage industry. One warehouse has been established but it is too early to come to any conclusion as to the success of the experiment.

(4) In Bihar and Orissa a licence has been granted for the manufacture of salt at Gurbai in the Puri District and the Local Government have offered certain concessions in the first instance in order to help the scheme in its early stages. The Local Government are also watching the result of the experiments being made in Bengal.

*Punjab.*—(1) The Government of India have devoted a sum of nearly Rs. 4 lakhs to the installation of crushing and screening plant and electric traction and to other connected schemes at Khewra with the object of manufacturing salt for the Bengal market. Difficulties, however, have been encountered in the mining operations at Khewra and it is not likely for some years at least that the mine will be able to produce salt in excess of the requirements of its ordinary market.

(2) A topographical survey of Pachbadra has been made but no further steps have been taken. The fall in the price of salt in Bengal consequent upon the reduction of the additional import duty has made it unlikely that Pachbadra salt could compete with imported salt in the Bengal market.

**REPRESENTATIONS BY THE BURMA SALT MANUFACTURERS OF AMHERST DISTRICT TO HIS EXCELLENCY THE VICEROY.**

59. **U Thein Maung:** Will Government please state if any, and if so, what action has been taken on representations dated the 21st February, 1934, by the Burma Salt and Manufacturers of Amherst District to His Excellency the Viceroy and Governor General of India and his Government?

**The Honourable Sir James Grigg:** The Government of India decided, in view of the pending separation of Burma, to take no action in the matter.

**SPANS OF THE BRIDGES OVER THE BRAHMAPUTRA ON THE ASSAM BENGAL RAILWAY NEAR MYMENSINGH.**

60. **Mr. Suryya Kumar Som:** (a) Are Government aware that the spans of the bridge over the Brahmaputra on the Assam Bengal Railway, near Mymensingh, are not sufficiently wide, and that for this reason the river is being gradually silted up near the bridge and a vast portion on the eastern side is flooded in rainy season, causing great loss to the inhabitants and cultivators of the place?

(b) Is it a fact that the original plan of the construction of the bridge provided for much wider spans?

(c) Do Government contemplate widening the spans of the bridge?

(d) Are Government aware that the height of the bridge is not sufficient to allow the plying of big boats with masts, employed in jute and other business, and that this results in serious loss to these boats?

(e) Do the Assam Bengal Railway administration contemplate raising the height of the bridge? If so, when?

(f) Will Government be pleased to state if any excess fare is charged on the Assam Bengal Railway for crossing the bridge over the Brahmaputra river by rail? If so, what is the length of the bridge and what is the excess fare charged for crossing it by rail?

(g) Will Government be pleased to state what the cost of the construction of the bridge was, and whether it has already been realised by the charge of excess fare realised from the passengers ever since the line was opened?

(h) If the answer to the latter portion of part (g) be in the affirmative, how are the Railway authorities justified in realising excess fare even now?

(i) Do the Railway administration contemplate discontinuing the realisation of the excess fare? If not, why not? If so, from what time?

**Mr. P. B. Rau:** Information is being obtained from the Railway Administration and a reply will be laid on the table in due course.

#### WANT OF SUITABLE HOUSING ACCOMMODATION FOR THE RAILWAY CLEARING ACCOUNTS OFFICE STAFF.

**61. Bhai Parma Nand:** (a) Are Government aware that the staff of the Railway Clearing Accounts Office is being put to a lot of inconvenience and hardship for want of suitable housing accommodation?

(b) Is it a fact that several representations on the subject have been submitted by the staff to Government, but so far nothing has been done to relieve the distress of that poorly paid staff?

(c) Is it a fact that a scheme for building a Railway colony for the said staff is at present under consideration of Government, and if so, will Government please state which site has been selected for the purpose and when the construction work is likely to commence?

(d) Is it a fact that the land behind the Central Jail Reformatory proposed for the quarters of that office is not being made available now?

(e) Is it a fact that the office building of the Railway Clearing Accounts Office is to be built near the New Delhi Railway Station, and if so, do Government, in view of this, propose to spare the land behind the Central Jail Reformatory for the construction of quarters for that office staff?

**Mr. P. B. Rau:** (a) Yes.

(b) Yes; as sites originally considered are not now available, Government are enquiring into the possibilities of other sites.

(c) Yes. Various sites are under examination, but none has yet been selected.

(d) Yes.

(e) The site mentioned would be convenient for the staff of the Railway Clearing Accounts Office, but is not available as it is required for additional quarters for the staff of the Secretariat and attached offices.

**DEATHS DUE TO TUBERCULOSIS OF LUNGS AMONG THE RAILWAY CLEARING  
ACCOUNTS OFFICE STAFF.**

**62. Bhai Parma Nand:** (a) Are Government aware that there have been many deaths among the staff of the Railway Clearing Accounts Office on account of tuberculosis of lungs?

(b) Will Government please state the number of cases of the diseases of chest which have occurred in that office during the year 1934, as also the causes thereof?

**Mr. P. R. Rau:** (a) The number of deaths in 1934 is three.

(b) The number of the staff who took leave on grounds of illness diagnosed as a disease of the chest in 1934 was 52.

**OLD CLERICAL GRADES ON THE NORTH WESTERN RAILWAY.**

**63. Bhai Parma Nand:** (a) Will Government please state what the old clerical grades on the North Western Railway are?

(b) What are the new grades intended to be applicable to all new entrants to Railway service?

(c) How do these new and old grades compare with the rates of pay of clerical staff:

(i) Postal Department;

(ii) Accountant General's Office, Lahore; and

(iii) Railway Board's Office?

(d) What are the minimum qualifications for procuring service in the above offices and that of North Western Railway offices?

(e) Are Government (Railway Board) prepared to consider the advisability of introducing grades which would compare favourably with those in other Departments and offices? If not, why not?

(f) Are Government prepared to consider the question of only having an upper and lower grade, instead of so many grades, the maximum of lower grade being about the same as for the Post Offices, so as to ensure a decent wage for a clerk by the time he retires?

**Mr. P. R. Rau:** (a) and (b). The information is given in the statement attached.

(c) In the opinion of Government no comparison is possible between the work of these different classes of staff and consequently no comparison of pay is likely to be of any use.

(d) Government have not prescribed any minimum qualifications. These have been left to Railways to prescribe if necessary.

(e) The scales of pay were carefully considered by the Railway Administration before promulgation.

(f) Government do not consider there is any justification for asking the administration to reconsider these scales so soon after their introduction.

*Statement showing the old and the revised scales of pay applicable to the clerical staff on the North Western Railway.*

Category of Staff.	Old scale of pay.	Revised category of staff.	Revised scales of Pay.
1	2	3	4
	Rs.		Rs.
Office Superintendent	500—20—600	Office Superintendent Special.	400
Indent Supervisor	500—20—600	Office Superintendent (Ordinary).	350
Superintendent	400—20—500		
do.	350—20—500		
Head Clerk	285—15—330	Chief Clerk and Stenographer	300
Assistant Superintendent and Head Stenographer	} 215—15—275		} 260
Head Clerk		160—10—200	
Clerk and Stenographer	} 100—5—140	Clerk and Stenographer	200
Clerk and Typist	68—4—80—5—95.	Clerk, Typist and Stenographer	160
	} 68—4—116		140
			100—10/2—120.
			65—5/2—85
Terminal Tax Clerk (Head-quarters Office)	65—4—85		
	39—3—60		
			30—5—50
			5/2—60.

#### MAXIMUM OF OLD CLERICAL GRADE I ON THE NORTH WESTERN RAILWAY.

64. **Bhai Parma Nand:** (a) Is it a fact that the maximum of old clerical grade I on the North Western Railway is only Rs. 60 per mensem?

(b) Is it a fact that a large proportion of clerical establishment in various railway offices is blocked at this maximum for the last many years?

(c) Are Government aware that strong disappointment exists among these grade I clerks and memorials have been addressed to the authorities concerned without any success till now?

(d) Is it a fact that the North Western Railway Accounts Branch, whose lowest maximum was until very recently Rs. 80, have now amalgamated the two lowest grades to make the same Rs. 90?

(e) What is the reason for the staff employed in the Operation, Engineering and other offices of the Railway, except the Accounts, to be allowed a maximum of Rs. 60 only, and the Accounts clerks enjoying a maximum of Rs. 90 now?

(f) Are Government prepared to consider the advisability of amalgamating grades I and II, thereby putting the staff in all branches of the railway on an equal footing?

(g) Is it a fact that on a previous memorial submitted by grade I clerks, the Agent, North Western Railway, remarked that new scales of pay were under consideration?

(h) Has any other Government Department permanently revised its clerical grades? If so, which are these offices and what are the new grades?

**Mr. P. B. Rau:** (a) Yes.

(b), (c) and (g). Government have no information. This is a matter which the Agent, North Western Railway, is competent to deal with.

(d) In the Accounts Branch, the old Class III scale of Rs. 40—4—80 and Class II scale of Rs. 60—5—90 have been amalgamated into a new Class II scale of Rs. 40—4—80—5—90 with an efficiency bar at Rs. 80.

(e) The duties are entirely different.

(f) Government are not prepared to interfere with the discretion of the Agent, North Western Railway.

(h) Government have no information, and do not propose to collect it as the circumstances are not the same in railway offices as in other Government offices.

#### SCALES OF RAILWAY PASSES.

**65. Bhai Parma Nand:** (a) What were the scales of passes some time back and what are the existing scales?

(b) Why has the number of intermediate and third class passes been reduced, without doing the same with second class?

**Mr. P. B. Rau:** (a) Except as regards officers, who were being given first class passes without any limit as regards the number admissible, the scales varied on the different railways.

Second class passes were issued generally:

On the Eastern Bengal and North Western Railways, to staff drawing not less than Rs. 126.

On the Great Indian Peninsula Railway, to staff drawing over Rs. 100.

On the East Indian Railway, to staff drawing over Rs. 115.

On the Burma Railways, to staff drawing Rs. 125 and over.

Intermediate class passes were issued:

On the North Western Railway, to staff drawing Rs. 50—125.

On the Eastern Bengal Railway, to staff drawing Rs. 21—125.

On the Great Indian Peninsula Railway, to staff drawing Rs. 50—100.

On the East Indian Railway, to staff drawing Rs. 75—115.

Third class passes were issued to all other staff. A statement is appended showing the number of passes previously admissible in a year to employees other than officers on the State-managed Railways.

The number of passes now admissible are limited annually to:

first class, twelve,

second class, eight

Intermediate and third class, six.

In the case, however, of second, intermediate and third classes, two additional passes are allowed to employees having not less than 20 years' service.

(b) My Honourable friend will see from my reply to part (a) of his question and from the statement appended that, with the scale now in force, the number of intermediate and third class passes admissible has been reduced on some railways and increased on others. This was unavoidable if uniformity was to be obtained.

*Statement showing the number of passes previously admissible in a year to employees other than officers on the State-managed Railways.*

	Salary.	Number of passes.
North Western Railway	Above Rs. 250 . . . . .	10 single journey passes.
	Rs. 250 and under down to Rs. 100.	8 single journey passes.
	Under Rs. 100 . . . . .	6 single journey passes plus 2 to be used either at Christmas or Dussehra or Moharram. NOTE.—Two extra single journey passes are allowed for those with over 20 years service.
Eastern Bengal Railway	Over Rs. 150 . . . . .	4 single journey passes a month
	Rs. 150 and less . . . . .	8 single journey passes a year.
Great Indian Peninsula Railway.	Staff . . . . .	Two sets.*
East Indian Railway	Rs. 116 and over . . . . .	3 sets.
	Under Rs. 116— With 1 to 3 years service	1 set; the distance in each direction not to exceed 550 miles except when travelling to and from home.
	With 3 to 5 years service	2 sets.
	With 5 years service . . . . .	3 sets.
Burma Railways	Staff . . . . .	4 sets.

\*A "set" of passes means an outward and a return journey pass for the Railway Employee and his family.

#### RESTRICTIONS PLACED ON PASSES AND PRIVILEGE TICKET ORDERS FOR RAILWAY SERVANTS.

66. **Bhai Parma Nand:** (a) Is it a fact that certain restrictions are placed on free passes and privilege Ticket Orders, making it practically impossible for the Railway servants to make use of them in holidays like Christmas, Dussehra, Easter, etc., for any long journeys? If so, why are the restrictions placed?

(b) Is it a fact that during the above holidays, the offices are partially opened, requiring staff to attend for urgent work on certain days?

(c) Why in these days of improved locomotives and convenient service, is the staff tabooed from convenient trains?

(d) Do Government place any monetary value on this privilege?

(e) Is it a fact that staff drawing up to Rs. 75 per mensem can only get foreign line passes upto 800 miles? If so, are Government prepared to consider the advisability of lifting this ban?

(f) Are Government also prepared to consider the advisability of removing all restrictions from the pass-holders in regard to their journeys by certain trains and also on certain railways during certain holidays?

**Mr. P. B. Rau:** (a), (c) and (f). Certain railways impose restrictions on the issue of passes during holiday periods. Particulars on this point available in 1931 are recorded in the Library of the House in connection with Mr. Jagan Nath Aggarwal's question No. 369 asked on the 16th September, 1931. Government have no information as regards restrictions on the issue of Privilege Ticket Orders. The restriction is intended to prevent the limited accommodation available being taken up by pass-holders to the discomfort and inconvenience of the public.

(b) I understand that when holidays are somewhat prolonged some offices are opened partially on certain days when only a small number of the staff attend.

(d) The privilege has a monetary value, but is obviously a concession, the availability of which requires limitations in the public interest.

(e) So far as Government are aware, the distance limitation applies only to the staff of the East Indian Railway over certain other railways, and is consequent on the East Indian Railway imposing such a limitation on passes issued by other Railways to their staff for journeys involving travelling over the East Indian Railway.

#### FOREIGN LINE PASSES FOR RAILWAY SERVANTS.

67. **Bhai Parma Nand:** (a) Is it a fact that foreign line passes are only granted for five family members, and that a child is considered as one member for the purposes of such passes?

(b) Are Government aware that it is hard for an employee to be compelled to leave a child or two behind? If so, are they prepared to consider the cancellation of this limit?

**Mr. P. B. Rau:** (a) The rules governing the issue of passes over foreign lines limit a pass to five individuals exclusive of servants and children under the age of three years.

(b) The rule has been adopted by railways on the recommendation of the Indian Railway Conference Association with due regard to the consideration suggested by my Honourable friend. The question is being considered in connection with a general revision of the pass rules.

#### TREATMENT OF STAFF AND THEIR FAMILIES AT DISPENSARIES ON THE NORTH WESTERN RAILWAY.

68. **Bhai Parma Nand:** (a) Is it a fact that Railway staff with their families are entitled to free treatment at Railway dispensaries?

(b) How many such dispensaries are there on the North Western Railway, and what proportion of European, Anglo-Indian and Indian Staff received treatment at these dispensaries during the last five years?



(c) Do the above figures justify the maintenance of these dispensaries by the Railway?

(d) What is the total expenditure on these dispensaries, and how does it compare with expenditure per head on:

- (i) railway staff treated actually at these dispensaries; and
- (ii) railway staff as a general?

(e) Is it not a fact that these dispensaries and the essential treatment at these is an interference with the choice of the staff in regard to medical treatment?

**Mr. P. R. Rau:** (a) Yes, where such exist.

(b) There are 25 hospitals and 45 dispensaries on the North Western Railway. The total number of staff and their families treated at these during the last four years is as follows:

1930	...	...	...	...	529,511
1931	...	...	...	...	547,731
1932	...	...	...	...	563,884
1933	...	...	...	...	608,480

The figures for 1934 are not yet available. Government have no information as to what proportion of patients treated at these hospitals and dispensaries consisted of Europeans, Anglo-Indians and Indian staff.

(c) Yes.

(d) The total expenditure on hospitals and dispensaries during the last four years was as follows:

	Rs.
1930-31	6,96,840
1931-32	6,12,753
1932-33	5,68,606
1933-34	6,00,806

The figures for 1934-35 are not yet available.

(e) No.

#### MEDICAL CERTIFICATES FOR SICKNESS OF RAILWAY STAFF.

**69. Bhai Parma Nand:** (a) Is it a fact that medical certificates for sickness of Railway staff can only be entertained if issued by a Railway doctor?

(b) Are Government aware that medical opinions on one and the same case are liable to be conflicting between two individual doctors, and that a doctor usually treating the patient is in a better position to understand the trouble than one to whom the patient is quite new?

(c) Are Railways prepared to accept the certificates granted by registered medical practitioners?

(d) Under what authority do the railway administrations refuse to accept such certificates?

**Mr. P. E. Rau:** (a) I would invite the Honourable Member's attention to the rules governing the grant of medical certificates to railway servants applying for leave on medical certificates, a copy of which is in the Library of the House. The rules provide that a railway servant residing beyond the jurisdiction of a railway doctor may submit a certificate from his medical attendant which may be accepted by the competent authority at its discretion or may be referred to the Chief Medical Officer for advice or investigation.

(b) The answer to the first part is in the affirmative. The second is a matter of opinion.

(c) and (d). Government consider that railway administrations are at liberty to lay down whatever conditions they consider reasonable for satisfying themselves that employees applying for leave on medical certificate fulfil the conditions governing the grant of such leave. They are also of opinion that the rules laid down are not unreasonable.

#### MEDICAL AID FOR SUBURBAN TICKET-HOLDERS.

**70. Bhal Parma Nand:** (a) Is it a fact that certain employees working at one station are allowed to live at another and are called suburban ticket-holders?

(b) What is the procedure with regard to them in the case of their reporting sick?

(c) Is it a fact that the sickness in their case has been classified as fit or unfit to travel, in the first case requiring him to attend the Railway dispensary at the place of his office, and in the latter case allowing him to be temporarily treated by a railway doctor of the place of his residence?

(d) Is it a fact that even in the case of persons unfit to travel, they have to report to headquarters for medical aid, when rendered fit for travelling?

(e) Does it make any difference whether an employee is treated at one Railway dispensary or another when the Railway employ whole time doctors at both?

(f) Are Government prepared to consider the desirability of removing this restriction as being dangerous and likely to intensify the trouble of sick persons?

**Mr. P. E. Rau:** I am afraid I am unable to reply to the Honourable Member's question unless he specifies the railway and the class of staff to which he refers.

#### EXAMINATION FOR RECRUITMENT IN THE ACCOUNTS OFFICE OF THE NORTH WESTERN RAILWAY AND RATIO OF RECRUITMENT BY COMMUNITIES.

**71. Bhal Parma Nand:** (a) Are Government aware that for securing service on the Railway a form costing Re. 1 has to be filled up by each candidate?

(b) Will Government please state how many such applications have been received this year and how many vacancies are to be filled?

(c) Have any instructions been issued by the Railway Board with regard to the ratio of recruitment by communities? If so, what ratio has been fixed?

(d) Was it intimated to the public so that before submitting an application and incurring the expense of Re. 1, a candidate could decide his lot with regard to the number to be offered to his community? If not, why not?

(e) Is it a fact that an examination will be conducted for recruitment in the Accounts Office of the North Western Railway shortly and that Rs. 5 has been fixed as an entry fee?

(f) Why has such a heavy fee been fixed in these days of unemployment?

(g) Does the new communal ratio apply to recruitment in this examination as well?

**Mr. P. E. Rau:** (a) Government are not aware of this. It is a matter for each Railway Administration to decide.

(b) Government have no information.

(c) Copies of the instructions are in the Library of the House.

(d) Government have no information.

(e) Yes.

(f) To meet the expenses of conducting the examination.

(g) Yes.

#### NORTH WESTERN RAILWAY EMPLOYEES INCLUDING WORKMEN.

**72. Bhai Parma Nand:** (a) What is the total number of North Western Railway employees including workmen?

(b) How many of them are Hindus, Muhammadans, Sikhs and Christians?

(c) What is the ratio of Hindus amongst the workmen?

(d) What is the expenditure by communities including wages paid to workmen?

(e) Does this number and ratio of expenditure justify the new ratio for recruitment?

**Mr. P. E. Rau:** (a), (b), (c) and (d). The latest information available with Government will be found on page 54 of Volume I and page 234 of Volume II of the Report by the Railway Board on Indian Railways for 1933-34.

(e) I leave it to my Honourable friend to frame his own conclusions after examining the figures above.

#### RECRUITMENT OF THE MINORITY COMMUNITY IN THE POSTS AND TELEGRAPHS DEPARTMENT.

**73. Bhai Parma Nand:** (a) Is it a fact that according to the term 'Minority Community' as defined in the Director General, Posts and Telegraphs Department the recruitment of staff for the Department is restricted

to Revenue Division while the term 'Minority Community' is restricted and defined on the basis of All-India Unit? Are Government aware of a concrete case, *viz.*, the Hindus in the North-West Frontier Province, Sind and Baluchistan, though in a hopeless minority, are considered as the majority community?

(b) Are they prepared to lay down the definition of the term 'Minority Community' for purposes of recruitment on the basis of population of divisions in the case of divisional recruitment and of Provinces in the case of the recruitment ordered by the Heads of the Circles?

**The Honourable Sir Frank Noyce:** (a) and (b). As a result of the Home Department Resolution on recruitment issued in July last (a copy of which has been placed in the Library of the House), the whole question of the position of the various communities in each local area of recruitment is under review and definite instructions will be issued to recruiting officers in due course defining for each such area the proportion of vacancies to be allotted to the different communities. The proportion will be based generally on the relative population of the communities in each area and will be so fixed that the total reservation in all the areas together will amount to 25 per cent. for Muslims and 8½ per cent. for other minority communities.

**DELAY IN THE DISPOSAL OF APPEAL CASES BY THE SUPERINTENDENT OF POST OFFICES, ROHTAK DIVISION.**

74. **Bhai Parma Nand:** (a) Is it a fact:

(i) that several cases of serious delay in the disposal of appeal cases on the part of the Superintendent, Post Offices, Rohtak Division, have come to the notice of the Postmaster General, Punjab and North-West Frontier Circle; and

(ii) that many of the appeals and representations submitted by the subordinate staff to the Postmaster General through the Superintendent, Post Offices, Rohtak Division, have been suppressed by the latter?

(b) If the replies to part (a) (i) and (ii) be in the affirmative, are Government prepared to take steps to ensure that there are no more suppressed appeals and representations by the said Superintendent, and to make an enquiry from the subordinates by a special circular?

(c) Will Government please state what action has been taken or they propose to take against the officer responsible in the matter?

**The Honourable Sir Frank Noyce:** (a), (b) and (c). Government have no information and do not propose to collect it as the matter is one within the competence of the Head of the Circle to whom a copy of the question is being sent.

**DISMISSAL OF THREE HINDU OFFICIALS BY THE SUPERINTENDENT OF POST OFFICES, ROHTAK DIVISION.**

75. **Bhai Parma Nand:** (a) Is it a fact that the Superintendent, Post Offices, Rohtak Division, has dismissed during the current official year three Hindu officials with 10 to 20 years' service at their credit?

(b) If the reply to part (a) be in the affirmative, will Government please state whether the enquiries in the alleged cases against the said officials were made in accordance with Rule 55 of the Classification, Control and Appeal Rules embodied in Appendix 3-A of the Fundamental and Supplementary Rules, P. & T. Compilation?

(c) If the reply to part (b) be in the negative are Government prepared to take notice of the three subordinates having been deprived of the right of cross-examining the witnesses and to order the immediate re-instatement of the officials?

**The Honourable Sir Frank Noyce:** Government have no information but a copy of the question is being sent to the Head of the Circle concerned who is competent to deal with the matter.

#### PREPONDERANCE OF MUSLIM POSTMEN IN THE LAHORE GENERAL POST OFFICE.

76. **Bhai Parma Nand:** (a) Is it a fact that:

- (i) in the Lahore General Post Office there is preponderance of Muslims in the postmen's cadre; and
- (ii) the vacancies which occurred during the last two years have also been filled up mostly by Muslims?

(b) If the facts are as stated above, are Government prepared to issue orders that in all future vacancies the claims of other communities are given due consideration to adjust communal inequality?

**The Honourable Sir Frank Noyce:** (a) Government have no information.

(b) Government do not consider it necessary to go farther than to see that their orders regarding the adjustment of communal inequalities in the recruitment of staff, as in force from time to time, are carefully observed.

#### TRANSFER OF CANDIDATES FOR CLERICAL APPOINTMENTS FROM THE DEAD LETTER OFFICE TO THE LAHORE GENERAL POST OFFICE.

77. **Bhai Parma Nand:** (a) Is it a fact that the candidates for clerical appointments, borne on the waiting list of the Dead Letter Office, Lahore, have been transferred to that of the Lahore General Post Office and ranked senior to the candidates of the latter office?

(b) If the reply to part (a) be in the affirmative, are Government prepared to undo the wrong done to the candidates of the Lahore General Post Office?

**The Honourable Sir Frank Noyce:** (a) and (b). Government have no information. A copy of the question is however being sent to the Head of the Circle concerned who is competent to deal with the matter.

#### APPOINTMENT OF HINDUS AS CLERKS AND SUB-POSTMASTERS IN THE KHYBER POSTAL AREA.

78. **Bhai Parma Nand:** (a) Is it a fact:

- (i) that there are seven appointments of clerks and Sub-Postmasters in the Khyber Postal Area carrying special pay; and
- (ii) that all the seven appointments are held by Muslims?

(b) If the facts are as stated above, are Government prepared to issue orders that at least half the number of appointments be allotted to the Hindu Post Office officials? Is it a fact that for a considerably long time Hindus have not been given any chance to serve in these appointments carrying special pay?

**The Honourable Sir Frank Noyce:** (a) (i) and (ii). Government have no information.

(b) As regards the first part of the question the posts in question are not filled on communal considerations, and Government are not, therefore, prepared to accept the Honourable Member's suggestion. As regards the latter part of the question Government have no information, nor do they consider it necessary to call for it in view of the reply to the first part.

#### PREPONDERANCE OF MUSLIM POSTMEN IN THE PESHAWAR AND DERAJAT POSTAL DIVISIONS.

79. **Bhai Parmā Nand:** (a) Is it a fact that in the Peshawar and Derajat Postal Divisions, 95 per cent. of the postmen are Muslims?

(b) If the reply to part (a) be in the affirmative, are Government prepared to issue orders that no Muslim is recruited in the postmen's cadre of the two divisions unless and until a proportion of at least 83 per cent. of the Hindus in that cadre is reached?

**The Honourable Sir Frank Noyce:** (a) Government have no information.

(b) Government are not prepared to go farther than to see that their orders regarding the adjustment of communal inequalities in the recruitment of staff, as in force from time to time, are carefully observed.

#### PREPONDERANCE OF MUSLIMS IN CERTAIN GRADES IN THE PESHAWAR GENERAL POSTAL OFFICE.

80. **Bhai Parmā Nand:** Is it a fact that in the Peshawar General Post Office the appointments of Postmaster, Town Inspector and the clerk dealing with the personal cases of the staff are all held by Muslims? If so, are Government prepared to see that with a view to safeguard the interests of Hindus, at least one of the three appointments is given to a Hindu?

**The Honourable Sir Frank Noyce:** As regards the first part of the question, Government regret that they have no information later than that laid on the table of the House in reply to part (b) of the Honourable Member's question No. 440 of March 13th, 1934.

As regards the second part, the posts are not filled on communal considerations and it is no part of the duties of the officials holding them to safeguard the interests of any particular community.

#### RECRUITMENT OF HINDUS AS EXTRA DEPARTMENTAL SUB-POSTMASTERS IN THE ROHTAK POSTAL DIVISION.

81. **Bhai Parmā Nand:** (a) Will Government please place on the table a statement showing the particulars of E. D. Sub-Postmasters recruited in the Rohtak Postal Division?

(b) If the majority of them belong to the Muslim community, what steps do Government propose to take to give proportionate share to the Hindu community, who according to population are in majority in that Division?

**The Honourable Sir Frank Noyce:** (a) and (b). Government have no information and do not propose to collect it as Extra Departmental Agents are not whole-time servants of Government and the orders regarding recruitment on a communal basis do not apply to them.

**MUSLIM PREPONDERANCE IN THE CONSTITUTION OF THE RETRENCHMENT AND EXAMINATION BOARDS IN THE PESHAWAR AND GUJARAT POSTAL DIVISIONS.**

**82. Bhai Parma Nand:** Is it a fact that the Retrenchment and Examination Boards so far constituted in the Peshawar and Gujarat Postal Division had Muslim officers as its members? Are Government prepared to issue orders that members of other communities are also taken on the Boards to safeguard the interests of all communities?

**The Honourable Sir Frank Noyce:** As for the first part of the question, Government have no information except that given with regard to the Peshawar Division in part (a) of the statement laid on the table of this House on the 27th March, 1934, in reply to the Honourable Member's own starred question No. 440 on the 13th March, 1934.

As for the second part, Government regret that they are unable to accept the Honourable Member's suggestion as such Boards are not constituted on communal considerations, and the members of such boards are responsible officers who, Government are confident, can be trusted to carry out their duties impartially.

**SELECTION OF TELEPHONE OPERATORS AND MECHANICS FOR TRAINING FOR APPOINTMENT AS TELEPHONE INSPECTORS IN THE PUNJAB POSTAL CIRCLE.**

**83. Bhai Parma Nand:** (a) Is it a fact:

- (i) that recently the Postmaster General, Punjab and North-West Frontier Province Circle, has selected seven men from amongst Telephone Operators and mechanics, for training for ultimate appointment as Telephone Inspectors; and
- (ii) that out of the seven men selected there is only one Hindu against six Muslims?

(b) If the facts are as stated above, are Government prepared to see that a reasonable number of selected candidates are replaced by Hindus to avoid discontent and to adjust communal inequality?

**The Honourable Sir Frank Noyce:** (a), (i) and (ii). Government understand that the facts are as stated by the Honourable Member.

(b) Government regret that they are unable to accept the Honourable Member's suggestion as the Government orders regarding the adjustment of command inequalities do not apply to cases of selection of departmental officials for training but to direct recruitment only.

## RETRENCHMENT IN THE POST OFFICES.

**84. Bhai Parma Nand:** (a) Are Government aware of the fact that:

- (i) in the Postal Department in India a large number of old and young men have been discharged from service in consequence of the retrenchment campaign;
- (ii) the retrenchment in all other Departments of Government has altogether been stopped for the last one year; and
- (iii) in the Telegraph Branch of the same department it has been recently ordered that no personnel should be retrenched and that the Recommendations of the Verma Committee should be given effect to as vacancies occurred?

(b) If the replies to the preceding parts be in the affirmative, are Government prepared to issue orders immediately on the lines of part (a) (iii) above in the case of Post Offices as well?

**The Honourable Sir Frank Noyce:** (a) (i). Yes.

(ii) It is a fact that retrenchment in other Civil Departments of the Government of India has practically ceased.

(iii) Yes.

(b) Government hope to be in a position to terminate the retrenchment campaign in the Posts and Telegraphs Department very shortly.

## SCALE OF PAY FOR POSTAL CLERKS AT LYALLPUR.

**85. Bhai Parma Nand:** (a) Are Government aware that Lyallpur, being the District Headquarters of a new colony, is in no way less expensive than Lahore, Amritsar, Rawalpindi, etc.?

(b) Is it a fact that the scale of pay for Post Office clerks at Lyallpur is Rs. 35—5—135 and that for similar staff at Lahore, Amritsar and Rawalpindi Rs. 45—5—145?

(c) If the replies to parts (a) and (b) be in the affirmative, are Government prepared to see their way to sanctioning the higher scale of pay for Lyallpur as well?

**The Honourable Sir Frank Noyce:** (a) Government have no reason to believe that Lyallpur is as expensive as Lahore, Amritsar or Rawalpindi.

(b) The fact is as stated.

(c) Does not arise.

## CASE OF CERTAIN TELEPHONE OPERATORS AND MECHANICS FOR THE GRANT OF PENSIONABLE STATUS.

**86. Bhai Parma Nand:** (a) Is it a fact that the case of certain Telephone Operators and mechanics employed in the Engineering Branch of the Posts and Telegraphs Department, for the grant of pensionable status has been under the consideration of Government for the last ten years?

(b) If the reply to part (a) be in the affirmative, do Government propose to expedite the final decision and grant them the status asked for?



**The Honourable Sir Frank Noyce:** (a) and (b). The question whether the officials referred to should be granted pensionable status or admitted to the benefits of a contributory provident fund has been under consideration for some time past, but owing to the unfavourable financial situation, it is not being pursued at present. It will be duly considered when the financial position improves.

#### LOCAL ARRANGEMENTS FOR VACANCIES IN SELECTION GRADE WITHIN THE POSTAL DIVISION.

87. **Bhai Parma Nand:** (a) Is it a fact that:

- (i) recently the Director-General, Posts and Telegraphs, has issued orders that in case of vacancies in Selection Grade for a period of four months or less local arrangements or arrangements within the division should be made,
- (ii) the officiating service in the Selection Grade counts for increments in that scale,
- (iii) there are cases of junior officials who in consequence of the orders referred to in sub-part (i) above have been benefited over the head of their seniors; and
- (iv) there are cases in which senior men have expressed their willingness to act in such arrangements even at their own expense?

(b) If the facts are as stated above, are Government prepared to see their way to revising the order so as to enable the senior officials to be appointed in the Selection Grade vacancies?

**The Honourable Sir Frank Noyce:** (a) (i) and (ii). The reply is in the affirmative.

(iii) and (iv). Government have no information, but such cases may occur.

(b) The arrangements referred to in part (a) (i) of the question are made in order to avoid dislocation of work and expense to the state on account of travelling allowances and Government do not propose to revise the orders on the subject.

#### GRANT OF AN ADEQUATE PENSION TO THE INTERIOR STAFF IN THE POSTS AND TELEGRAPHS DEPARTMENT.

88. **Bhai Parma Nand:** (a) Are Government aware that the inferior servants in the Posts and Telegraphs Department, including Record Suppliers in the scale of Rs. 45—4—85 in the Circle Office, are on retirement granted a pension of Rs. 4 per mensem?

(b) If the reply to part (a) be in the affirmative, are Government prepared to consider the hard lot of this class of servants and grant them pension on the same principles as in the case of officials in Superior Service?

**The Honourable Sir Frank Noyce:** (a) The Honourable Member apparently refers to the Record Suppliers in the Circle Offices at Lahore and Lucknow who are on the scale Rs. 45—4—85. The fact is as stated except that these officials are also eligible for temporary increases in pensions varying between Rs. 2 and Re. 1 according to locality.

(b) The question of the revision of the pensions of inferior servants in the Posts and Telegraphs Department will be considered with the main scheme of revision of pensions of the general body of inferior servants under the Central Government, which has had to be postponed until the financial position improves.

**DEMANDS SUBMITTED TO THE HONOURABLE SIR NRIPENDRA SIRCAR BY THE BALUCHISTAN PUBLIC.**

**89. Seth Haji Abdoola Haroon:** (a) Is it a fact that the Honourable Sir Nripendra Sircar, Law Member to the Government of India, was specially deputed by Government to make enquiries in Baluchistan and that on his arrival at Quetta, a memorandum was submitted to him by the Baluchistan public, wherein the demands and grievances of Baluchistan were asserted? If so, on completion of his tour, did he submit a report to Government and has that report been placed on the table of this House?

(b) If the answer to part (a) be in the negative, will Government be pleased to place the said report on the table of the Legislative Assembly?

(c) What steps were taken by Government for the satisfaction of the Baluchistan public in connection with the demands as mentioned in their memorandum submitted to the Honourable Sir Nripendra Sircar at Quetta?

**Mr. H. A. F. Metcalfe:** (a) No. The Honourable Member proceeded to Quetta in the ordinary course of touring. A representation was made to him by the brother of Abdul Samad Khan Achakzai and some of his friends. He submitted no report to the Government of India.

(b) and (c). Do not arise.

**EARTH-FILLING FOR JUHO AERODROME.**

**90. Seth Haji Abdoola Haroon:** Will Government please state:

- (a) the date on which the estimate for earth-filling for Juho Aerodrome was sanctioned;
- (b) the amount of the sanctioned estimate and the amount of the final bill for work done;
- (c) the date on which tenders were called for work of filling screened and unscreened earth; and
- (d) the names of the contractors who tendered for the work, and the amount of each tender?

**The Honourable Sir Frank Noyce:** With your permission, Sir, I propose to answer questions Nos. 90 to 100 together.

The questions of the Honourable Member all arise out of allegations of fraud made by Mr. A. J. Saldanha, late Overseer in the Public Works Department of the Government of Bombay. A report has been received from the Bombay Government from which it appears that the allegations were fully investigated by the Departmental superiors of the officers concerned in August, 1932. The allegations were found to be baseless and the Overseer was so informed. Since he persisted in his allegations he was asked to produce his evidence before the Superintending Engineer and was given an opportunity to inspect any books which might be necessary to prove his assertions. This he refused to do, but he continued his

unsupported assertions. He subsequently resigned as his request for a transfer was refused. The Bombay Government were satisfied with the investigations, and considered that he should have been dismissed; and they decided that in view of his insubordination and generally unsatisfactory conduct, he should not again be admitted to Government service. The Government of India concur in the finding of the Bombay Government, and cannot re-open a case which was decided to the satisfaction of that Government nearly two years ago. I do not propose, therefore, to call for the information asked for in these questions.

#### CONSTRUCTION OF JUHO AERODROME.

†91. **Seth Haji Abdoola Haroon:** Will Government be pleased to state:

- (a) whether it is a fact that Mr. A. J. Saldanha, Overseer, Thana Division, wrote a confidential letter to his Executive Engineer on the 10th January, 1932 that the last bill paid in connection with the construction of Juho Aerodrome resulted in a loss of Rs. 8,900 to Government;
- (b) whether it is a fact that Mr. Saldanha alleged that page 48 of measurement book No. 234 was tampered with, original figures scored out and quantities changed;
- (c) whether the Executive Engineer made any enquiries, and if so, with what result;
- (d) whether they are prepared to place the measurement book No. 234 of the Thana Division on the table of this House; and.
- (e) whether it is a fact that Mr. Saldanha wrote to the Executive Engineer on the 27th January, 1932 that the measurements were further mutilated, and requested him to keep the measurement book in safe custody after sealing it?

#### GROUND AT THE JUHO AERODROME.

†92. **Seth Haji Abdoola Haroon:** Will Government be pleased to state:

- (a) whether it is a fact that the whole ground at the Juho Aerodrome measuring 2,400 ft. × 2,400 ft., or thereabouts, was properly levelled and rolled before 1930;
- (b) whether it is a fact that the abovementioned ground was inspected or approved as fit for landing in 1929 by Aviation authorities;
- (c) the cost of preparation of the above ground by rolling and levelling as a minor work before major work of rough and screened earth filling done in 1930—32; and
- (d) the number of rollers and period in which D. D. rollers worked on levelling and rolling before 1930—32?

---

†For answer to this question, see answer to question No. 90.

**JUHO AERODROME WORK FRAUDS.**

†93. **Seth Haji Abdoola Haroon:** Will Government be pleased to state whether it is a fact that Mr. Saldanha, Overseer, Thana Division, had addressed certain confidential letters to the Executive Engineer about Juhu Aerodrome work frauds?

**ALLEGATIONS OF FRAUDS IN CONNECTION WITH THE JUHO AERODROME CONSTRUCTION.**

†94. **Seth Haji Abdoola Haroon:** (a) Will Government be pleased to state whether they are aware that Mr. A. J. Saldanha, Overseer, Thana Division, wrote a letter dated the 30th October, 1932, to the Superintending Engineer through proper channel making serious allegations of frauds, tampering with records, etc., against Mr. T. C. Kantawala, Assistant Engineer, and Mr. H. J. Gleeson, Executive Engineer, in connection with Juhu Aerodrome construction? If so, will they be pleased to place that letter on the table of this House?

(b) Are Government aware that Mr. A. J. Saldanha wrote again to the Superintending Engineer, Northern Circle, on the 18th December, 1932, offering to prove his allegations against Messrs. T. C. Kantawala and H. J. Gleeson?

(c) Is it a fact that no Departmental or judicial inquiry by independent and unconcerned officers has been conducted into these allegations, whereat Mr. Saldanha had been given an opportunity to prove his allegations?

**ALLEGATIONS OF FRAUDS IN CONNECTION WITH THE JUHO AERODROME CONSTRUCTION.**

†95. **Seth Haji Abdoola Haroon:** Will Government be pleased to state:

(a) whether it is a fact that Mr. A. J. Saldanha, Overseer, Thana Division, wrote a printed letter dated the 21st July, 1933, to the Accountant General, Bombay, repeating in detail all his charges of frauds and tampering with records etc. about which he had previously written to the Superintending Engineer, Northern Circle, against Mr. T. C. Kantawala and Mr. H. J. Gleeson and requesting the Accountant General to inquire into the matter regarding Juhu Aerodrome work; if so, whether they are prepared to place that letter on the table of this House;

(b) whether the Accountant General instituted any inquiry, and if so, with what result; and if not, why not?

**JUHO AERODROME WORK.**

†96. **Seth Haji Abdoola Haroon:** Will Government be pleased to state:

(a) whether it is a fact that the conditions of contract of the Juhu Aerodrome work provided that all bills shall be paid on sectional measurements;

- (b) whether it is a fact that the measurements for the whole of the work in 1980-81 season was paid on stack measurements recorded by Mr. Desai, Overseer;
- (c) whether it is a fact that the Accountant General called for Executive Engineer's explanation after inspection in October 1981 for this irregularity; and
- (d) whether it is a fact that some correspondence was going on with the Government of India about stopping further work after completion of 1980-81 season's portion?

#### JUHO AERODROME WORK.

†97. **Seth Haji Abdoola Haroon:** Will Government be pleased to state:

- (a) whether it was a condition of contract at the Juho Aerodrome work that levels would be taken on top of rough filling and again on top of screened earth filling for taking out quantities;
- (b) whether it is a fact that no such levels were taken up to the end of the monsoon of 1981 for work done in the previous season;
- (c) whether it is a fact that the Executive Engineer never checked at site measurements submitted by Mr. Desai, Overseer, for 1980-81 work; and
- (d) the amount of payments made to the contractor till September, 1981?

#### JUHO AERODROME WORK.

†98. **Seth Haji Abdoola Haroon:** Will Government be pleased to state:

- (a) the original tender rates for rough and screened earth filling;
- (b) leads for rates in part (a);
- (c) whether the original tender rates were increased after work of 1980-81 season; if so, (i) why, and (ii) what were the new rates and leads;
- (d) the dates on which 1981-82 season work was commenced which was to be paid for at enhanced rates; and
- (e) the date on which 1980-81 season work was finally measured after taking top levels as provided in the conditions of contract?

#### JUHO AERODROME WORK.

†99. **Seth Haji Abdoola Haroon:** (a) Will Government be pleased to place on the table of this House copies of the following:

- (i) Statement of items of work for which tenders were invited on the 7th October, 1980;
- (ii) printed conditions of contract; and
- (iii) additional conditions and specifications of contract?

---

†For answer to this question, see answer to question No. 90.

(b) Will Government please state the dates on which the first season's work in hatched portion was to be completed in 1931?

(c) Will Government please state the date on which the entire work was to be completed?

(d) What were the actual dates of completion of work referred to in parts (b) and (c) above?

(e) Was the contractor charged penalties for delay or not? If so, how much?

#### JUHO AERODROME WORK.

†100. **Seth Haji Abdoola Haroon:** Will Government be pleased to state:

- (a) the amount of original estimate sanctioned for rough and screened earth filling of Juho Aerodrome which work was done in 1930-31;
- (b) whether any revised reduced estimate was passed by Mr. L. M. Kikeri on the basis of the tender rates after work was let out on contract; if so, the amount of that estimate;
- (c) if the reply to part (b) be in the affirmative, whether it was called back by Mr. T. C. Kantawala after he took charge from Mr. Kikeri, Assistant Engineer;
- (d) whether Mr. Kantawala resubmitted the estimate in September, 1931, at increased rates;
- (e) the amount of the final bill paid to Mr. Patkar contractor for this;
- (f) the names of the Executive Engineer, Superintending Engineer and Chief Engineer who:
  - (i) were connected with the preparation and sanction of the original estimate;
  - (ii) were connected with giving out contract to the contractor in 1930 and please state contractor's name; and
  - (iii) were connected with the preparation and sanction of revised increased rates to the contractor; and
- (g) the amount of payment as difference that contractor received due to increased rates?

#### PURCHASE OF TICKETS BY THIRD CLASS PASSENGERS AT THE DELHI RAILWAY STATION.

101. **Mr. Ahmed Ibrahim Haroon Jaffer:** (a) Are Government aware that although booking at Delhi Railway Station is open for 24 hours, there are complaints by third class passengers that they can purchase tickets only just before the departure of trains and owing to the great rush they feel difficulties and sometimes some male passengers are seen to buy third class tickets through windows meant for female passengers and it is alleged they have to give one anna more for this favouritism?

(b) Do Government propose to instruct the Delhi Railway authorities to make enquiries into these allegations?

**Mr. P. E. Rau:** The Agent, North Western Railway, states:

- (a) that he is not aware of any complaints of the nature referred to.
- (b) that he is having enquiries made and if these show that the complaints have some justification, steps will be taken to put matters right.

#### PUNISHMENT FOR EXPOSING FRAUDS COMMITTED BY HIGH RAILWAY OFFICIALS IN SIND.

102. **Mr. Nabi Baksh Illahi Baksh Bhutto:** (a) Will Government be pleased to state, whether their attention has been drawn to a pamphlet entitled "punishment as a reward for exposing frauds committed by high Railway Officials in Sind", issued by one Mr. Isardass Chuharmal, in which allegations supported by fascimiles of some important documents have been made against certain Railway officials of the Karachi division? If not, are they prepared to secure a copy of it and examine it thoroughly in view of its importance as an open indictment against the character of important railway officers?

(b) Are Government prepared to order a detailed enquiry to be held directly by some responsible officer of the Government of India, as to the contents of the above pamphlet and place on the table of this House the papers relating to that enquiry?

(c) Do Government propose to order that the enquiry should not be entrusted to any officer connected with the administration of Karachi division?

**Mr. P. E. Rau:** I have seen a copy of this pamphlet and have forwarded it to the Agent, North Western Railway, to consider what action should be taken in the matter.

#### LAVATORIES IN THE INTERMEDIATE AND THIRD CLASS COMPARTMENTS ON THE EAST INDIAN RAILWAY.

103. **Mr. Sri Prakasa:** Are Government aware that most of the lavatories provided in the intermediate and third class compartments of the East Indian Railway are not in conformity with human anatomy and thus cause avoidable inconvenience to passengers and tend to be very dirty? If so, are Government prepared to instruct the authorities concerned to take immediate steps to improve them?

**Mr. P. E. Rau:** Government are not aware that the facts are as stated in the first part of the question.

They are, however, bringing it to the notice of the East Indian Railway Administration for such action as may be considered necessary.

**LAVATORIES IN THE THIRD CLASS COMPARTMENTS ON THE BENGAL AND NORTH WESTERN AND THE BOMBAY, BARODA AND CENTRAL INDIA RAILWAYS.**

104. **Mr. Sri Prakasa:** (a) Is it a fact that there are no lighting arrangements in the lavatories of the third class compartments of the Bengal and North Western Railway and the Bombay, Baroda and Central India Railway (metre gauge)?

(b) Are Government aware that the amount of space provided for them is too small for ordinary human decency and comfort?

(c) If so, do Government propose to take immediate steps to remove the deficiency?

**Mr. P. E. Rau:** Enquiries are being made and a reply will be laid on the table in due course.

**SUPPLY OF INFORMATION REGARDING THE EXACT NUMBER OF VOTES IN THE LEGISLATIVE ASSEMBLY ELECTIONS.**

105. **Mr. Sri Prakasa:** (a) Do Government regard it as against rules for Returning Officers to supply information regarding the exact number of votes in any particular constituency, to the candidate for the Legislative Assembly from that constituency, or his election agent?

(b) If not, are Government aware that such information was, after several reminders, ultimately refused by the Returning Officer at Allahabad to the election agent of the candidate for the Legislative Assembly from the Cities of the United Provinces constituency (Non-Muhammadan, Urban) even when a stamped and addressed postcard was enclosed for reply, on the ground that there was no rule under which the information could be given? If so, do Government approve of this conduct? If not, do Government propose to issue instructions that such information should not be withheld in the future?

**The Honourable Sir Henry Craik:** (a) Electoral rolls are open to public inspection and it is no part of the Returning Officer's duty to supply candidates with information extractable therefrom.

(b) Government have not seen the correspondence to which the Honourable Member refers. On the facts stated in the question they consider that the information sought by the candidate was properly refused and they do not propose to issue any instructions in the matter.

**REPRESENTATIVES TO BE SELECTED FOR THE PROPOSED STANDING COMMITTEES ON WHEAT AND RICE.**

106. **Prof. N. G. Ranga:** (a) Will Government be pleased to state what all interests are proposed to be represented on the proposed Standing Committees on wheat and rice?

(b) Are the peasants of the Punjab in the case of wheat and of Bengal, Madras, Bombay, at least likely to be represented by the nominees of their associations?



(c) If Government have not yet thought of providing for the representation of peasants on the said Committees, are Government prepared to consider the advisability of selecting one representative of peasant organisation for each one of the principal wheat and rice growing provinces?

**Mr. G. S. Bajpai:** (a) Yes, all the interests concerned. A statement showing the composition of the Rice and Wheat Committees is laid on the table.

(b) This is a matter for the Local Governments who will nominate the representatives of rice and wheat growers.

(c) Does not arise.

*Statement regarding the proposed Standing Committees on Wheat and Rice.*

RICE COMMITTEE.

(a) The Directors of Agriculture, Madras, Bombay, Bengal, United Provinces, Burma, Bihar and Orissa, Central Provinces, Assam, Hyderabad, Mysore, Baroda, Travancore and Cochin (Total 13).

(b) Eight representatives of rice growers (one each from the above provinces) to be nominated by the Local Governments (Total 8).

(c) The Paddy Specialist, Madras.

The Paddy Specialist, Burma.

The Paddy Specialist, Bihar.

The Economic Botanist, Bengal.

The Economic Botanist (Rice), United Provinces.

The Crop Botanist, Bombay.

Officer in Charge, Central Provinces Rice Research Station.

The Economic Botanist to Government, Assam (Total 8).

(d) Two Professors of Economics (or University Readers) (Total 2).

(e) 1 One representative of Associated Chambers of Commerce.

2 One representative of Federation of Indian Chambers.

3 One wholesale rice merchant acquainted with import and export trade.

4 One rice miller.

5, 6 and 7. Trade representatives from Madras and Bengal and a representative of the wholesale exporters of rice from Burma (Total 7).

(f) Officers of the Imperial Council of Agricultural Research.

1. The Vice-Chairman, Chairman.

2. The Agricultural Expert.

3. The Marketing Expert.

4. The Senior Marketing Officer (Rice).

5. The Statistician. (Total 5).

Secretary, Imperial Council of Agricultural Research, Secretary *ex-officio*.

(Total No. of members 43).

WHEAT COMMITTEE.

(a) The Directors of Agriculture, United Provinces, Punjab Bihar and Orissa, Central Provinces, Hyderabad, Baroda and Bhopal, the Chief Agricultural Officer, Sind, the Agricultural Officer, North-West Frontier Province (Total 9).

(b) Seven representatives of wheat growers (one from each of the above provinces except the North-West Frontier Province and Baroda) nominated by the local Governments (Total 7).

(c) The Director, Imperial Institute of Agricultural Research.

The Second Imperial Economic Botanist, Imperial Institute of Agricultural Research.

The Crop Botanist, Bombay.  
 The Cerealist, Lyallpur.  
 Rust Research Officer (Dr. K. C. Mehta).  
 The Economic Botanist (Rabi cereals), United Provinces.  
 The Economic Botanist, East Bengal.  
 The Economic Botanist, Central Provinces.  
 The Economic Botanist, Sind (Total 9).  
 (d) Two Professors (or University Readers) of Economics or Commerce (Total 2)  
 (e) 1 One representative of the Associated Chambers of Commerce.  
 2 One representative of the Federation of Indian Chambers.  
 3. One representative of the wheat trade in Karachi.  
 4. One representative of the wheat trade in the Punjab.  
 5. One representative of the wheat trade in the United Provinces.  
 6. One representative of the wheat trade in the Central Provinces.  
 7. One representative of the flour milling industry. (Total 7).  
 (f) Officers of the Imperial Council of Agricultural Research.  
 The Vice-Chairman, Chairman.  
 The Agricultural Expert.  
 The Marketing Expert.  
 The Senior Marketing Officer (Wheat).  
 The Statistician (Total 5).  
 Secretary, Imperial Council of Agricultural Research, Secretary *ex-officio*.

(Total number of members 39).

#### ASSEESSES PAYING INCOME-TAX ON INCOMES BETWEEN Rs. 1,000 AND Rs. 2,000.

107. Prof. N. G. Ranga: Will Government be pleased to state the number of income-tax assesseees, by provinces, paying income-tax on incomes which are Rs. 1,000 and higher but lower than Rs. 2,000?

Mr. A. J. Rajman: A statement is laid on the table.

*Statement showing the number of Assesseees in the various Provinces who paid Income-tax on Incomes of Rs. 1,000 to Rs. 1,999 during the year 1933-34.*

Provinces.	No. of assesseees.
Madras . . . . .	47,710
Bombay . . . . .	95,958
Bengal . . . . .	38,573
United Provinces . . . . .	28,530
Punjab . . . . .	32,962
Burma . . . . .	29,213
Bihar and Orissa . . . . .	15,535
Central Provinces . . . . .	18,784
Assam . . . . .	3,995
North West Frontier Province . . . . .	3,635
Delhi . . . . .	10,092
Ajmer Merwara . . . . .	1,062
Baluchistan . . . . .	837
Coorg . . . . .	202
Mount Abu . . . . .	31
Civil and Military Station, Bangalore . . . . .	656
Other assesseees not included in these provinces . . . . .	59,617
<b>Total . . . . .</b>	<b>3,87,392</b>

### CONCLUSIONS OF THE TRANSPORT ADVISORY COUNCIL.

108. **Prof. N. G. Ranga:** Will Government state:

- (a) the conclusions arrived at by the Transport Advisory Council,
- (b) the action taken thereon, and
- (c) the views expressed thereon by the Provincial Governments?

**The Honourable Sir Frank Noyce:** (a) to (c). A concise statement of policy to secure the co-ordinated development of road and rail transport formulated by the Transport Advisory Council at its meetings on the 7th, 8th and 9th January, 1935, is laid on the table. The recommendations of the Council have been communicated to the Provincial Governments, who will shortly be addressed further on the various points raised.

*Concise statement of policy to secure the co-ordinated development of road and rail Transport.*

*Formulated by the Transport Advisory Council at its meetings on the 7th, 8th and 9th January, 1935.*

#### PART I.—*The Construction of Roads and Railways.*

1. For the present, funds available for roads, other than funds required for maintenance or for the fulfilment of existing commitments, should be applied largely to the development of roads which do not duplicate existing means of transport.

2. Where a metalled road runs parallel to a railway, feeder roads giving access from or to that road to or from railway stations, towns and large villages close to it, should be constructed and maintained up to a standard which will secure that the access is unimpeded.

3. (a) In the administration of the Road Account, any scheme for the construction or improvement of a road included in an accepted skeleton system of trunk roads should not be opposed by the Government of India merely on the ground that such a road is parallel to a railway, and a scheme for the construction or improvement of any other road parallel to a railway should require special justification with reference to the circumstances of the particular case;

(b) the accepted skeleton system of trunk roads referred to above should be settled in agreement with Local Governments.

#### PART II.—*The Control of Traffic.*

1. For the double purpose of promoting the public safety and convenience and of placing competition between road and rail on an equal footing, the following measures should be adopted in regard to motor buses:

- (a) a reasonable standard of maintenance of vehicles.
- (b) the medical inspection of drivers;
- (c) insurance against passenger and third party risks; and
- (d) the adequate inspection and enforcement of regulations.

2. The number of motor buses should be restricted so as to avoid wasteful competition.

In order to secure this end:

- (a) motor buses or services of motor buses should be licensed for a specified route or specified routes only; and
- (b) in determining whether a licence should be granted or not, regard should be had to the following four tests, namely:
  - (i) the extent to which the needs of the proposed routes are already served;
  - (ii) the extent to which the proposed service is desirable in the public interest;
  - (iii) the traffic needs of the area as a whole, including the need to link up routes with railways and other routes; and
  - (iv) the suitability of the routes for the proposed traffic.

3. It may be expedient in order that fuller advantage may be taken of a particular road :

- (a) to grant a monopoly of motor bus traffic for a limited period on that road to a well organised service, and
- (b) to arrange for the issuing of through tickets for journeys partly by such a service and partly by a railway fed by it.

**PART III.—Administrative Machinery.**

(a) The Government of India and the local Governments, particularly under the new Constitution, should, as far as may be feasible and constitutionally possible, place in the charge of one Member or Minister all matters relating to communications.

(b) The annual meetings of the Transport Advisory Council, as an Advisory body, for the co-ordination of road and rail transport, should be continued.

(c) Each local Government should create or maintain provincial Boards of Communications with advisory functions relating to matters concerning the co-ordination of road, rail and inland water transport, on which the railways and inland water transport of the province should be adequately represented, and no important scheme of road, rail or inland waterway development should be approved by the local Government until it has been discussed by the Board after adequate notice has been given to the various interests concerned.

(d) Each local Government should take measures to establish machinery for the control of motor transport according to the circumstances of each province, which will be adequate to carry out the detailed measures recommended by this Council and accepted by the local Government for the control of motor transport.

*Note.*—All the above recommendations were adopted unanimously, except Part I items 1, 3(a) and (b), Part II items 1, 2 and 3, and Part III, item (a) which were carried by a majority of more than two-thirds of the members.

(Sd.) D. G. MITCHELL,

Secretary to the Government of India,  
Department of Industries and Labour.

**IMPERIAL AIRWAYS.**

109. **Prof. N. G. Ranga:** Will Government be pleased to state:

- (a) the number of Indians and Englishmen and Anglo-Indians employed in various cadres, and the total sums payable to them respectively by the Imperial Airways;
- (b) whether any reduction in fares and freight charges by air-mail for internal service has been effected during last year; and
- (c) whether any reduction is contemplated in the near future?

**The Honourable Sir Frank Noyce:** (a) The Government of India have no information with regard to the staff employed by Imperial Airways, which is a company having business in many countries except in regard to the Karachi-Singapore route which that Company operates jointly with Indian Trans-Continental Airways, Ltd. The total staff employed by these companies on that route, excluding agents, is 167, of whom 109 are Indians and 58 are Europeans. The Indian staff consists of:

Probationary First Officers	.	.	.	.	2
Licensed Engineers	.	.	.	.	2
Other skilled Engineers	.	.	.	.	30
Unskilled Engineers	.	.	.	.	26
Accounts clerks	.	.	.	.	10
Traffic clerks	.	.	.	.	8
Stores Department clerks	.	.	.	.	8
Engineering Department clerks	.	.	.	.	7
General clerical workers	.	.	.	.	16
					Total
					109

The European staff consists mainly of the Managing Director and his assistants and accountants, four Captains, four First Officers and 41 British Engineers. The Government of India have to information with regard to the salaries paid to these employees.

(b) On the assumption that the question relates to the services operated by the two companies just referred to, there has been no reduction in fares and freight charges during the year 1934.

(c) This is a purely commercial matter and Government have no information.

## THE RAILWAY BUDGET—LIST OF DEMANDS.

### SECOND STAGE.

**Mr. President** (The Honourable Sir Abdur Rahim): Before the agenda of business is proceeded with, the Chair has to inform the House that, at a meeting of Leaders, an understanding has been arrived at that the different Groups will move particular motions on particular days or in a particular order. There is an understanding that the Congress Group will move Cut No. 8 under Demand No. 1 and the Independent Party will, thereafter, that is to say, after the motion has been put to the House, if necessary, move the cut urging the redress of the grievances of third class passengers. So far, the Chair has not received any information as regards the other Parties in the House. It has also been agreed, provided the House agrees to it, that there will be a time-limit of fifteen minutes for each speaker, excepting the Mover, who will have more time if necessary, say, about half an hour. If that is accepted by the House, the Chair hopes Honourable Members will conform to the time-limit as agreed upon. Is there any objection to the time-limit?

**Mr. N. M. Joshi** (Nominated Non-Official): May I request you, Sir, to tell us when you will find time for the discussion of the labour grievances—the grievances of the railway employees? You told us that there would be one motion by the Congress Party to discuss motion No. 8—the refusal of supplies. We do not know what time is to be allotted to them for the discussion of this motion. Secondly, you told us that the Independent Party would move the cut in order to discuss the third class railway passengers' grievances. We also do not know what time will be allotted to discuss these two motions. I would like you, Sir, to tell us the programme for all the four days, so that there should be sufficient time for the discussion of the grievances of the railway employees.

**Mr. President** (The Honourable Sir Abdur Rahim): As regards the motion which stands in the name of Mr. Bhulabhai Desai, the understanding is that, if necessary, the Congress Party will take up the whole day discussing that question, if necessary, and, afterwards, the Independent Party will take up the next day, if necessary, in discussing their motion; and, then, as regards the other Parties, the Chair has not got any definite information, but it understands that the Nationalist Party would want one day for discussing a certain question—it is believed the question of Indianization; but the Chair has not received any definite information regarding that, and it is proposed that the European Group will take half of the

fourth day and the unattached Members will take up the rest of the day. But as the Chair has said, it has not received any definite information as regards the Parties other than the Congress and the Independent Parties; and, so far as these two Parties are concerned, the motions which they want to move, the Chair believes, will occupy at least the whole day today; and, then, if the Chair has further information, it will communicate that to the House.

**Mr. N. M. Joshi:** Sir, may I, with your indulgence, place before you one consideration. It is this. I have seen that during the last fourteen years of my experience in this Assembly, we have always found at least a half day for the discussion of the grievances of the railway employees. Unfortunately last year, on account of the kind of arrangement which you have announced today, there was no time to discuss the grievances of the railway employees. Similarly, if the same arrangement is continued again this year, I am afraid there will not be any time at all. I would, therefore, Sir, appeal to you to consider this question. The seven hundred thousand of the railway employees possess only this opportunity to ventilate their grievances, and I would also appeal to the whole House to consider whether it is not our duty to give the opportunity of ventilating their grievances on half a day. I am not suggesting a longer period than half a day for the ventilation of their grievances; surely, Sir, out of the four days, they deserve to have at least half a day for the discussion of their grievances. I would, therefore, suggest to you, Sir, that you should try your very best to adjust in the business—I do not suggest how—(Laughter)—so that half a day should be given for the discussion of the grievances of the railway employees.

**Sir Cowasji Jehangir** (Bombay City: Non-Muhammadan Urban): May I point out, Sir, that the usual practice has been that the unattached Members are given half a day or one day just as you please, . . .

**Mr. F. E. James** (Madras: European): They have always been given a full day.

**Sir Cowasji Jehangir:** . . . and it is for them to decide what cut they will move. It is not for us to discuss that in this House; and my Honourable friend, Mr. Joshi, who is attached to all Parties (Laughter) and also is unattached, can arrange as to what motion will be moved amongst themselves.

**Mr. President** (The Honourable Sir Abdur Rahim): This is, of course, a matter for the House to come to an agreement upon, if possible, among the different Groups. The difficulty arises from the fact that there are a large number of Honourable Members who do not belong to any particular Group; and so far as the other Groups are concerned, they seem to have arrived at an understanding. But the Chair thinks it will facilitate the discussion of the questions raised by the different motions standing in the names of different Honourable Members if some sort of arrangement is arrived at, as was arrived at on previous occasions in discussing the Railway Budget. So far as the question raised by Mr. Joshi is concerned, the Chair believes, as regards the motion standing in his name (*Mr. N. M. Joshi*: "Many motions"), the Honourable Member will have to take his

[Mr. President.]

chance. The Chair does not know whether in ordinary course it would be reached or not, but there it is, and the Chair does impress upon the House that it is desirable, extremely desirable, as has been the practice on previous occasions, that there should be an arrangement come to. So far, the Groups have come to an arrangement, and the Chair takes it the Congress Party and the Independent Party between themselves will certainly occupy the whole of the day.

**Mr. N. M. Joshi:** I again appeal to you, Sir, to consider this question. I am not questioning your ruling—I am again making an appeal. My appeal is this. It is wrong, I submit, to allocate the time to the Members. After all, there may not be a single Member to represent the railway employees. What I want to ask the House is whether it is not right that they should manage to secure half a day for us for the discussion of the grievances of the railway employees.

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair has already announced to the House that a suggestion has been made to allot half a day to Honourable Members who do not belong to any particular Group. Well, if that is not agreed to, the Chair cannot help; then the motions have to be taken up in their order and every Honourable Member has to take his chance if there be no agreement.

**Mr. N. M. Joshi:** Sir, if the organised Parties are not fair, then I appeal to the Chair to try and give a chance to all.

**Mr. President** (The Honourable Sir Abdur Rahim): Then the Chair can only call on Members to move the motions in their order.

**Mr. N. M. Joshi:** I refuse, Sir, to agree to this arrangement, and I stand upon my right that the motions should be taken one after another.

**Mr. Bhulabhai J. Desai** (Bombay Northern Division: Non-Muhammadan Rural): I am quite willing, Sir, to come to any reasonable arrangement so long as the sense of proportion is maintained.

**Mr. N. M. Joshi:** I am prepared, therefore, to ask for a very reasonable thing. I ask only for half a day or even two hours will be sufficient.

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair would ask the Honourable Member, Mr. Joshi, to come to an understanding with other Honourable Members, the Leaders of the various Groups, and the Chair really cannot allow this matter to be discussed any further on the floor of the House.

**Mr. M. S. Aney** (Berar Representative): I can assure my Honourable friend, Mr. Joshi, that if he really approaches the Leaders of various Parties, it would not be difficult to make some kind of arrangement by which we can allot him at least two hours.

**Lieut.-Colonel Sir Henry Gidney** (Nominated Non-Official): Might I suggest for the consideration of the Chair the advisability of not taking up questions for the next three days when the Railway Budget is being discussed. This will give us three more hours to move our motions and it might meet Mr. Joshi's demand.

DEMAND NO. 1—RAILWAY BOARD.

**The Honourable Sir Joseph Bhore** (Member for Commerce and Railways): Sir, I move:

"That a sum not exceeding Rs. 8,25,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1936, in respect of 'Railway Board'."

**Mr. President** (The Honourable Sir Abdur Rahim): Motion moved:

"That a sum not exceeding Rs. 8,25,000 be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1936, in respect of 'Railway Board'."

**Pandit Nilakantha Das**

**Pandit Nilakantha Das** (Orissa Division: Non-Muhammadan): Sir, my Leader, Mr. Bhulabhai Desai, will move the amendment.

*Railway Administration in India.*

**Mr. Bhulabhai J. Desai**: Mr. President, I have the honour to move:

"That the demand under the head 'Railway Board' be reduced to Rupee one."

That demand falls under two heads as appears from the papers presented to this House and consists of two items—Rs. 8,25,000 which is votable and Rs. 4,30,000 which is non-votable. I feel, Sir, a certain amount of embarrassment not on any personal or public grounds, but because of the situation and the atmosphere of this Assembly where it appears that one cannot speak on a motion without some form or other of a veiled comment not intended always to be a compliment whenever you happen to make an effective speech. On the first occasion when I spoke here, the Leader of the House, while complimenting me on the possession of a certain amount of diction, which is not much of a compliment, told the House a story. He said to the House after I sat down that he was reminded of some address to a jury either in France or in Canada—I do not know which—where the jury was prepared to vote for him that day. But they retired for the evening and the next day, when they came back to the House in the jury box, they voted against the proposition. All that I can tell him is this that the jury must positively have been drugged over night to forget all that the logic of that argument had impressed upon them at night and I am not at all surprised at the way in which the matter struck the Honourable the Leader of the House. Knowing as I do, that that process of drugging, otherwise called intoxication of power, proceeds day in, day out, with the result that I am quite certain, diction or no diction, reason or no reason, we know exactly what will happen at the end, in spite of the vote of this House. That is the protest that I enter on the manner in which everything that is voted on by this side of the House is received by way of response from those who



[Mr. Bhulabhai J. Desai.]

are responsible for the government of this country. That leads me on to the discussion which is the subject of the cut motion that I have the honour to move.

In order to be able to appreciate the grounds on which I am moving that, I must give the House a very fair and a brief history of the growth of the railways in this country, and, so far as I am concerned, I shall set forth the reason at the outset. Nor every discussion in this House there seem to be on one side or the other two complexes. Whenever this side of the House or any other reasonable unattached person gets up and makes a proposition, it is said to be the result of a political influence. Whenever the other side of the House moves a proposition, it is said to be founded on an entire absence of emotion and governed only by economic considerations. That seems to be a fair division of argument in so far as the other side would pretend that we should have it. And it is for that purpose more than any other, that it is my desire to tell very briefly what is it that the Indian Railways represent. In the first instance, I need hardly remind the House that Lord Dalhousie, the last Governor General before the assumption by the Crown of the Government of India and the father of most of the important railway systems in this country, made no secret whatever in all his Despatches as to the purposes for which the railways were to be constructed. He said, at all events in those days,—undoubtedly very disturbed days indeed—that the purpose that he had then in view, apart from the development of India and the Indian commerce and the Indian communications, was the military and political influence for the use of which the railways must be necessarily put. In fact, he went even further and said that if the proposals that he had sketched out turned out to be unremunerative, it did not very much matter from the point of those who govern the country. During all the years that have followed, it is a matter of common knowledge also that the Indian tax-payer has paid whenever the railway budget was not properly balanced. I am saying this only for the purpose of showing that it would be no apology on my part if we say that if the word “politics” has any meaning in connection with any of our actions or votes, we are not only not in any sense ashamed of it, but we desire and say that if “politics” means this that the retention of power by Government, as it now exists, is “politics”, the demand of the devolution of that power to us is equally “politics”. They say that we say what we say because of political influences when all the time the same purpose notwithstanding the veiled economic arguments is shown by them. It is nothing more and nothing less than the retention of the actual political power which they possess. So that, none on this side of the House will ever be ashamed to assert that if political influence is necessary as a necessary corrective for the purpose of running our greatest national asset, we shall assert in the most unequivocal terms. So that, it is perfectly clear that, from the point of view of those who started and who initiated and who today are governing the country, though they may be responsible to their principals in England, they did not raise the railway construction in India except for the primary purpose, in those days, undoubtedly there were three purposes in view, the political, the military and the expansion of the country and also I hope every Englishman here will remember coinciding with the necessary and the greatest assistance that the British

industry has ever received from any foreign country in the shape of the purchase of everything that they had then begun to produce. That is the origin of the railways in India. We do not, therefore, deny that if we find the railways in our hands, having as we have undertaken the obligation, and I dare say I am inclined to emphasize that when we speak as "we", it is as contrasted from the "we" that is spoken on the other side, they representing the persons who have never contributed a single pie of what we call the assets of the railways, while we on our side have provided—we and our forefathers have provided—and taken upon ourselves the burden of the sum of 800 crores that now represent the invested capital in the railways of the country. It is "we" on our side that contributed to the assets of the railways, because the "we" on the other side mostly travel on free passes and it is "we" on our side who provide by way of purchase of the services, either by way of carriage of passengers or by way of freights, it is we that are providing a sum of 100 crores roughly speaking annually for the purpose so that the particular institution may be maintained. Therefore, it cannot be said that in the consideration of this subject, any other consideration can enter except of the "we" whom we are here to represent in the teeth of opposition from the "we" on the other side of the House and notwithstanding the arrogance with which the "we" on this side of the House are treated by the "we" on the other side. It is we who undertake the obligation of having to discharge the debt of 800 crores, it is we on whom is imposed from time to time the duty of providing the annual interest, it is we who in some form or other provide the sum of 100 crores for the purpose of the maintenance of the railways, and, therefore, we alone have the right to claim to have an interest in its management, in the formation of its policy and in every form of its control (Hear, hear.) (Applause.) It is for that purpose, Sir, that I have moved the cut in the form in which I am moving and if any evidence were needed, the 340 odd cuts on the agenda paper that I see is sufficient evidence of the disapprobation of the acts of the Government in regard to railways.

Let me give you, Sir, a further history, a history which is more or less uncontradicted. After the Simon Commission report was published, it was realised that the present way, in which the Indian railways were being managed, was far from satisfactory, that under any form of constitution, whatever it may be, there must be some form of Ministry of Transport who really would be the proper authority for the purpose of guiding the policy in the matter of railways and responsible to this Legislature. It was in that hope and in that belief and in that direction that a change was asked for and was called for. Yet, what happened? In 1930, as I have it from the reports of this House, a Despatch went up in September, 1930, from the Government of India to the Home Government containing a proposal for the establishment of a Statutory Board in India, and among its recommendations were the following: (1) to render prompt and adequate service to military authorities in times of political crisis, (2) to safeguard the enormous capital sunk in Indian railways, (3) to guarantee the services of the higher officers in the railways appointed by the Secretary of State, (4) to ensure the future recruitment of Europeans on a larger scale on military grounds and (5) to maintain the interests of the Anglo-Indian community in the railway services. (Laughter.) This is the Despatch, Sir, that went in answer to our demands. We have always had the misfor-

[Mr. Bhulabhai J. Desai.]

ture—we are asked to come here as we have done in a spirit of co-operation and what is the meaning of co-operation? Are we merely asked here to sing hallelujahs to all that the Government say, in order that they may have the monopoly of wisdom and power and dictation, are we here to listen to all that they say without any sense of responsibility? Some of us are surely persons who have a responsibility and who have understood the question, some of us on this side of the House might easily be on the other side of the House if only we sought it, and, therefore, the monopoly of wisdom cannot be claimed by that side only. That is, however, the position in which we stand today. We asked that a Railway Authority should be constituted in order that it might be responsible to the House. In place of that, what was asked for in the Despatch to the Secretary of State was the Railway Authority for the purposes that I have now read out. But that is not enough. Having done that, nothing more was said. Nothing further until the Round Table Conference came. When the Round Table Conference came, the Secretary of State began to think that in the event of even the mere pretence of transfer of power, let us see to it that every department that is of any value, (to the extent to which we can do it) on some pretended ground of economics whether we cannot see that we shall practically withdraw the asset, as I said of 800 crores in capital and 100 crores revenue equal, as one of the Members then pointed out, to the provincial revenues of all the provinces put together, let us see whether we cannot take it away from the practical influence of this House or its legislative and other influences. Hence it was that a consultative Committee was held and that Committee ultimately put forward certain proposals. It was said that those who went from this House were responsible for the construction of these proposals, but it also appears from the reports, as I have it before me, that every single person including my Honourable friend, Mr. Jinnah, all said that they were never really asked to consent to any such method of constructing a Railway Authority, in fact in the Federal Structure Committee, it was a surprise sprung upon everybody without any such suggestion excepting the one coming from the Maharaja of Bikaner and that is the real origin to which I shall presently advert.

**The Honourable Sir Nripendra Sircar** (Leader of the House): I rise to a point of order. The point of order which I desire to raise is one of great importance, and it is this: what are the limits of discussion when we have passed on from the general discussion of the Railway Budget and when we have come to voting on demands on the particular items. This matter is covered, not only by an English practice, but by certain rulings of the previous Presidents of this House. I will draw your attention to this book called "Book of Rulings" . . . .

**Mr. Bhulabhai J. Desai:** It is a point of relevance to which my Honourable friend is rising. There cannot be a point of order after the motion has been made.

**The Honourable Sir Nripendra Sircar:** I rise to a point of order based on relevance by which a further speech cannot be made by the Honourable Member on the lines which he has indicated and I am giving the grounds on which he cannot make it. I shall refer to the rulings recorded in the proceedings of this House.

**Mr. Bhulabhai J. Desai:** May I ask whether a point of order can be raised at this stage? I can understand the Honourable the Leader of the House raising a point of relevancy.

**The Honourable Sir Nripendra Sircar:** I do not know why my Honourable friend says a point of order cannot be raised after a motion is made and when he is discussing matters which, according to me, he cannot do. I rise to a point of order on the specific issue that the discussion should be limited to certain matters. I may be right, I may be wrong . . .

**Mr. President** (The Honourable Sir Abdur Rahim): That is just a question of relevancy? Is it not?

**The Honourable Sir Nripendra Sircar:** Yes, Sir, and that is a point of order.

**Mr. President** (The Honourable Sir Abdur Rahim): In view of that, it is permissible.

**The Honourable Sir Nripendra Sircar:** There are some rulings given by the previous Presidents of the Legislative Assembly, and I would first draw your attention to ruling No. 169 on page 151 of this book,—“A Selection from the Decisions from the Chair”. It says:

“On a motion for reduction under the head ‘Working Expenses Administration’ a Member proceeded to discuss general railway policy. The President intervened and observed :

‘I would be failing in my duty if I were not to point out to the Honourable Member that he ought to make a distinction between the general discussion on the Railway Budget and the particular cut which we are now discussing. It is not right that the discussion on a particular cut should be turned into a general discussion of policy.’”

The next ruling to which I will draw your attention is at page 152:

“On a motion to reduce the Demand under ‘Emigration-Internal’, Mr. N. M. Joshi proceeded to discuss the relevant legislation.

The President ruled that the discussion should be confined to the manner in which the law was administered.

Mr. Joshi, however, still pursuing the point that certain legislation ought to be repealed,—

The President remarked : ‘I pointed out to the Honourable Member that the amendment or repeal of existing laws is not within the scope of Budget debates.’”

I draw your special attention, Sir, to the next sentence which corresponds with the Parliamentary practice in England:

“The scope of these debates is limited to the administration of the *existing* law by the Departments of the Government of India.”

I will next draw your attention to the ruling on pp. 159-160:

“On a motion for reduction of the provision for Working Expenses under Railways, which was proposed with the object of ensuring that the Budget was put up before the Assembly in a better form, a Member proceeded to discuss the question of a

[Sir Nripendra Sircar.]

particular railway administration, and the question of Railway Unions. Objection being raised by Government as to whether this was in order,—

The President ruled :

"It does not matter whether the reduction is Re. 1 or 1 crore. It is better that it should be Re. 1 for effective criticism than 1 crore, because the moment you introduce the larger figure the question of economy comes in and not the question of administration simply. I would like to emphasise that point here. These discussions are provided in order to enable Honourable Members effectively to criticise the administration."

That is to say, administration of the existing law, as the preceding ruling has shown.

The next one is at page 162:

"During the discussion on a reduction motion under the Department of Industries and Labour, a Member referred to the question of labour disputes in Bombay, and objection being taken, that the settlement of labour disputes was a provincial subject,—

The President observed : 'It is not always easy, as the Honourable Member knows, to say what is in order and what is not. A very good test is whether the Honourable Member to whom a question is put is in possession of the information and can answer it; and secondly, whether administrative action on his part could settle the trouble to which reference is made. The points raised by Mr. Joasi were, I think all of them within the scope of the Honourable Member's Department, and so far as I can see some parts of the Honourable Member's remarks are in order,' etc."

This is quite in consonance with the Parliamentary practice, and I will now draw your attention to page 538 of May's Parliamentary Practice. I will remind you again that I am drawing a distinction between the stage of general discussion and the stage of supply, merely, that the items are to be voted upon. This is what May says at page 538:

"The committee of supply does not afford the proper opportunity for discussing from which house of parliament a minister should be chosen . . . The administrative action of a department is open to debate, but the necessity for legislation and matters involving legislation cannot be discussed in committee of supply."

Before I leave the book, I will draw your attention to another passage on page 525:

"The ancient constitutional doctrine, that redress of grievances should be considered before the grant of supply, is maintained by the provision in standing order No. 51, that the question that the Speaker do leave the Chair must be proposed, whenever it is intended that the House should resolve itself into the committee of supply."

I will pause here for one moment, and I will remind you that we have not got this procedure here, of the Committee of the whole House after the Speaker leaves the Chair. When the general discussion takes place, the Speaker is in the Chair. When that is finished, the Committee of the whole House takes up the question of the particular items to be voted upon, and the learned author is pointing out that if you want to discuss your grievances, and if you do not want that discussion to be cut short, then the proposal must be made that the Speaker do now leave the Chair. The two distinct stages are, (1) the Speaker in the Chair when the general discussion is taking place and (2) after his leaving the Chair resolution for which may or may not be accepted by the House when the question of supply is about to come in. That stage we have

reached. And this ancient doctrine that redress of grievances should be considered before the grant of supply and the reference to Standing Order 51 makes it perfectly clear that when you are discussing generally, as I believe we did on one of these days, you can rely on this doctrine although the limitations even of that doctrine are pointed out subsequently to which I need not draw your attention. The position, therefore, is this that the executive has got to administer the existing law as it stands. That law may be good or it may be extremely bad; and if there is any question of attacking that law or of suggesting what should or should not be done under the law, or what the law should be in future, then the proper stage is the stage of general discussion. But, at the present moment, we are limited to what I cannot put in better language than was done by the President of this House, namely:

"The scope of these debates is limited to the administration of the existing law by the Departments of the Government of India."

Therefore, my Honourable friend can discuss anything under this topic, the administration of the existing law. He can have the whole of this grant discussed on the ground that the Railway Board is not working properly and things of that kind, but the general scope of legislation, i.e., what has happened before, foreign domination, politics, military policy, and so on, these do not arise. They have no scope at this stage when we are discussing this particular grant.

I do not desire to take up your time further: I have put my points as briefly as I can, and I submit to you that this ruling—or rather these rulings—are consonant with Parliamentary practice and they should be accepted and your ruling should be in my favour that my Honourable friend should be confined in his remarks to the administration of the existing law by the Departments of the Government of India.

**Mr. President** (The Honourable Sir Abdur Rahim): Today the House has got to adjourn early for the Friday prayers. The House stands adjourned till 2-15 P.M. according to the usual practice.

The Assembly then adjourned for Lunch till a Quarter Past Two of the Clock.

---

The Assembly re-assembled after Lunch at a Quarter Past Two of the Clock, Mr. President (The Honourable Sir Abdur Rahim) in the Chair.

---

**Mr. Bhulabhai J. Desai:** Sir, the point of order is stated to be this that, in so far as the cut motion amounting to refusal of supplies is concerned, it should not include in it a question of general policy of railways as regards impending charge. It is very very difficult indeed to define in more accurate terms the substantial objection on a point of order, but let me, Sir, take it that that is the nature of the objection, and the way in which I can answer it is this. Even on the statement made by the Leader of the House, everything that condemns the present Railway Board would be perfectly in order in so far as the motion is concerned. But what he says is,

[Mr. Bhulabhai J. Desai.]

in so far as any other measure to substitute that Board is concerned, it is outside it. Considering the matter from that point of view, my first submission is that though the objection in terms was not raised, by the conduct of the House and the whole of the Members of the Treasury Bench in the year 1934, they are absolutely precluded from raising this point. In the year 1934, Mr. Gaya Prasad Singh moved a cut on the demand under the head "Railway Board", and he stated the object of that cut to be in the following terms—I am reading from the Official Report, at page 1119:

"I have put down this motion with the object of discussing the policy underlying the proposed creation of the Statutory Railway Board",—

so that there was no doubt whatever as to the issue that he put on that occasion under the head of that cut. The discussion, as I notice, Sir, from the debate, proceeded without any objection for some two days, at the end of which, far from raising any objection, the Government came to an agreement with the Mover of the motion,—because the matter arose in this way,—if the motion was pushed to a vote, the Government were confronted with the situation that, that being a cut motion, they would have to vote against it, and yet being a matter of principle on which they generally agreed with the Mover, they were prepared to accommodate him, and the agreement to which they came is contained at page 1195. The President was told that the object of the sponsors of the motion and the object of the Independent Party, etc., is that they desire to have by this motion their opinion that the Constitution Act should merely contain a clause requiring the establishment of a Statutory Railway Authority, and that "its constitution, functions and powers shall be subject to legislation, initial as well as amending, in the Indian Central Legislature",—and this was agreed to by the whole of the Treasury Bench on that occasion. Therefore, two things are clearly demonstrated by this. The first thing is that it is perfectly relevant as a discussion under a cut under the Railway Board grant, and, secondly, that far from raising an objection, they actually acquiesced and required and desired that a certain policy should be followed to give an opportunity to this House to deal with the functions, powers and authorities, both initial as well as amending, of a measure of this character . . . . .

**Mr. President** (The Honourable Sir Abdur Rahim): Was there any ruling on that point?

**Mr. Bhulabhai J. Desai**: No, Sir. The relevant point was this. As I said, no objection was raised, but it is not a mere acquiescence on which I rely, because at the end of it all, it was quite competent for them to say: "We will have nothing to do with this future Bill, vote it down",—but they said "it being a motion for a cut, we cannot very well walk into your lobby, but we are quite willing to accept it in substance by saying that it is this Legislature which will have the power of defining the functions and authority of the future Railway Board or its successor"; and on that understanding and on that understanding alone, that motion was withdrawn by the Mover. The Mover was quite prepared to challenge the Government to a division, but the Government said: "We agree with you." Therefore, they agreed to two things, first they agreed that it was a proper

subject for discussion under that head, and, secondly, they agreed that this Legislature alone should deal with the powers, functions and authority of the future Railway Authority, and I now charge that there has been a breach of faith conveyed by that undertaking. (Cheers from Opposition Benches.) Secondly, all the rulings that have been read by my friend have really no relevancy,—I say it with utmost deference,—undoubtedly he was driven to it, but there is a ruling which covers the point, and that is at page 145 . . . .

**Mr. President** (The Honourable Sir Abdur Rahim): Page ?

**Mr. Bhulabhai J. Desai**: Page 145. It is the only ruling in point. I quite agree that the other ruling may raise questions of relevancy. I refer to No. 179. This is how it runs:

"Raja Raghunandan Prasad Singh moved a reduction motion under 'Taxes on Income' in order to draw attention to the continued levy of super-tax and to the enhanced rate of income-tax, when Sir Basil Blackett suggested that, following the House of Commons rule, matters involving changes of legislation should not be allowed to be raised on the estimates. The President ruled—'I have considerable sympathy with the Honourable Member, but the practice so far followed has been to allow motions of that character and I propose to follow that practice'."

In other words, on all motions relating to any grants of any kind, you are allowed to raise a question of policy, and that has been the practice in this House.

The rulings, which my Honourable friend referred to, amount to this what you may or may not say in support of a motion; in this case it cannot be said that the cut motion reducing the grant to one rupee is not in order. The only objection that you can raise on that is,—am I entitled to say on what grounds it is to be supported? Therefore, with great respect, and though in terms in a matter of form it may be said to be a point of order, I still submit it is a point of relevancy . . . .

**Mr. President** (The Honourable Sir Abdur Rahim): Does that make any difference ?

**Mr. Bhulabhai J. Desai**: It does, Sir, for this reason. I say that an objection was raised on this ground that matters involving changes of legislation should not be allowed to be raised on the estimates, page 145. After all, what are they, except things like 'Taxes on Income'? On that the House of Commons practice was sought to be relied on, but the President said,—Our House has followed a contrary practice, because he said: "I have considerable sympathy with the Honourable Member, but the practice so far followed has been to allow motions of that character and I propose to follow that practice", meaning thereby this. My friend said that the only way in which you could raise it, the only occasion on which you could raise it was the occasion of the general discussion of the Budget. He is well aware that that would have been a futile discussion, and he understands it, and, therefore, he raises it. He says—the House could not be divided on that day, there being no specific motion. Therefore, it cannot be that the practice of the House is so strange that on a matter of policy you cannot bring in a motion under a relevant cut and say the policy is entirely a wrong one so as to enable the House to effectively pronounce upon it. It is, therefore, the decisive factor. My Honourable



[Mr. Bhulabhai J. Desai.]

friend's submission really comes to this if given effect to. They can talk as much as they like, treat them as a debating society and treat them with the contempt that we have hitherto evinced for hem. And yet if they have an occasion to divide the House on an issue which is relevant, it cannot be done. Why do I say that the Railway Board grant should be withheld? I say for this reason, and that, I submit, is the conclusive point. I say that it is almost admitted by the Government that this Board, after thirty years of functioning roughly, has got to be substituted by some other form of dealing with this particular asset of the Indian State, I will not call it whose State it is, and, therefore, if the question arises, it is almost a matter of admission, of self-condemnation. If nothing else, at least it is an admission that it has survived its purpose and that some other body should take its place. If this House is to have an opportunity of saying what and how the substitution of its successor is to come into existence, and if the discussion is to be within the narrow limits that my learned friend has pointed out, then all I can say is that this House is denied the right of pronouncing upon a truly relevant and material point. On the other hand, decision No. 179 clearly shows that questions of policy, including even a change or a contemplated change of legislation, can be brought up. In so far as the three decisions cited by the Honourable the Leader of the House are concerned, I do not want to take up the House, and if my Honourable friend had only allowed me to proceed, I would have finished by now. But so far as those decisions are concerned, the point was that the cuts were in order. Members proceeded, after a certain amount of speech, to speak on a particular issue and the then President ruled that, in so far as that particular matter was concerned, the speaker was going beyond the point which was relevant to the cut that was moved. This, of course, is distinguishable on the broader ground that this particular cut is neither an economy cut nor a token cut as I have already pointed out. It is refusal of supplies, as much as to say that this particular form of administration has, without using any stronger language, survived its purpose, outlived its usefulness, and it is time that some other machinery was set up. And if that machinery is to be set up, I dare say this House ought to have a say upon it. (Applause from Opposition Benches.)

**Mr. M. A. Jinnah** (Bombay City: Muhaminadan Urban): I regret very much that the little time that is left to us to discuss this grant is being wasted in this way. Sir, I remember in 1924, and there are innumerable precedents,—not one, but innumerable precedents—it is no use citing the authorities which apply to British Parliament. This Constitution is neither logical, nor is it in consonance with common sense. This Constitution we are working no doubt, but where is the analogy, where is the comparison between the Constitution under which this Assembly is working and the British Parliament? The history of this question is a long one. In 1924, I have been trying to get that ruling, I think if I have a little time I may be able to get it for you,—in 1924, a question was raised about the policy of the Government. Government do not mean the Honourable Member who is sitting over there—the Government of India, according to the Government of India Act, is constituted by the Governor General in Council, the Secretary of State for India, the Council of the Secretary of State for India, and the British Parliament; the whole body

constitutes the Government of this country. Therefore, when we are dealing with the Government of India, we are not confining only to the actual administration of this country. We are concerned with policy, the broad principles of policy. In 1924, a similar question was raised, and Sir Frederic Whyte gave a ruling that it was open to this House to discuss the attitude and the policy of the Government with regard to the constitutional reforms.

**Mr. President** (The Honourable Sir Abdur Rahim): On a motion like this? Can the Honourable Member give me the reference?

**Mr. M. A. Jinnah**: It was in 1924. I have sent for it. Then it has never been challenged since 1924. We have raised the question of the policy of the Government as to defence, the policy of the Government as regards constitutional demands of this country. Times out of number, not once, not twice . . . .

**Mr. President** (The Honourable Sir Abdur Rahim): On a motion for reduction?

**Mr. M. A. Jinnah**: Yes, on a motion for reduction. I remember very well that we threw out—originally the motions were given in this form that the grant was to be rejected. You will find that in 1924-25 that was the form adopted,—of rejection. Then it was brought to our notice that that was merely negative, that it was not really correct, and, therefore, if we really wanted to raise a question of policy—it might be policy with regard to constitutional reforms, it might be policy with regard to defence, it might be policy with regard to railways generally—it is not a particular grievance, or a particular economy cut as Mr. Desai put it, but it goes to the root of the very policy which is being adopted or going to be adopted by Government. I submit that this motion is perfectly in order, and the principle of this motion, refusal of supplies,—that, of course, we shall discuss on the merits later on. I am sending for the ruling. I submit you will find it if you send for the report of 1924.

**Mr. President** (The Honourable Sir Abdur Rahim): The question raised is whether discussion of the proposed enactment establishing a Railway Authority in substitution for the present Railway Board is in order or relevant in connection with a motion for reduction of the demand for grant for the Railway Board. In the first place, it has been said that this is not really a point of order. But the Chair does not see any substantial distinction in this connection between a point of order raised in the ordinary way and a question as to the relevancy of a particular discussion. The Chair has been referred by the Honourable the Leader of the House to a number of rulings in 1924 and also to May's Parliamentary Practice. The Chair has also been given references to the Legislative Assembly Debates of 7th March, 1925, at page 2108, and of 12th March, 1930, at page 1675. The Chair has looked up all these references and there can be no doubt that, so far as they go, they establish the points raised by the Leader of the House that the discussion under a motion for reduction of a grant like this must be confined to questions of administration under the existing Acts and not to discussion of the Acts themselves or any proposed amendments of legislation on the subject. On the other hand, the Chair has been referred by Mr. Bhulabhai Desai to what took place in

[Mr. President.]

1934 on a motion moved by Babu Gaya Prasad Singh on the very subject of the proposed constitution of a Railway Authority by an Act of Parliament or of this Legislature, but on that occasion no point of order was raised and no objection was taken that on a motion for reduction of a grant on the Railway Budget any such discussion was not relevant, and, apparently, the Government, for purposes of convenience or expediency, did not raise any such objection, and the discussion was allowed to proceed. Mr. Jinnah has stated that in 1924 these discussions of general policy on a motion for reduction of this nature have always been allowed, but all the reference that the Chair has been given on this point is to be found on page 1377 of the Report of the Legislative Assembly Debates of 1924, dated the 10th March, 1924. The President said:

"As the Honourable Member will have an opportunity of discussing the policy of the Government of India on the motion that the Finance Bill be now considered, I think I had better suggest to him not to move the motion today. Refusal to allow the motion today does not mean that the opportunity for considering that matter will not arise and, therefore, I do not propose to accept the Honourable Member's motion."

That was the point raised on the motion itself. Therefore, so far as the Chair can see, that does not support the contention that on a motion of this character questions may be discussed as regards the proposed legislation on the subject. It seems to the Chair, so far as it has been able to ascertain, that the practice is well established that general questions of policy may be raised at the time of the general discussion either on the Railway Budget or of the General Budget, and, in the case of the General Budget, also on the Finance Bill, but on motions for reduction of a particular grant it is only questions of administration that can be discussed under this established practice. Therefore, in view of the rulings to which the Chair has been referred, it must hold that discussion of any proposed legislation regarding the Railway Authority would not be in order on this motion, but the Chair would say at the same time that it may be possible for the Honourable the Mover or any Honourable Member who wants to take part in this discussion to make a passing reference, if he so chooses, to any amending legislation as a motive for refusing the grant.

**Mr. Bhulabhai J. Desai:** Sir, I am glad to be able to resume my speech without much interruption. It is not an unknown thing to me during the course of many years' practice at the Bar that questions of this kind—of relevancy or objections—are raised which might well, at all events as a matter of courtesy, as a matter of expediency, as the Chair put it, or as a matter of meeting a point squarely, not be raised by honourable opponents usually. I bow to the decision that has been given, and I will confine myself within the limits that that ruling allows.

Sir, the point at which I was addressing the House was as to what the position was of the manner in which the railways are being administered in India. I have been informed, and I accept it from my friend, Dr. Ziauddin, that following a German precedent, it was somewhere in the year 1919, that the management through a Railway Board was constituted for the purpose of managing this asset of the Indian people. 90 years have gone by since and the question now that confronts the House is how far and what has that Railway Board done, and if I am in a position to tell the House and show to the House by the progress or want of progress

as the case may be, this House would be justified in saying that that method of management is clearly not one conducive to the betterment of the Indian asset, and, if that is so, I shall also be able to invite the House today to say what they want (apart from any question of policy) by way of substitution for what after all has failed to serve its purpose. Take the several functions that the Railway Board has discharged, and if those functions have been discharged in a manner and to an extent which are such that they do not deserve the confidence or the endorsement of the House, it would be a perfectly lawful thing for the House on that basis to say that, therefore, further supplies for that particular form of management should not be granted. It is after all merely a question of a point of view and had it been realised that would have been as easy for me to say exactly what I am saying now in one form or the other, the House would probably have been spared a three quarters of an hour of discussion. Take the functions of the Railway Board as they have been discharged and the manner in which they have been discharged. For that purpose you cannot escape looking in broad outline at the asset and how it has been administered, and, here, even at the risk of repetition, which has almost been forced upon me, I am bound to point out how that asset which is administered by them came into existence. As I have already pointed out, we have not merely borne the actual cost of that asset, but we have also borne the amount of guaranteed interest to the extent to which that guaranteed interest was not reached by reason of the working of the railway for many many years, and I have it from some expert authority that that alone would probably come to some 300 crore of rupees or so. Whether that is right or wrong, the fact remains that in every sense of the term, whether by way of maintenance or by way of its establishment, every single pie has been provided by the Indian tax-payer. And what has been done for the Indian people at large in their character as tax-payers or in their character as those who availed themselves of the services of this Railway Board? If they have not done what they ought to have done, we submit with respect that that is a good ground for their condemnation by a refusal of supplies.

In the year 1924, when the question of the separation of the Railway Budget from the General Budget arose, a discussion took place. The first and the foremost thing which my friend, Sir Purshotamdas Thakurdas pointed out was—and it becomes very relevant by reason of the interjection of one Honourable Member in this House that if those who represent this part of the House were in charge of Railways, every single train would be derailed. If that is all that the Railway Board have done by way of availing themselves of the training, of the talents, of the individual talents of this country, nothing else would be required for their condemnation. And here I am reminded of what Lord Lytton said:

“We do not employ Indians more because they are not qualified, but they are not qualified because we do not employ them more.”

(Hear, hear.) Now, which of the evils are you going to choose? Are you going to say that the present policy of the Railway Board is to continue in a way whereby they should be able to say that from the pointman up to perhaps in this present case the Member in charge are Indians and still the Indians as a body are unfit to take over charge of this particular asset of theirs and to manage to the best of their ability and exclusively for their interests? If, therefore, the railway policy has been so to employ Indians

[Mr. Bhulabhai J. Desai.]

or perhaps to put the real complex, so to exclude Indians from understanding the management of the railways and training themselves for the purposes of their own asset, what greater condemnation do you want of that body and its right to continue any longer? (Loud Cheers.) Sir, the first and the foremost point I make is this. It is not merely the small point of Indianisation, which undoubtedly is condemnation itself. Sir, I have never heard in any country whatever of "Britishisation" or "Frenchisation". How does it happen in this land that you come across every time the question of Indianisation either in the Army or in the Railways or in any other kind of service? It comes from this that our asset belonged to somebody else and we are maintained unfit, at least according to the continuous expectation, the continuous assertion of those people that we are unfit to manage the railways. As it was pointed out in 1924, Sir, notwithstanding the establishment of railways beginning somewhere in 1865 and onwards—a period now of some seventy years—it is said that the Indians as a body and the Indians as individuals are unfit to manage the railways. Sir, is it their intellect that is wanting? Is it their capacity that is wanting? Or is it the opportunity that is wanting? Is it due to the fact that it suits those who govern you and dominate you to see that you shall not learn either the art of government in general or the art of the management of the railways in particular? Sir, if that is what suits them, are we not here to say that they shall not function any longer if these are the principles which they have adopted and persevered in for a period of some seventy years? Sir, it is easy to produce statistics showing a 2½ per cent. or a five per cent. increase here and there, glibly enough, but why, in all conscience, is then this mere pursuit of percentages when the property is all ours and when the provision and maintenance of it has to be made by us? It is for that reason, the first and the foremost ground on which I seek to support the cut and on which I seek the vote of every section of the House—namely, that the Railway Board throughout its existence of thirty years has failed to justify itself, has failed in its professed object of training Indians in the art of the management of their own assets. And if that time has not come, why has it not come? I know in other countries what had happened, and I dare say that within the limit of my time it is not possible for me to give a history of the growth of railways in other countries. Sir, after all is said and done, the locomotive itself is an invention of not more than eighty years: and if it was possible for every self-governing country in the world, including Japan, to be able not only to manage its railways, not only to build its railways, but to build up all its ancillary industries, so that it might not be necessary for them to buy and spend outside the whole of the money of its tax-payers earned under the sweat of their brow, to be paid only the wages of unskilled labour, so that the skilled labourer of another country may profit, how has it happened that India is the only exception to the ranks of these countries, and notwithstanding the mechanical knowledge we possess, notwithstanding the intellect we possess, how does it happen in this country alone that we have not arrived at that stage, and how is it possible alone in this country for a Member of this House to get up and raise a derision at our expense that, if we were in charge of the management of railways, every single train would be derailed? Sir, it is not a matter of amusement, but it is a matter of serious and earnest consideration. Sir, I am one of those who know that apart from any other question the Japanese Government, while placing their contracts,

make it a condition with foreign manufacturers that boys and men trained in their schools of technology shall be taken into confidence in the process of the manufacture of every kind for which a boy is so placed; but it is this country alone in which it is not possible. A guard may run a train, an engine-driver may run a train, an absolutely ignorant and illiterate man has sufficient intelligence in this country to be able to drive a motor car with but a little mechanical instruction, and yet it happens that in this country alone we are to be told that no form of railway management is possible except by some sent out as experts at our great expense. Sir, it is easy to raise a vicious circle; you won't let them have the chance of acquiring training and experience and then argue want of training and experience as an excuse for refusing to make any advance. That is the vicious circle which has always been started by means of which this greatest asset of ours has been taken out of our own hands and plausibly supported for the sake of the policy that has gone on for the last thirty years.

Take the next. Why should it be possible that the word "Indianisation" should be a word at all in any language? I never thought that the services of any country should not belong to itself! I have never heard of "Japanisation", "Chinaisation"! Sir, the very implication of the word "Indianisation" shows that the Railway Board and the executive authority which they derive from their masters stands for this that India shall not be able to manage even her own assets, let alone her own Government. Sir, the word "Indianisation" should be scored out of the records of the debates of this House until the time arrives when Indians shall manage their own affairs, when Indianisation shall not be a word of process, but shall be a word of actual fact, and then and then alone, Sir, the Members of this House will ever be satisfied. And as regards "derailment", well, I will only say that it is a condemnation if it is true, and if it is untrue, then there is no reason why Indians should not manage after all the bulk of their services, apart from those who claim some sort of secret knowledge, some amount of esoteric knowledge, which I do not believe they have. Sir, I am one of those who have been in close touch with the Railways as counsel for most of the lines—the G. I. P., the B. B. and C. I., and the E. I. R. included, and I have never been unable to understand a single problem presented by those who call themselves experts in order that their point of view might be presented. If this is so, then it cannot be for want of talents that we are kept out, but we are kept out because it is their desire to do so. And if that is the method to be pursued, then certainly that is a valid ground on which the Board ought not to be allowed to function at least so far as we can. I am fully conscious that there is the power of certification, I am fully conscious that there is a greater power of ruling the country, but is that any reason why this House should be subjected to the indignity of offering its praises for that method of management? This does not amount to the condemnation of my Honourable friend, Sir Joseph Bore, but it is a condemnation of the system under which he, being as good an expert as anybody else, is unable to secure that the race of those who manage the railways should be of the race to which he belongs. That is the first condemnation.

Now, I come to the next. What has the Railway Board done in the matter of the spending of our moneys in such a way that Indians alone and their industries may be benefited. I was reading only the other day the book which I have here and which I trust the experts on the other

[Mr. Bhulabhai J. Desai.]

side, if they have not read it already, I am sure would do well to read and digest. Sir Visvesvaraya, than whom it is difficult to find a man of greater painstaking ability, and who has a greater engineering knowledge than almost any man who sits on the other side of the House, has recently published a book called "A Ten Year Plan for India", and he suggests in what manner the railway revenues of India can be utilised for the benefit of this country. The first and the foremost point that he makes is this that it is no use pretending that we are going to give India a chance of becoming self-sufficient. We have had many lip promises, but may I ask what stands in the way of any Government, however constituted; that these moneys cannot be so utilised as to establish workshops and industries in this country so as to manufacture every single article that is required for the purpose of railway management and railway lines? What is it that prevents them from constructing a locomotive? If Japan could establish an industry for the purpose of manufacturing everything long after we began here in this country under a foreign domination, what is there that we cannot establish? You have got the workshops here and it is only a question of their extension and of spending more money in your own land. But that is precisely not the object. The object is this, as I shall presently read out to you from an admission made by a Member of this House himself, who belonged to the other side of the House, when he went on a commission in England somewhere about the year 1923. He said this to a British audience: "We have a programme of so many crores of railway expenditure, and please be certain that in so far as that amount is concerned, the bulk of it is going to you". It is precisely the kind of thing that we are told with regard to the safeguards, a matter on which I do not wish to dilate. That is not the kind of politics and that is not the kind of method by which we are going to be treated. Sir, I do not mind a naked irresponsible despotic Government, because then the issue is clear, but it is this form of supposed evolution without devolution, it is abuse of powers which they actually possess that I am here to protest against. There cannot be any objection either on account of talent or on account of mineral or human and other resources in this country to manufacture every single thing that is necessary and to spend all the money for the benefit of this land. I am fully aware that a part of that money annually expended will not all be paid to British employees. I am also fully aware that a part of it would be paid to a certain class of Indian labourers who are employed in Indian workshops, but how does it happen that we are not in a position to spend the whole of that amount in this country in order to secure an all round progress of the country? If it is unnecessary to raise moneys from outside and if you have the money, why not spend it for the purpose for which it is intended, namely, for the growth of the industries so as to make India self-sufficient? There are countries in which coal and iron are produced, and it is a well known fact in chemistry that coal and iron cannot be eaten by man, and, therefore, it becomes a necessity for them to sell that coal and to sell that iron and to sell the combined manufacture of the two in order to buy raw materials for food and other purposes, for they are the necessities of existence. Thank God that it is we who provide the raw materials and the coal and iron have continued to come in this land in crores and crores of tons during the last 60 or 70 years. That is how we have been treated in the matter of railway administration. And are we to be told on a petty point of objection that it is not possible to raise an objection

founded on the very main ground, namely, that the Railway Board has not done well, has not done fairly by the country, whose resources were placed at its disposal.

I next come to another question which is also covered by it. There is a very eminent man who sat here for many years. He said—  
**3 P.M.** and very rightly said—(and in order to remain within the limits of my time I can only state the proposition. If any further discussion or elucidation is required, my friends may take it from me that I am not merely borrowing copy-book maxims):

"If I had only the complete control of the tariff policy of this country and a complete control of the railway administration by way of arrangement of rates and freights, I shall be able to organise every kind of industry in this country in a period of some ten years."

I think he told the truth. But we fully know that we are not going to have a real control of the tariff policy of this country so long as the present administration lasts, and it is for that purpose that I have come here to express our disallowance of every single pie that is spent upon the administration of Railways and which has reduced the Indians to the pitiable condition in which we find them, notwithstanding the fact that every single rupee for that purpose is raised from this very soil. I was told the other day by an Honourable gentleman, who, I find, is absent today. He said that the Civil Services think in a "detached" way. I congratulate him on that expression, but I believe that he did not mean what he said. If by detachment is meant unattachment, inconsideration of Indian interests, I think the Civil Services do think and talk and act in a very detached way. But, Sir, that is the very last thing that a self-respecting nation can tolerate, and so long as that virtuous indignation lasts, self-respect lasts, there is some chance and hope that we shall be able to get rid of an administration that will not take us into its confidence and will not work exclusively for our advancement. Therefore, it is that I move this motion, firstly, on the ground that the Railway Board has done little or nothing towards training Indians for taking charge of their own affairs and their own economic assets. Secondly, on the ground that they have done little or nothing towards the spending of Indian money for the expansion of Indian industries so as to make India self-sufficient. (Applause.)

**Mr. President** (The Honourable Sir Abdur Rahim): Motion for reduction moved:

"That the demand under the head 'Railway Board' be reduced to Rupee one."

**Dr. Ziauddin Ahmad** (United Provinces Southern Divisions: Muhammadan Rural): Sir, the Government of India—and I am using the expression in the sense in which Mr. Jinnah has just defined it—have decided that this Railway Board has not done any useful work, and it should be replaced by some kind of authority. And the point that I wish to make out is that if it is decided to abolish it after a year, why not abolish it from the 1st April, 1935, and that is the ground on which I stand. Now, if we abolish the Railway Board, evidently our railways must go on and we must replace it by some kind of Board whatever name we give it. I think we are justified not only to discuss the question that the present Railway Board be abolished, but also what kind of authority we should establish to take the place of this Railway Board. I was very much enamoured. . . .



**Mr. President** (The Honourable Sir Abdur Rahim): Order, order: The Honourable Member cannot discuss the ruling of the Chair.

**Dr. Ziauddin Ahmad**: Sir, if I abolish the Railway Board, then am I not authorised to discuss what new form it should take?

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair has given its ruling and it thinks it is perfectly plain. The Chair would ask the Honourable Member to follow the example of the Leader of the Opposition.

**Dr. Ziauddin Ahmad**: Very well, Sir. I will now confine my remarks to the work of the Railway Board only. My first criticism is the position occupied by the Financial Commissioner. He was appointed as the watch dog of the Indian tax-payer. The original purpose of his appointment was to watch the financial position of the railways from the point of view of the tax-payers and from the point of view of the Finance Department of the Government of India. We expected that he would fight the Railway Department on our behalf and bring to light all their irregularities and point out what they are mis-spending. Instead of watching the action of railway on our behalf, he comes forward and always fights us on behalf of the railways. The person whom we appointed to watch our interests is doing the reverse work, and he is watching the interests of the Railway Board and the Indian railways and fights with us. This is really the root cause of financial mis-management. In future, the position will be much worse. The Financial Commissioner will initiate all schemes. He will examine them before submission to the Chief Commissioner. He will then advise the Chief Commissioner that the schemes he prepared are good and they may be forwarded and recommended to the Authority. In accepting or rejecting the proposals, the Railway Authority will be guided by the Financial Commissioner. He will advise the Authority and accept them. He will then advise the Legislature again that his proposals which he originally initiated and recommended to the Financial Commissioner and then to the Railway Authority were really good. Therefore, it is essential that the person who looks after the finances from the point of view of the Indian tax-payer should be very different from the person who looks after the finances from the railway point of view. Had this been done, then probably the vast sums of money that we mis-spent in great undertakings such as the Kangra Valley Railway, the Electric Power House scheme in Poona, the Vizagapatam Harbour, and now last, but not the least, the Hardinge Bridge would have been saved. All these things would have come to our notice much earlier had the Financial Commissioner been watching the entire situation on behalf of the Finance Department and Indian tax-payers. But these things were kept away from us, because he became a party to it.

The second thing which I wish to draw the attention of the House to is that the Railway Board and the Government have not attended to the amalgamation of the various lines. We know that in 1921, the various companies in British railways were all combined by the Act of 1921 into four groups. At that time they had 27 constituent companies and 91 subsidiary companies. These were all brought under four different groups, that is the southern, the western, the northern and the north-eastern groups. It is now contemplated that they may be brought into one group. On the other hand, we have got in India 174 undertakings, classified under

11 groups. No steps have been taken during the last 10 or 12 years to amalgamate all these undertakings into bigger groups. Government accepted the policy of amalgamation (see Appendices A and E of Administration Report), but no action has been taken. When the post of the Agent of the Eastern Bengal Railway fell vacant, we advocated that the Eastern Bengal Railway and the East Indian Railway should be amalgamated and put under one management. The Railway Board did not pay any attention to it. Instead of combining them together, the Government, under the Government of India Bill, will tend to perpetuate different undertakings. Both from the view point of finance and good administration, it is essential that we should follow the good example of Great Britain and other countries. It is also bad from the administrative point of view, and it is exceedingly unhealthy from the point of view of the travelling public. There are certain lines of railway, such as Gondal in Kathiawar, which refuse to allow passengers to buy through tickets to pass on from their line to other lines. Had these lines been under one management, the public would have been saved from all inconveniences.

Sir, the present organisation of railways, on account of past history, is very unhealthy and uneconomical. First, we started with the company lines whose Agents were all powerful and they were responsible to Home Boards for economical administration and good financial results. Now, gradually some of the important lines have been taken over by the State and the State has become the owner of those lines. In those cases, the work which the Home Board used to do for those lines is now being done by the Railway Board. In this transfer of management from the Companies to the State, the Government have entirely forgotten one very important thing which the Home Board used to do in the case of the Company-managed railways. The Company-managed railways used to take great interest in the financial side of the question. They had to declare good dividends and satisfy their shareholders. The State-managed railways have no such obligations. They can get money from the tax-payers. The State should see that the railways have good earnings. In the case of the Company-managed lines, the Agents were responsible to the Home Board and shareholders for profits. No such responsibility exists at present. The taxpayers pay all the losses, and the Government do not take sufficient steps to safeguard the financial interests of the tax-payers.

The next difficulty in the present administration is the introduction of the so-called Divisional System. It was copied from Germany. No doubt they forgot one very important thing, that in Germany they have the Divisional System and a central organisation. The Agencies do not exist there. We have kept the agency system intact and shoved in a costly Divisional System making the whole organisation cumbersome and at the same time very expensive. The administration is really top heavy and there exists unnecessary duplication of work and the work is never expedited with due haste. Therefore, it is desirable that we should revise the entire administration. We should combine, as British railways have done, all undertakings into four groups. We have done so in the army. If we cannot do it, I would go back to the old system and have the Agents and abolish the Divisional System altogether.

My next complaint is that year after year we have been drawing attention to a number of our grievances on the floor of the House, but they have never been attended to by the Railway Board. In the course of the general discussion, I drew attention to several points which the Railway Board ought to have done, but which they failed to do. I do not wish to

[Dr. Ziauddin Ahmad.]

go into great details, but I shall just point out that there has been a great complaint about the catering arrangements and we find that, in spite of the undertaking which the railway officials gave on behalf of the Railway Board, the rank and file or the subordinate officers never carried out the instructions of the Railway Board. The subordinate officials really take delight in disregarding the solemn undertakings given by the officers of the Railway Board. Whenever I tabled questions, the only reply I got was that the Railway Board had no information. I gave an illustration of what was happening in Bombay, in Dinapur section and in Howrah, but there was no reply.

We have been drawing the attention of the Railway Board to various other points. One was the amalgamation of audit and accounts. Our sanction was obtained by quoting wrong figures. This is a very important thing which the Railway Board ought to have done.

Then comes the question of grievances of railway servants on which my Honourable friend, Mr. Joshi, is very keen. I do not think I can enter into this in very great detail except giving some points. In the first place, as I submitted last year in one of my cut motions, there is no proper system of appeals. Whatever is provided for is really no appeal. When a person has got a complaint, he first makes an appeal to the Divisional Superintendent, who sends back the appeal to the officer concerned, who in his turn sends it to the clerk who originally noted on the file and on whose report the complainant was discharged. Then if he appeals to the Agent, he never deals with the appeal direct, but he sends it back to the Divisional Superintendent, who gives it back to the officer and who in his turn sends it back to the clerk who originally noted on the file. This is really the so-called system of appeal. When the case comes to the Railway Board, they have a printed form and this is attached to the appeal and sent back to the Agent who sends it to the Divisional Superintendent and ultimately it comes back to the same old clerk. So in this case there is, really speaking, not a single officer who actually reads these cases of appeals.

Then we have got other difficulties and grievances of these subordinates and other railway servants on account of which there exists a great dissatisfaction amongst them and they are very much dissatisfied with what is going on, and I think it is desirable that these things should be attended to. These are not the only points, but there are numbers of other cases in which the Railway Board has not paid sufficient attention. I do not like to refer to the question of T. T. Is. today, because I hope I will have some other opportunity to discuss it in detail, but it is really a standing grievance in at least three lines, the North Western Railway, the East Indian Railway and the Eastern Bengal Railway. This is also a thing which the Railway Board ought to expedite and solve, but the difficulty is that whenever an appeal is sent to them, it is always put in some pigeon-hole and very seldom reaches the Railway Board. Sir, I suppose there are many other Honourable Members who wish to speak on this question, and, therefore, I will not continue further.

**Lieut.-Colonel Sir Henry Gidney:** Sir, before I deal with the motion before the House, I should like to offer an explanation in regard to certain observations just made by the Leader of the Opposition. I can assure

the Leader of the Opposition and his Party that when I made that *partee* about "every train being derailed" to an interruption by one of its Members, I referred to that particular Member and not to the Party as a whole or to such men as my Honourable friend, the Leader of the Opposition. I certainly have given evidence in this House on more than one occasion how closely my heart pulsates with some of the views expressed by the Leader of the Opposition. I have always, in unstinted terms, declared these feelings of mine and in speaking on this motion today, I desire to emulate my Honourable Friend, Dr. Ziauddin, and take advantage of the opportunity in telling the Railway Board certain of its failings and the reasons why some of the amount given for its maintenance should be cut. (An Honourable Member: "Not all?") Not all, that would be silly; because if we did, how would we be able to go back to our homes?

Sir, the word "Indianisation" has been so ill-used and so abused that I agree with the Leader of the Opposition, and would like to see it expunged from all records of Government. Indeed I would hail that day when there will be no communalism and when we will look upon ourselves and will be proud to look upon ourselves as citizens of India. Sir, it is the Indian communities who have introduced the word "Indianisation" in contradistinction to the high percentage of Europeans who are employed in the higher services of the railways; and I hope the day is not far distant when that word will no longer be used.

My Honourable friend, Dr. Ziauddin, made some trenchant observations in regard to the Divisional System on railways. I have already expressed my views on that point, but the greatest curse of this poor imitation of the German Divisional System which we introduced in our railways has been the absolute loss of human touch between the official and the employee. I remember in the good old days when the district system was in vogue, the official knew his subordinates, knew their names, knew their families and knew their homes, in fact knew everything about them. Today the official knows very little about his subordinates. Apart from this, there is no denying the fact that this system has seriously increased the number of officials employed and the cost of maintaining the charges of the superior services has been increased to such an extent as to make the railways top-heavy. I would like to know from the Honourable the Finance Member what is the actual cost of maintaining all the officials of the railways, and what would be the actual cost of their maintenance *minus* the Lee concessions. We are told that the Railway Board has effected many economies by means of "job analysis", I prefer to call it: "snob analysis" and other kinds of analyses. The Railway Board indulges in many of these new fangled experiments with the object of economising, but who has been the sufferer mainly? It has been the subordinate. Sir, today we are confronted with the hardships of reduced scales of wages which my friend, Mr. Giri, and the All-India Railway Federation very rightly presented before the Railway Board at its last Conference. The Railway Board in its magnanimity of heart replied in words to this effect: "If you will show to us that these new scales of pay are not adequate for the maintenance of employees, we will be pleased to consider it". Sir, it does not require a pathologist or a skilled physician to prove to the Railway Board and this House that there is a limit to human endurance, the result of reduction of salaries; and where this limit is exceeded, you interfere with nutrition of the body and there is danger to life. In my opinion, we have already come perilously near that limit with the new scales of

[Lieut.-Colonel Sir Henry Gidnev.]

pay that they have introduced on railways and we must call a halt. Every day we see evidence of work increasing and pay decreasing. I know the Railway Board has to cut its coat according to its cloth, but why do cut a coat that fits, and not one that is a misfit, except the coats worn by officials and the Railway Board? Sir, I have on the floor of this House frequently stated that (I do not say it is a studied policy, but it is very close to it) we in India have been studiously denied opportunities of acquiring the requisite skill, knowledge and advanced technical training and experience in the manufacture of all parts of all materials required for our railways. In the last year's Railway Budget speech, I referred to the need of training us in India to make our own railway locomotives, and the Honourable Member sympathetically accepting it said that Government were considering the matter. A year has elapsed and what do we see? The Standing Finance Committee has recently sanctioned a large sum of money for the purchase of new locomotives. Whereas if you visited some of the railway loco. sheds, e.g., Bhusawal (G. I. P.) and Saidpore (E. B.), to mention just two, you would find the yards occupied with costly locomotives lying idle and rusty too heavy to be used over our weak bridges, and yet we are indenting for new locomotives from abroad. I only mention this (it may be in a slightly exaggerated way) to point out how necessary it is for the Railway Board to make a beginning and allow India every facility to manufacture all the needs for her railways. Why should we, year after year, be compelled to purchase our railway materials and locomotives from other countries? I agree with the Leader of the Opposition that there is no lack of talent and intellect in India which, if properly trained, could produce men who could manufacture all our railway needs, only if India be given the opportunity and not studiously denied it. It is the opportunity that has been so unjustly denied us—and when I say "us" I mean every one who claims India as his home. (Hear, hear.) Why should we purchase all such materials from abroad instead of making them ourselves. Why should we be called upon as the only part of the Empire to send our sons to other countries to be educated and to come back and work in our own country? Why cannot we possess our own locomotive manufacturing shops? Why cannot we give such skilled training to our men and why cannot we produce all our own materials for running our railways? This matter should occupy the very early and serious consideration of the Railway Board, and it cannot be delayed any longer.

There are many matters to which one could refer on an occasion like this. But, after all, the Railway Board is only human: the Railway Board has certainly endeavoured, though not a very serious effort, to do its utmost to respond to the various demands that have been made in this House. . . .

**Mr. Lalchand Navalrai** (Sind. Non-Muhammadan Rural): There comes the change in your attitude.

**Lieut.-Colonel Sir Henry Gidnev:** What change would you like me or the Railway Board to have? The point I wish to stress here is that the Railway Board has endeavoured its utmost to respond to our various calls, but my grouse is that they have not made any serious efforts to see that those who are under them—the various railways—carry out their orders which I opine is directly responsible for the present unrest and discontent in the railways, as mirrored in the various questions that this House is

flooded with every day. It is the fault of the Railway Agents and the officers under them—not all, but a good many. I do not know what executive power the Railway Board possesses to make Railway Agents carry out its orders: I know they try to do it if they can; but the Railway Agents and their subordinate officers have so many devices which they put into operation that all the orders or most of them issued by the Railway Board are flouted and chucked into the waste paper basket and the Railway Board is none the wiser. This is a very serious matter. We can roughly divide railway personnel into "superior" and "subordinate". I hate the word "subordinate": it should never appear in any department. You do not find it in England, for, I ask, to whom are you subordinate? In England a porter can rise up to be the manager of his railway: at one time in India a ticket number-taker could become an Agent—in fact one such servant became the Agent of the G. I. P. Ry. None but a Heaven-born can become a Railway Agent today—I was about to say with the present joint family system operating on some of our railways, particularly the E. I. Ry., but I will refrain from saying any more. But the point is this: one roughly divides the employees into "subordinates" and "officials". The subordinates have got certain rules which control their recruitment, their advancement, their pay and punishments, their transfers, promotions, etc., etc. Those rules are in the almost exclusive knowledge of the official: the subordinate is denied this knowledge: he is not told he cannot get it, but if desirous he is told to go to the Divisional Office to get the rules, office—forsooth—let the subordinate try to go to the Divisional Office; he will have to pass three or four doors and have to get special permission to go into this holy of holies—the Divisional Officer's sanctum. Sir, the railway subordinate does not know where he stands.

Take the question of appeals: I know appeals are considered a nuisance by officials. They take no notice of the railway rules controlling appeals, for they consider appeals more or less as pieces of waste paper. I can in proof of this quote instance after instance; and when you find a Railway Agent or a Divisional Officer or head of a department denying a hearing to a subordinate, one has to appeal to the Railway Board, his hands are forced, but the Railway Board usually refuses to take notice of these appeals, because it violates the appeal rules issued by them, forgetting that there are many cases in which the Agents or heads of departments themselves violate those very rules. The subordinate, therefore, has to remain quiet. If he does not remain quiet and demands a hearing, he is called to the Divisional Office and is given a wiggling and told "if you do not shut up, you will be transferred". If he still shows a little more fight, he is told: "You can take it or resign," and, so, Sir, rather than suffer the ghastly agony and pangs of hunger of unemployment, the subordinate is intimidated and remains quiet; and, yet, the Railway Board has provided as complete a set of rules as is possible in a big organisation like the railways. What is the use of the Railway Board issuing orders if it cannot or refuses to see them carried out? Is this justice, is this fair? I suggest that the Railway Board should devise some means by which every employee has a right of address to a higher authority. Otherwise they are utterly failing in their duty to their subordinates. I would put this to the Railway Board for their very serious consideration and would add that this practice of officials calling subordinates to their office and slanging and bullying them and so prejudicing their future prospects is neither just nor fair to say the least, but cowardly. Such matters should be in writing, not *voe d.*

[Lieut.-Colonel Sir Henry Gidney.]

There are other matters on which the Railway Board can be held to have been guilty. Last year, I raised a series of questions when the Central Railway Advisory Council met regarding the lower gazetted services. I am happy to say that since then matters have improved considerably. But there was a concerted effort on the part of the Railway Agents (who, after all, eventually become Members of the Railway Board), to use their re-trenched officers—call them “surplus” or by any other name you like—and retain their services by insinuating them into the lower gazetted service which was meant essentially for the benefit of the subordinate and so to deprive the subordinate of his rightful ambition in life of going into the lower gazetted service. It was only after the united demand from this House which I initiated that the position has improved. But why should the Railway Board have allowed such a thing to happen? It was in their hands to stop it. They utterly failed to do so. When the lower gazetted service scheme was originally put before the Central Advisory Council, we accepted it on the understanding that it was essentially a subordinate service. Instead and till a little ago, it was essentially a superior official service, and so, in this way, the Agents under the very noses of the Railway Board contrived to deprive their subordinates of their just dues till we exposed the injustice.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member has only two minutes more.

**Lieut.-Colonel Sir Henry Gidney:** As my time is up, I shall not continue any further, but I do ask the Railway Board to recognise the various points that have been brought up. I do not agree with the Honourable the Leader of the Opposition that the motion he has brought before the House is worthy of such a severe cut as he has put down: if he had said Rs. 100, I should have been content and walked with him into the lobby, but I cannot support his present cut though I feel I ought to take this opportunity to ventilate certain serious derelictions of duty on the part of the Railway Board and Agents. I ask the Railway Board to be good enough to give serious and early consideration to what I have said.

**Mr. S. Satyamurti** (Madras City: Non-Muhammadan Urban): May I ask, Sir, if the Government propose to intervene in the debate, and may I suggest that they do so at this stage in the interests of the debate? It becomes an one-sided show otherwise. I would respectfully suggest to them through you, Sir, that they should intervene early in the debate, so that we may take the sense of the House on this and go on to other cuts as well.

**Mr. F. E. James:** You wish to have the last word?

**Mr. S. Satyamurti:** Why not? Are you the Government?

**Mr. President** (The Honourable Sir Abdur Rahim): No doubt the Government Benches will consider the suggestion that has been made.

**Sardar Mangal Singh** (East Punjab: Sikh): Sir, I offer my sincerest congratulations to the Honourable the Leader of the Opposition on the excellent manner in which he has put the proposition before the House. I may assure him that not only all parts of this House, but the whole country is behind him in this matter. We have been saying for the last many years how the affairs of the railway administration have been managed by the

present Railway Board. I was not at all surprised today when the railway authorities got nervous on the very first attack which they received and they tried to put the train off the track. But I may assure them that in their nervousness they would not even succeed, and, in putting the train off the track, they will derail the train and it will be wrecked. The other day, the Honourable the Railway Member gave us a very interesting story of the Railway Budgets. He said that there is a group of certain well-meaning and disinterested individuals called the Railway Board who have got the exclusive license to ply their *gadis* on hire all over the country. Next year, they hope to earn 98½ crores, out of which they propose to pay 32 crores to their creditors as interest, because they are honest debtors, and out of the balance they propose to pay over 51 crores to themselves and to their staff, of course reserving to themselves the lion's share. But what we on this side of the House seriously tell them is that this year at least it would be in the best interests of India if they fast for the next 12 months and spin and pray, because that is the only method by which we can begin from the top the internal purification of the railway administration. I hope they won't mind this cut, and they won't mind even if we refuse them their monthly salaries.

**An Honourable Member:** They don't care for it.

**Sardar Mangal Singh:** I know they have got the certification powers, but let the world know, let them know what at least in this matter the country feels. If there had been any responsible Government in this country, the Railway Board would have been thrown overboard by this time.

Then, Sir, as to the remaining few crores, they propose to put 13 crores in their inner pocket called the depreciation fund. After doing this, they find that they have spent more, and they want three to four crores more. What do they do? They again put their hands into their inner pocket and pull out four crores and put that amount into their outer pocket and go to the bazar for shopping. This is, Sir, briefly speaking, the story relating to estimates for next year.

Then, Sir, the Railway Member introduced almost a pathetic touch in his speech when he said that this would be his last Budget. Sir, we wish him well earned rest, and we hope that he will come back to this House as a non-official Member and take his seat on this side of the House. We also hear, Sir, that the Railway Board itself is on the eve of retirement (Laughter), and we propose to grant them leave for 12 months preparatory to retirement without pay. (Laughter.) While retiring,—of course, Sir Joseph Bore is a very good man,—he has given his subordinates his parting gift. He has very kindly announced the restoration of the salary cut. I am very glad, and I congratulate the Financial Commissioner for Railways that he will now be able to change his coat twice a week, because he has got his cut restored, but I do submit that in this matter we feel differently. Our feeling is that you may certainly restore the cut in the case of those who draw, say, Rs. 200 or 250 or Rs. 300, but in the case of those officers who draw more than Rs. 300 the cut should not be restored, because there are certainly far more urgent matters which require the attention of the Railway Board than the restoration of cuts in the case of employees getting Rs. 300 and above. He has also announced a reduction in the railway freight on coal, but that again is a minor item, and we need not take very serious notice of it.



[Sardar Mangal Singh.]

Sir, in the Budget we do not find many important matters. We are told that 32 crores are to be paid as interest, but we are not told at what rate the interest is to be paid, or whether it is not possible to convert that loan at a smaller rate of interest. We are not also told anything about giving facilities to third class passengers about which year in and year out Members in this House have been crying hoarse but without effect. Like the Annual Flower Show, we always come here and give expression to the grievances of third class passengers, but nobody takes any notice of them.

Then, Sir, speaking in the other House, the Honourable the Chief Commissioner gave us a very interesting item of the story which my friend, Mr. Bhulabhai Desai, did not give, and that item is that, during the year 1933, over 30 lakhs of people have been detected travelling without tickets. I can assure the Honourable Member that, so far as this side of the House is concerned, we have never travelled without tickets. (Laughter.) Even if we desire to travel without tickets, we cannot do it, because there is always a C. I. D. man following us everywhere and our tickets are checked at almost every junction station. But I doubt very much if in that 30 lakhs they have included the Members of the Railway Board, the high salaried officials who, I am told, on very reliable authority, always travel without tickets. (Laughter.) I think the Honourable Member in the other House said that this 30 lakhs was only a fraction, that there are many more who have not been detected, and I feel that these high salaried officials of the Railway Board come under that category. (Laughter.) They have so far not been detected, but I assure them, Mr. Bhulabhai Desai will detect them and bring them to book and will not allow them to carry on the administration of the Railway Board in that fashion in future. (Laughter.) Now, Sir, what do we find, judging this Budget from any point of view? From the point of view of development of industries, from the point of view of the development of agriculture, from the point of view of labourers and railway employes, from the point of view of adjusting the railway freights, from the point of view of passengers, from the broader point of view of national interest, judged from any point of view, it will be seen that the Railway Administration and the Railway Board deserve the strongest condemnation of this House, and we are perfectly justified in refusing the supplies to the Railway Board. This is the minimum that we can do in voicing the grievances of the country.

Comparing the Budget, Sir, with the Budget of other countries, we find that our railway officials are getting very high salaries, while some of the railway employes are getting very low salaries. This vast difference is not found in any other country. For instance, our highest railway official gets Rs. 5,000 a month; with travelling without tickets and many other things, it may come to more. From page 14 of the Demands, I find that the lowest salary that is paid is four rupees a month, and the highest salary is Rs. 5,000 a month. It comes to this that the ratio between the highest and the lowest railway salaries in India is 1250 to one. But if we go to other countries, we find, for instance, in Japan, it is 1 to 22, in China, it is 1 to 32, in Italy, it is 1 to 6, in Belgium, it is 1 to 8, in Denmark, it is 1 to 5, in Sweden, it is 1 to 5, in France, 1 to 12, and in India it is 1 to 1250. There is such a vast difference in India. The highest salary paid in France is Rs. 80,000 a year, whereas in our country it is Rs. 60,000 a year, though the living here is cheaper. We get *chapaties*, we get clothes here very cheap as compared with France, and still our officials are paid very

much higher salaries. I submit that these high salaries should be cut down and the salaries of the lower subordinate staff should be raised.

Coming to the third class passengers, my Honourable friends have already expressed their opinions strongly. I wish to add only two things. In this part of the country, it is very hot during three or four months in the summer, and in those months I would like the Members of the Railway Board, instead of going to Simla, to make a trip with me from Delhi to Karachi and Peshawar and come back. I will accompany them, and all the time we will travel third class with tickets. (Laughter.)

**Dr. Ziauddin Ahmad:** May I just point out this? The figure of three million passengers travelling without tickets may appear to be alarming, but I may just say that it is only .6 per cent of the total, that is, less than  $\frac{2}{3}$  per cent.

**Sardar Mangal Singh:** I have quoted what the Chief Commissioner said in the Council of State. Regarding third class receipts, I may point out that at present we are spending on every third class seat Rs. 200, and we earn Rs. 241. On the first class, we spend Rs. 4,000, and we only earn Rs. 208. This shows that we are spending too much on the first class passengers and we are giving them too many facilities. In the matter of accommodation, in the matter of waiting rooms, in the matter of other facilities also, third class passengers are put to real trouble. In my part of the country, in three months of the summer, it is very hot, and I would ask the Railway Authorities to put electric fans in the third class waiting rooms and in the third class bogies.

**Mr. President** (The Honourable Sir Abdur Rahim): The Honourable Member has already exceeded his time.

**Sardar Mangal Singh:** I am finishing, Sir. I would add one word more. I am glad that we do not see so much of racial discrimination in these days as we used to find about ten years ago, but, still, in the administration of the railways, this discrimination is even practised in the matter of giving quarters, in the matter of pay and grade, and in many other ways. If you just take the trouble of visiting the railway guard rooms at Delhi—the Indian guard room and the European guard room—you will find a staggering difference between the two. And, in the matter of giving quarters, the European employees are invariably given quarters while the Indian employees are refused even though they deserve quarters by virtue of seniority, etc. I submit to the House that this is the only time when we can effectively demonstrate to the Railway Board that we do not like their policy, that we do not like the railway administration and that there should be radical changes introduced and the railway administration put in the hands of Indians so that it may be carried on to develop Indian industries, and to foster Indian agriculture, and that it may be used in the interests of Indian nationalism.

**Dr. T. S. S. Rajan** (Tanjore *cum* Trichinopoly: Non-Muhammadan Rural): Let the question be now put.

**Mr. President** (The Honourable Sir Abdur Rahim): The question is that the question be now put.

The motion was adopted.

**The Honourable Sir Joseph Bhoré:** Sir, I am in a most difficult position indeed, for, after listening to my Honourable friend, the Leader of the Opposition, I do not really know what case it is that I have to answer. I think the gravamen of his charge was that the Railway Board had failed in training up Indians in the management of Indian railways. Now, Sir, it is perfectly true, and no one will attempt to deny.

**Mr. Bhulabhai J. Desai:** Hear, hear.

**The Honourable Sir Joseph Bhoré:** My Honourable friend is a little premature.

**Mr. Bhulabhai J. Desai:** Not at all.

**The Honourable Sir Joseph Bhoré:** . . . that the initiation of the policy of Indianisation was long delayed, too long delayed, I am afraid, in the opinion of a good many people. As far as my recollection goes, my predecessor, Sir Charles Innes, speaking about this matter, admitted that that policy had been delayed far too long indeed. But, Sir, we have to face things as they are. I would bring it to the notice of the House that it is not the Railway Board that initiates such policy. They are only responsible for carrying out the policy which is formulated for them by others, and it is surely unfair and inequitable to attempt to abolish them from the face of the earth because they carried out a policy which someone else has imposed upon them.

**Some Honourable Members:** Who is this somebody else? (Laughter.)

**The Honourable Sir Joseph Bhoré:** I am, Sir, dealing with the Railway Board. (Laughter.)

**Sir Cowasji Jehangir:** The Honourable Member said that the Railway Board were not responsible and that somebody else initiated the policy. Who is that somebody else?

**The Honourable Sir Joseph Bhoré:** The policy has been the policy of the Secretary of State for a long time.

**Sir Cowasji Jehangir:** Whom does the Honourable Member represent here? Does he not represent the Secretary of State?

**The Honourable Sir Joseph Bhoré:** I represent the Government of India. (Laughter.) When I deal with the question of Indianisation,—and I hope that I shall have an opportunity of dealing with that matter, despite the fact that my Honourable friends opposite are probably making it impossible for those who have given notices of cuts on this particular motion to bring them up before the House—I hope, when I have an opportunity of dealing with that question, to be able to satisfy the House that very real and very substantial progress has been made. I would point out that allegations of a general nature of this description are unfair and inequitable. It is only when we come to actual figures and people are able to judge what actually has been done, that they will be in a position to register a fair and equitable verdict. My Honourable friend, the Leader of the Opposition, I think, laid claim to a controlling voice in the management of the Indian railways on the ground that the public contributed something like Rs. 90 or 100 crores annually to its revenues. I do not say anything about the claim, but I venture to submit to him that the argument is not a valid one. If that argument were to apply, then I might quite reasonably demand a voice in the management of every shop to which I go and at which I make my purchases. My Honourable friend will no doubt realise

that the revenues of the railways are derived from payments for services rendered and are not contributions. My Honourable friend, the Leader of the Opposition, made, I think, a second point of importance.

**Mr. Bhulabhai J. Desai:** It is a co-operative store.

**An Honourable Member:** Whose shop is the railway system?

**The Honourable Sir Joseph Bhoré:** It is not a co-operative store yet. My Honourable friend, the Leader of the Opposition, made one other point, and I think that was the only other point of real substance which he made. That point was that the railways in India had done nothing to assist agriculture and industry. Now, Sir, on that question, I hold certain definite opinions myself. They may be at variance with those held by my Honourable friend, but we must agree that there is room for an honest difference of opinion. I will enunciate the policy which we have always held in this matter, and to which I gave expression last year, during the course of the Railway Budget debate. I will, with your permission, read what I then said:

"Then suggestions have been made that the railways should reduce their rates in order to give assistance to agriculture and industries. Now, the position of the Railway Department has always been this: if we are expected to operate as a commercial concern, then obviously we must charge rates which are fully economic, that if Governments decide that assistance should be given to agriculture and industries, that assistance should not be indirect, concealed and vicarious as it would be if railway rates were reduced for the carriage of their products but that it should be given directly and openly, so that the principle of giving assistance and the measure of assistance to be given may from time to time be capable of being examined and controlled by the Governments and the Legislatures concerned. From that position the Railway Board has never resiled."

There may be, Sir, an honest difference of opinion, but I do venture to submit that that is a possible view and I do not think that Honourable Members can turn it down lightly, or without serious consideration. May I, Sir, remove the impression that the change that is envisaged in the Government of India Bill is directed to the abolition of the existing Railway Board. (*Some Honourable Members:* "Order, order.") It does nothing of the kind. I am merely referring to a point of which my Honourable friend made mention.

**Mr. Bhulabhai J. Desai:** I was not allowed to make the point.

**The Honourable Sir Joseph Bhoré:** But my Honourable friend did, in spite of it.

**Mr. President** (The Honourable Sir Abdur Rahim): The Chair does not want the matter to be discussed.

**The Honourable Sir Joseph Bhoré:** I am merely pointing out that there was a misunderstanding in the suggestion that the Statutory Railway Authority, when it comes, means the abolition of the Railway Board. (Interruption by Dr. Ziauddin Ahmad.) My Honourable friend must really not interrupt me. I cannot reply to a general debate of this nature with interruptions like this. Now, Dr. Ziauddin and Sir Henry Gidney referred to a number of matters in which, according to them, the Railway Board has failed to administer this great national asset in accordance with their views. Sir, I do not deny that there are many matters in regard to which there may be a difference of opinion between the Railway Board and its critics. I do not deny that there are matters on which improvement is possible. No one would be so blind as to say that this is the best of all possible worlds and that the Railway Board is the best organisation in this

[Sir Joseph Bore.]

best of all possible worlds, but I do say that because there may be room for improvement, because there may be defects to remedy from time to time, that is no reason for abolishing the Railway Board and refusing it permission to function.

Then, Sir, my Honourable friend, Sir Henry Gidney, has asked us why we have not manufactured more of our requirements in this country and contracted our purchases from abroad. Now, if my Honourable friend, will only wait until that question is discussed in detail in this House, we shall be able, I think, to give him figures which will convince him and the House that this is one of the departments of the Railway Board's activities in which we have succeeded in giving very substantial effect to the view which has been often impressed upon us by this House and by the public. If I have to single out any one, I would single out my friend, Mr. B. Das, who has, on more than one occasion, pressed this policy upon our notice. He has done it persistently and if credit is due for the results that we can now show, that credit must, to some extent, go to my Honourable friend opposite and to others who have pressed this view in season and out of season upon our attention.

Now, Sir, there is really very little left for me to say. With regard to the actual cut itself, I can do no better, I can make no better appeal, than refer to a speech which my Honourable friend, Mr. Jinnah, made in this House in 1925. I hope that my Honourable friend, Mr. Jinnah, will permit me to quote him, because I certainly could make no stronger or more effective defence of the position that I am now taking up.

**Mr. M. A. Jinnah:** Quoting wrongly again. Another Abraham Lincoln!

**The Honourable Sir Joseph Bore:** Speaking on a similar motion by Pandit Motilal Nehru for the abolition of the provision for the Railway Board, because of the many grievances that had not been attended to, this is what my Honourable friend, Mr. Jinnah, said:

"Let us examine the constitution of the Railway Board. The Railway Board is entirely subject to the Government. I think that cannot be denied by any one who has read the constitution of that Board. Yes, the Railway Board, therefore, are nothing else but a set of servants who are employed on certain salaries and these servants constitute themselves into a body. But they are entirely under the control and the orders of the Government of India and the Parliament, if you like. Now, says my friend Pandit Motilal Nehru that because the Government of India who are responsible. . . (A Voice: "To whom?") If Honourable Members will allow me to finish I shall answer them. Now, it is said because the Government of India are responsible for the policy, programme and administration of the Railway Board, because they in their turn are responsible to the Secretary of State, because we have got a large number of grievances, because they have not been either attended to or satisfied or complied with, therefore we should dismiss a certain number of subordinate servants who have formed themselves into a Board and who are under the orders of somebody else who is responsible, if at all, to this Legislature. I can understand my friend Pandit Motilal coming forward and raising a question of a constitutional character and saying 'Here is a department of the Government of India that is responsible for all this and I will reject the vote so far as that particular department is concerned'. But in your anger, you hit not the Government of India who are responsible, you reject an item which is intended to pay Railway servants."

And, in pursuance of that speech, my Honourable friend, Mr. Jinnah, walked into the lobby with Government and defeated the motion. May I express the earnest hope that he will repeat what he did on that previous occasion (Laughter), and give us not merely the benefit of his valuable arguments, but also his vote when it comes to a question of voting.

**Mr. M. A. Jinnah:** My Honourable friend has quoted me exactly in the same way that he quoted Abraham Lincoln not long ago.

**The Honourable Sir Joseph Bhoré:** Sir, the records of the debates are here for everybody to see. It is a little difficult—I quite realise—to understand Mr. Jinnah (Laughter), but the reports are here, and anybody can read what I have read out. I have certainly not omitted any word, nor have I attempted in any way, as far as lay in my power, to wrongly emphasise anything that he said.

**Sir Cowasji Jehangir:** Does my Honourable friend realise that the issue now before this House is very different to the issue before the House when Pandit Motilal Nehru spoke? It is.

**Mr. President** (The Honourable Sir Abdur Rahim): The question is:

“That the demand under the head ‘Railway Board’ be reduced to Rupee one.”

As one Honourable Member is unable to go to the Lobby to have his vote recorded, the Chair directs the tellers to go to the Honourable Member’s seat and have his vote recorded there. This practice will be followed so long as the Honourable Member is unable, on account of his illness, to go to the Lobby.

The Assembly divided:

AYES—75.

Aaron, Mr. Samuel.  
 Abdul Matin Chaudhury, Mr.  
 Abdullah, Mr. H. M.  
 Aney, Mr. M. S.  
 Asaf Ali, Mr. M.  
 Ayyangar, Mr. M. Ananthasayanam.  
 Azhar Ali, Mr. Muhammad.  
 Ba Si, U  
 Badi-uz-Zaman, Maulvi.  
 Banerjea, Dr. P. N.  
 Baqui, Mr. M. A.  
 Bardaloi, Srijit N. C.  
 Bhagavan Das, Dr.  
 Chattopadhyaya, Mr. Amarendra Nath  
 Chettiar, Mr. T. S. Avinashilingam.  
 Chetty, Mr. Sami Vencatachelam.  
 Das, Mr. B.  
 Das, Mr. Basanta Kumar.  
 Das, Pandit Nilakantha.  
 Datta, Mr. Akhil Chandra.  
 Desai, Mr. Bhulabhai J.  
 Deshmukh, Dr. G. V.  
 Essak Sait, Mr. H. A. Sathar H.  
 Fakir Chand, Mr.  
 Fazli-Haq Piracha, Khan Sahib  
 Shaikh.  
 Fuzlul Huq, Mr. A. K.  
 Gadgil, Mr. N. V.  
 Ghulam Bhik Nairang, Syed.  
 Giri, Mr. V. V.  
 Govind Das, Seth.  
 Gupta, Mr. Ghansham Singh.  
 Hosmani, Mr. S. K.  
 Iswar Saran, Munshi.  
 Jedhe, Mr. K. M.  
 Jehangir, Sir Cowasji.  
 Jinnah, Mr. M. A.  
 Jogendra Singh, Sirdar.  
 Joshi, Mr. N. M.

Khan Sahib, Dr.  
 Khare, Dr. N. B.  
 Lahiri Chaudhury, Mr. D. K.  
 Lalchand Navalrai, Mr.  
 Maitra, Pandit Lakshmi Kanta.  
 Mangal Singh, Sardar.  
 Mehr Shah, Nawab Sahibzada Sir  
 Sayad Muhammad.  
 Mudaliar, Mr. C. N. Muthuranga.  
 Muhammad Ahmed Kazmi, Qazi.  
 Murtuza Sahib Bahadur, Maulvi  
 Syed.  
 Nageswara Rao, Mr. K.  
 Paliwal, Pandit Sri Krishna Dutta.  
 Pant, Pandit Govind Ballabh.  
 Parma Nand, Bhai.  
 Baghubir Narayan Singh, Choudhri.  
 Rajan Bakhsh Shah, Khan Bahadur  
 Makhdum Syed.  
 Rajan, Dr. T. S. S.  
 Raju, Mr. P. S. Kumaraswami.  
 Ranga, Prof. N. G.  
 Saksena, Mr. Mohan Lal.  
 Sant Singh, Sardar.  
 Satyamurti, Mr. S.  
 Shafi Daudi, Maulvi Muhammad.  
 Sham Lal, Mr.  
 Shaukat Ali, Maulana.  
 Sheodass Daga, Seth.  
 Sherwani, Mr. T. A. K.  
 Singh, Mr. Deep Narayan.  
 Singh, Mr. Ram Narayan.  
 Sinha, Mr. Satya Narayan.  
 Som, Mr. Surya Kumar.  
 Sri Prakasa, Mr.  
 Thein Maung, Dr.  
 Thein Maung, U  
 Umar Aly Shah, Mr.  
 Varma, Mr. B. B.  
 Vissanji, Mr. Mathuradas

## NOES—47.

Abdul Aziz, Khan Bahadur Mian.  
 Ahmad Nawaz Khan, Major Nawab.  
 Allah Bakhsh Khan Tiwana, Khan  
 Bahadur Nawab Malik.  
 Ayyar, Rao Bahadur A. A.  
 Venkatarama.  
 Bajpai, Mr. G. S.  
 Bhoze, The Honourable Sir Joseph.  
 Buss, Mr. L. C.  
 Chatarji, Mr. J. M.  
 Clow, Mr. A. G.  
 Craik, The Honourable Sir Henry.  
 Dalal, Dr. R. D.  
 DeSouza, Dr. F. X.  
 Drake, Mr. D. H. C.  
 Gajapatiraj, Maharaj Kumar Vijaya  
 Ananda.  
 Gidney, Lieut.-Colonel Sir Henry.  
 Graham, Sir Lancelot.  
 Grigg, The Honourable Sir James.  
 Hockenhull, Mr. F. W.  
 Hossack, Mr. W. B.  
 Hudson, Sir Leslie.  
 James, Mr. F. E.  
 Jawahar Singh, Sardar Bahadur  
 Sardar Sir.  
 Kirpalani, Mr. Hiranand Khushiram.  
 Lal Chand, Captain Rao Bahadur  
 Chaudhri.

Lindsay, Sir Darcy.  
 Metcalfe, Mr. H. A. F.  
 Milligan, Mr. J. A.  
 Monteath, Mr. J.  
 Morgan, Mr. G.  
 Mukerje, Mr. N. R.  
 Mukherjee, Rai Bahadur Sir Satya  
 Charan.  
 Nayar, Mr. C. Govindan.  
 Noyce, The Honourable Sir Frank.  
 Owen, Mr. L.  
 Raisman, Mr. A. J.  
 Rajah, Rao Bahadur M. C.  
 Rau, Mr. P. R.  
 Sarma, Mr. R. S.  
 Scott, Mr. J. Ramsay.  
 Scott, Mr. W. L.  
 Sher Muhammad Khan, Captain  
 Sardar.  
 Singh, Mr. Pradyumna Prashad.  
 Sircar, The Honourable Sir  
 Nripendra.  
 Sloan, Mr. T.  
 Swithinbank, Mr. B. W.  
 Tottenham, Mr. G. R. F.  
 Tylden-Pattenson, Mr. A. E.

The motion was adopted.

**Mr. President** (The Honourable Sir Abdur Rahim): The question is:

"That a reduced sum not exceeding Rupee one be granted to the Governor General in Council to defray the charges which will come in course of payment during the year ending the 31st day of March, 1936, in respect of 'Railway Board.'"

The motion was adopted.

**Mr. President** (The Honourable Sir Abdur Rahim): As there is a function this evening which many Honourable Members desire to attend, the Chair proposes to adjourn the House till 11 o'clock tomorrow. The Chair proposes to sit tomorrow and on other days of the Budget till 5 o'clock in the evening.

The Assembly then adjourned till Eleven of the Clock on Saturday, the 23rd February, 1935.