

7th September, 1922

THE

LEGISLATIVE ASSEMBLY DEBATES

(Official Report)

VOLUME III
PART. I

THIRD SESSION

OF THE

LEGISLATIVE ASSEMBLY, 1922



SIMLA
SUPERINTENDENT, GOVERNMENT CENTRAL PRESS
1922

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LEGISLATIVE ASSEMBLY.

Thursday, 7th September, 1922.

The Assembly met in the Assembly Chamber at Eleven of the Clock.
Mr. President was in the Chair.

QUESTIONS AND ANSWERS.

REDUCTION OF MINISTERIAL STAFF (GOVERNMENT OF INDIA).

83. ***Rai Bahadur S. P. Bajpai** : (a) Will the Government be pleased to state if it is a fact that with a view to effect retrenchment drastic measures are being proposed to reduce the ministerial staff in the different departments of the Government of India ?

(b) What action do the Government propose to take to provide for the clerks and assistants who will be thus thrown out of employment especially those who have passed the examination of the Staff Selection Board and served the Government with diligence during the Great War ?

The Honourable Sir Malcolm Hailey : (a) Preliminary inquiries into the possibility of retrenchment are in progress but, until these are completed and until Lord Incheape's Committee have formulated their proposals, Government cannot say how far it will be necessary to reduce ministerial staff.

(b) This question will be considered when concrete cases arise. In this connection the Honourable Member's attention is drawn to Chapter XVIII, Section II of the Civil Service Regulations.

RATIO OF OFFICERS TO MINISTERIAL ESTABLISHMENTS (GOVERNMENT OF INDIA).

84. ***Rai Bahadur S. P. Bajpai** : (a) Will the Government be pleased to state the ratio of officers to the ministerial establishments in the different departments of the Government of India ?

(b) Do the Government propose to maintain the present ratio of officers to the ministerial staff in effecting retrenchment in the different departments of the Government of India ?

The Honourable Sir William Vincent : (a) A Statement is laid on the Table.

(b) There is no fixed ratio of officers to establishment. The entire staff, including officers, is fixed with due regard to the work falling

on the Department and it is impossible to say whether the ratio given in the statement will be maintained or not.

Department.	PERMANENT ONLY.			PERMANENT AND TEMPORARY STAFF.			REMARKS.
	Number of officers.	Number of ministerial establishments.	Ratio.	Number of officers.	Number of ministerial establishments.	Ratio.	
Home ...	4	55	1:14	6	77	1:13	
Foreign and Political	8	96	1:12	8	122	1:15	
Commerce ...	4	50	1:13	5	71	1:14	
Railway ...	11	99	1:9	11	120	1:11	
Finance ...	5	69	1:14	7	76	1:11	
Industries	7	65	1:9	7	72	1:10	
Revenue and Agriculture	7	59	1:8	7	61	1:9	
Public Works ...	5	54	1:11	5	64	1:13	
Legislative ...	6	66	1:11	10	93	1:9	
Education and Health	4	30	1:10	(No temporary staff).			
Army ...	6	56	1:9	7	112	1:16	
Military Finance ...	11	73	1:7	14	84	1:6	

EXAMINATION BY THE STAFF SELECTION BOARD.

85. *Rai Bahadur S. P. Bajpai : Will the Government be pleased to state if it is a fact that notwithstanding the decision of the Government of India to dispense with the services of a pretty large number of clerks the Staff Selection Board held an examination at which about 1,500 candidates appeared ?

The Honourable Sir William Vincent : As the Honourable Member has just been informed by the Honourable Sir Malcolm Hailey, the Government of India have not made any decision such as he suggests. I am informed that about 1,600 candidates appeared for the recent Examination held by the Staff Selection Board but of these about 550 were persons already employed in the Government of India Secretariat or in attached offices.

CANDIDATES PASSED BY STAFF SELECTION BOARD.

86. *Rai Bahadur S. P. Bajpai : Will the Government be pleased to lay on the table a statement showing the names of candidates who have passed the examination of the Staff Selection Board but have not yet been suitably provided for ?

The Honourable Sir William Vincent : The numbers of outsiders who have passed the Staff Selection Board Examination and who have not yet been provided with permanent or temporary appointments are as follows :

Upper Division ..	..	..	..	..	84
Lower Division ..	..	..	..	..	32
Stenographers ..	..	..	..	..	2
Typists ..	..	..	..	..	Nil.

Of these men the following numbers are for various reasons not now available for appointment :

Upper Division ..	..	..	..	..	28
Lower Division ..	..	..	..	..	25
Stenographers ..	..	..	..	..	2

There are accordingly only 63 persons who have passed the examinations who are now available for appointment, and 4 of the 7 of the lower

division men included in the 63 have refused to accept appointment except in a permanent vacancy. Government consider that no public purpose would be served by publishing the names of all these men. I add for the Honourable Member's information that the numbers of outsiders who have been found appointments by the Staff Selection Board after passing their examination are as follows :

Upper Division .. .. .	..	..	..	52
Lower Division .. .. .	..	..	..	40
Stenographers .. .. .	..	..	..	4
Typists .. .. .	..	..	..	6

IMPERIAL SECRETARIAT SERVICE.

87. *Rai Bahadur S. P. Bajpai : Will the Government be pleased to lay on the table a list of the Imperial Secretariat Service ?

The Honourable Sir William Vincent : The Imperial Secretariat Service has not yet been constituted. It is not therefore possible to give the Honourable Member the list he desires.

MEMBERS OF THE INDIAN LEGISLATURE AND THE MINISTERIAL STAFF OF THE GOVERNMENT OF INDIA.

88. *Rai Bahadur S. P. Bajpai : (a) Will the Government be pleased to state if it is a fact that the ministerial staff of the Government of India has been prohibited to approach the members of the Indian Legislature with their grievances ?

(b) If so, will the Government be pleased to lay on the table a copy of the orders ?

The Honourable Sir William Vincent : (a) and (b). It will be seen from the copy of the orders which I lay on the table that only those communications to members of the Indian Legislature which involve an infringement of Government Servants' Conduct Rule 17 are prohibited.

Office Memorandum No. F-363-Public, dated the 8th June 1922.

From—The Government of India, Home Department,

To—All Departments of the Government of India (including the Financial Adviser, Military Finance) and the Office of the Private Secretary to the Viceroy and Military Secretary to the Viceroy.

Cases have come to the notice of the Government of India in which members of the Secretariat establishments have approached Members of the Legislatures with a view to having their individual grievances made the subject of interpellations in the Chambers. Apart from the fact that the questions involved are rarely, if ever, of public importance, the practice usually entails the disclosure to non-official persons of information which has been obtained from official sources or has come into the possession of the member of the Secretariat in the course of his official duties ; and any such disclosure is a breach of rule 17 of the Government Servants' Conduct Rules. The undersigned is therefore directed to request that the attention of the office establishment in the Foreign and Political Department, etc., may be drawn to the provisions of this rule and that they may be warned that any communication to a Member of the Legislature which involves an infringement thereof will be severely dealt with. It is further requested that the substance of this Memorandum may be communicated to the offices subordinate to the Foreign and Political Department, etc., if any, for information and necessary action.

WORK OF INSPECTOR OF OFFICE PROCEDURE.

89. *Rai Bahadur S. P. Bajpai : Will the Government be pleased to lay on the table a report of the work done month by month from the date of his appointment till the end of July, 1922, by the Inspector of Office Procedure in his capacity as Inspector of Office Procedure ?

The Honourable Sir William Vincent : A similar report has been asked for by the Standing Finance Committee, and a copy of the report supplied to that Committee will therefore be placed in the library. It does not include cases in which the opinion of the Inspector of Office Procedure was sought by different Departments on matters affecting them individually as no record of them is kept.

EDUCATION OF THE CHILDREN OF RAILWAY EMPLOYEES.

90. ***Mr. K. O. Neogy :** (a) Will Government be pleased to state what assistance the different Railway administrations offer to their employees for the education of their children, supplying the details of conditions of such assistance ?

(b) How many Europeans and Anglo-Indians, and Indians, respectively, are at present taking advantage of such assistance in the different Railways ?

(c) What is the total amount spent in 1921-22 by the different Railway administrations for this purpose, in the case of Europeans and Anglo-Indians, and Indians, respectively ?

Colonel W. D. Waghorn : The information asked for is being obtained and will be sent to the Honourable Member in due course.

ROLLING STOCK, ETC., REQUISITIONED BY MILITARY.

91. ***Mr. K. O. Neogy :** With reference to the rolling stock and other Railway materials belonging to the State railways in India, that were requisitioned for military purposes during the War, will Government be pleased to make a statement showing, for the different Railway systems separately, (a) the total amount representing the value of all such requisitioned stock for which credit has been received from His Majesty's Government, and (b) the approximate total cost of replacing them in India calculated at the present rates ?

Colonel W. D. Waghorn : The Railway Administrations concerned have already been asked to furnish this information and copies will be sent to the Honourable Member when received.

KARANPURA COAL-FIELDS.

92. ***Mr. K. O. Neogy :** Will Government be pleased to state the terms on which the North and South Karanpura coal-fields have been acquired and are being worked for Railway purposes, specifying particularly :

- (a) the names of the lessors ;
- (b) the amount paid as premium by Government ;
- (c) the names of the Managing Agents ; and
- (d) the terms of the managing agency ?

Colonel W. D. Waghorn : No areas in either the North or the South Karanpura Coal-fields have yet been acquired by Government, but prospecting work is now being carried out by the Mining Engineer with the Railway Board with a view to acquiring certain areas for railway purposes if they can be proved to contain sufficient coal of good quality.

- (a) Messrs. Bird and Company of Calcutta.
- (b) A sum of Rs. 5,00,000 has been paid as prospecting salaami. If an area is acquired this sum will be deducted from the mining salaami.
- (c) and (d). There is no intention of appointing Managing Agents for working the coal-fields when acquired, and the question of terms of the Managing Agency does not, therefore, arise.

TRANSFER OF STATE RAILWAYS TO COMPANIES.

93. *Mr. K. C. Neogy : (a) Will Government be pleased to state whether any section of any State-managed Railway system has been transferred to any Company for management since the receipt by Government of the report of the Indian Railway Committee, 1920-21 ?

(b) If so, will Government be pleased to state the reasons for such action in each such case ?

(c) Will Government be pleased to state whether such transference of management is at present contemplated in regard to any other State-managed lines or sections thereof ; and, if so, for what reasons in each case ?

Colonel W. D. Waghorn : (a) A short section of the Eastern Bengal Railway on the left bank of the Brahmaputra, viz., from Pandughat to Gauhati was transferred to the Assam-Bengal Railway for working with effect from 1st April 1922, the section being 5 miles in length.

(b) The transfer was effected with a view to removing the inconvenience caused to the travelling public and to securing greater efficiency in working the section.

(c) The question of the transfer of the Dacca section of the Eastern Bengal Railway to the Assam-Bengal Railway for working has been under the consideration of the Government of India for several years and a definite decision has not been arrived at. It is not in contemplation at present to transfer any other State-managed line or section thereof to a Company for working.

Mr. K. C. Neogy : Will the Honourable Member postpone final decision in regard to the proposed transfer of management of the Dacca section of the Eastern Bengal Railway, pending a decision on the general question of State *versus* Company management ?

The Honourable Mr. C. A. Innes : I should like to answer this question. That depends, Sir, on what provisional decision we arrive at in regard to the transfer of the Dacca-Mymensingh section to the Assam Bengal Railway. If we decide not to transfer it at all, there will be no necessity to take the course of action suggested by the Honourable Member.

STATISTICS OF PRINTING PRESSES, NEWSPAPERS, ETC.

94. *Mr. K. C. Neogy : Will Government be pleased to publish a return showing :

(a) the names of printing presses, with their location, whose securities have been returned (specifying the amount of securities in each case) since the repeal of the Press Act of 1910 ;

(b) the number of printing presses and newspapers started in the different provinces since the repeal of the Press Act of 1910 ; and

(c) the names of editors and journalists against whom action was taken either under the Press Act of 1910, the Defence of India Act, or the Indian Penal Code, during the last three years, and the punishment meted out in each case ?

The Honourable Sir Malcolm Hailey : The information is being collected and will be supplied to the Honourable Member when complete.

INDIAN WIRELESS STATION.

95. *Mr. Jannadas Dwarkadas : (a) Is it a fact that the Imperial Government have decided that they shall erect the Indian Wireless Station but that the Indian Government shall maintain and work it ? If so, have Government agreed to this decision ?

(b) Have Government sufficient personnel with the necessary technical and commercial experience to maintain and work the service on a commercial basis ?

(c) If not, from where is it proposed to obtain such personnel ?

Colonel Sir Sydney Crookshank : (a) His Majesty's Government have represented a scheme of the kind, which is now under consideration in the Government of India.

(b) and (c). These questions have not yet been dealt with.

MAHARASHTRA MULSHI CONFERENCE.

96. *Munshi Mahadeo Prasad : Has the attention of Government been drawn to the report of the Maharashtra Mulshi Conference, held at Bombay on the 11th June last ? If so, will the Government be pleased to state what action has been taken thereon to remove the apprehension of the poor agriculturists concerned ?

Mr. J. Hullah : The Government of India have seen a report of the proceedings of the Conference, but have taken no action in the matter which is one within the power of the Local Government.

MOHAMMAD IRFAN ALI.

97. *Munshi Mahadeo Prasad : Will the Government be pleased to state :

(a) the reason why Mohammad Irfan Ali of District Hazara, North-West Frontier Province, has been interned in the Benares Central Prison ?

(b) the period for which he has been interned ?

(c) if any representation has been made by the jail and district authorities about his release ?

(d) if the Government will be pleased to release him, and if so, on what grounds ?

The Honourable Sir Malcolm Hailey : (a) Mohammad Irfan was interned on account of his participation in the disorders which occurred in the Hazara district adjoining tribal territory of the North-West Frontier Province in connection with the Khilafat agitation in the summer of 1920.

(b) He has been interned since the beginning of September 1920.

(c) No such representation has been received by the Government of India.

(d) The Government of India have issued orders for the immediate release of Mohammed Irfan.

AGRICULTURAL LABOURERS.

98. *Munshi Mahadeo Prasad : Will the Government be pleased to state, whether it proposes to introduce any legislation at an early date for the protection and welfare of agricultural labourers on tea, rubber and indigo plantations in India according to the recommendations and draft conventions of the 3rd International Labour Conference assembled at Geneva in 1921 ?

Mr. A. C. Chatterjee : The Draft Conventions and Recommendations adopted by the third International Labour Conference do not refer to any particular class of agricultural labourer but to agricultural labour generally. Government have at present no proposals for legislation on the lines suggested, but an opportunity for discussion of certain of the Draft Conventions and Recommendations alluded to by the Honourable Member will be given later.

INDIANS GRANTED KING'S COMMISSIONS.

99. ***Munshi Iswar Saran :** Will Government state the number of Indians who have been granted King's Commissions in the Indian Army in the years 1919, 1920 and 1921 and will it further state the number of temporary and permanent commissions and the arms to which the officers have been posted for duty or training ?

Mr. E. Burdon : In 1919, King's Commissions in the Indian Army were granted to 55 Indians, 16 of these being permanent and 39 temporary. Of the officers granted permanent commissions, 4 were posted to Cavalry and 12 to Infantry units. Of the officers granted temporary commissions, 13 were posted to Cavalry units, 25 to Infantry units and 1 to Pioneers. Of the officers who received temporary commissions, 31 are now to be granted permanent commissions and it is proposed that they should rank as 2nd-Lieutenants in the Indian Army with effect from the 17th July 1920.

Two Indians were granted permanent commissions in the Indian Army during the year 1920. One was posted to Cavalry, and the other to Infantry. No temporary commissions were granted during that year or during 1921.

During 1921, 7 Indians were appointed to permanent commissions on the Unattached List, Indian Army. Before being admitted to the Indian Army these officers are required to complete a year's training with British units. One of the 7 officers resigned before joining the British unit in India to which he had been posted. The remainder are at present completing their period of training on the conclusion of which they will be posted to such units of the Indian Army as they apply for, provided a vacancy exists. Every endeavour is, however, made to post officers to the units with which they express a desire to serve.

INDIAN CLERKS IN MILITARY DEPARTMENT.

100. ***Munshi Iswar Saran :** Will Government state if it is a fact that Indian clerks are not usually employed in the administrative offices of the Military Department ? Is it a fact that in certain cases pay is drawn on the scale and in the name of Indian clerks but in practice soldier clerks and Anglo-Indian women are employed in their place ?

Mr. E. Burdon : The answer to the first part of the question is in the negative. The Honourable Member is presumably not aware that 300 Indian clerks are employed in the offices of the Four Commands and the Burma Independent District.

As regards the second part, the Government of India have no knowledge that such a practice exists. If, however, the Honourable Member will furnish me with particulars of any specific case, I will have inquiries made.

SUPPLY AND TRANSPORT ESTABLISHMENT.

101. ***Munshi Iswar Saran** : Will Government be pleased to state if any, and if so what, reduction would be possible in the Supply and Transport Establishment if cash payments were made to the Indian Army in lieu of rations ?

Mr. E. Burdon : Certainly, if cash payments were substituted for the issue of rations, a reduction would be possible in the establishment of the Supply and Transport Corps. The amount of the reduction which could be effected is, however, problematical, and an estimate, if made, would be of little value, since the net resultant effect on supply expenditure would still remain unknown. It would still remain to determine the amount of the cash allowances required in different areas where units of the Indian Army are stationed, to decide whether these should fluctuate with variations in the cost of living, and also to decide what proportion of the supply establishments it would be essential to maintain in training for mobilization purposes. The question whether ultimate economies compatible with efficiency could be secured by the method indicated in the Honourable Member's question is exceedingly complex, and the Government would not be prepared to express an opinion on it without an exhaustive examination which has so far not been made.

CONCESSIONS TO AUXILIARY FORCE.

102. ***Munshi Iswar Saran** : Will Government state if the officers of the Auxiliary Force enjoy the same concessions as are enjoyed by the officers of the regular forces in respect of free issue or issue at special rates of chargers, horse gear, grant for forage, syce allowance and railway travelling ?

Mr. E. Burdon : Officers of the Auxiliary Force are granted the same travelling allowances as officers of the regular forces when travelling on military duty. They are also entitled to rail their chargers at Government expense when proceeding on military duty. With these reservations, the answer to the question is in the negative.

SALUTING OF BRITISH OFFICERS.

103. ***Munshi Iswar Saran** : (a) Will Government state if it is a fact that the Army Regulations require all non-commissioned officers and men to salute all British Officers when they are wearing the King's uniform ?

(b) Is it a fact that non-commissioned officers and men of the British Army do not usually salute Indian officers holding King's Commissions when they are wearing the King's uniform ?

(c) If the answer to clauses (a) and (b) of this question be in the affirmative, will Government be pleased to state what action it proposes to take in order to ensure proper respect being shown to the King's uniform when it is worn by Indians ?

Mr. E. Burdon : (a) Yes.

(b) No. So far only one complaint on the subject has been received at Army Headquarters.

(c) Specific instructions were issued on the subject some time ago. It appears that British soldiers had difficulty in distinguishing an Indian

Officer holding the King's Commission from an Indian officer holding the Viceroy's Commission when wearing service dress, and steps were also taken to obviate this.

MILITARY REQUIREMENTS COMMITTEE.

104. *Munshi Iswar Saran : Will Government state if the authorities in England have come to any decision as regards the report of the Military Requirements Committee ?

Mr. E. Burdon : A communication on the subject has only just been received from the Secretary of State and the Government of India have not yet had time to consider this. No final decision has, therefore, yet been reached in the matter.

VAKILS AS CHIEF JUSTICES.

105. *Munshi Iswar Saran : Are Vakils eligible for appointment as Chief Justices of High Courts ? If the answer be in the negative, will Government be pleased to take early steps for the removal of the disability ?

The Honourable Sir Malcolm Hailey : Vakils are not eligible for permanent appointments as Chief Justices of High Courts. An Honourable Member has given notice of a Resolution on the subject, and the Government of India's attitude will be announced when that Resolution is discussed in this Chamber.

Mr. K. Ahmed : How were they appointed as officiating Chief Justices ?

The Honourable Sir Malcolm Hailey : I do not think that arises out of the Honourable Member's question.

INDIANS IN FOREIGN AND POLITICAL DEPARTMENT.

106. *Munshi Iswar Saran : (a) Will Government state if the scheme about taking Indians into the Foreign and Political Services which the Honourable the Law Member announced on the 15th March, 1922, under the authority of Government was being prepared, is now ready ? If the answer be in the negative, will Government state how much further time is needed for the completion of the scheme ? If the answer be in the affirmative, will Government publish the scheme ?

(b) Will Government be further pleased to state the number of Indians who have been taken into the Foreign and Political Services up to the end of June, 1922 ?

Mr. Denys Bray : (a) The scheme was published in a Communiqué by the Government of India in the Foreign and Political Department, dated the 2nd September 1921. It remains to add that the Government of India hope to recruit 2 Indian candidates a year for the present if suitable candidates are forthcoming in accordance with the terms of the Communiqué.

(b) Five.

ADEN.

107. *Munshi Iswar Saran : Will Government state if any final decision has been arrived at in regard to Aden ?

Mr. Denys Bray : No decision has yet been arrived at.

REGIMENTS EMPLOYED IN AFGHAN WAR.

108. ***Mr. Muhammad Yamin Khan** : Will the Government be pleased to give numbers of Indian and English regiments respectively that took part in the last Afghan War, stating numerical strength of each ?

Mr. E. Burdon : The Government consider that it would not be in the public interest to furnish the information desired by the Honourable Member. I may mention that an official history of the 3rd Afghan War is now in preparation and will shortly be published.

DEATHS IN AFGHAN WAR.

109. ***Mr. Muhammad Yamin Khan** : Will the Government be pleased to give numbers of :

- (a) Indian soldiers killed ;
- (b) Indian soldiers wounded ;
- (c) British soldiers killed ;
- (d) British soldiers wounded

in the last Afghan War ?

Mr. E. Burdon : The figures are as follows :

				Killed.	Wounded.
British Officers ..	..	..	..	20	41
British other ranks ..	..	..	..	22	152
Indian Officers ..	..	..	..	11	26
Indian other ranks ..	..	..	..	208	742

Mr. K. Ahmed : How many Afghan soldiers were killed ?

Mr. E. Burdon : I would like to have notice of that question.

MEERUT CITY RAILWAY BOOKING OFFICE.

110. ***Mr. Muhammad Yamin Khan** : (a) Why has the Meerut City Railway Booking Office been abolished ?

(b) Is the Government aware that the daily average issue of 3rd class tickets from the above was 700 to 1,000 ?

(c) Is it a fact that a numerously signed memorial was presented against this abolition ?

(d) Is the Government satisfied that this abolition will not cause a great deal of rush and inconvenience at the 3rd class booking office situated at the City Railway station ?

(e) Do the Government propose to direct the reopening of the said office ?

Colonel W. D. Waghorn : (a) Meerut City Branch Booking Office was closed, as the earnings did not cover the expenditure.

(b) The average daily issue of 3rd class tickets was just over 400.

(c) Yes.

(d) The Booking Office at Meerut City station is open throughout the 24 hours and Government are advised that no inconvenience is caused to intending passengers by closing the Meerut City Branch Booking Office.

(e) In view of the reasons given in (a) and (d) above it is not proposed to re-open the City Branch Booking Office.

ACCOMMODATION IN TRAINS.

111. ***Rai Tara Prosanna Mukherji Bahadur** : Is the Government aware that in all passenger trains, only two second class compartments are attached, one for females and another for males, but the latter being always monopolised by Railway officers, the second class passengers are put to great inconvenience ? Does the Government intend to remove the inconvenience by attaching more compartments ?

Colonel W. D. Waghorn : The Honourable Member is referred to the answer given in this Assembly on the 15th September, 1921, to the same question (No. 192) asked by him.

URINALS IN THIRD CLASS CARRIAGE.

112. ***Rai Tara Prosanna Mukherji Bahadur** : Is the Government aware of the inconvenience of the public for want of privies, urinal arrangements in all third class compartments of Railway trains ? If so, does the Government intend to remove it ?

Colonel W. D. Waghorn : The Honourable Member is referred to the answer given in this Assembly on the 21st September 1921 to a similar question (No. 462) asked by him.

RETURN TICKETS.

113. ***Rai Tara Prosanna Mukherji Bahadur** : Is the Government aware of the inconvenience of the public for discontinuing the practice of issuing return tickets ? If so, does the Government intend to introduce it ?

Colonel W. D. Waghorn : The question of re-introducing the system of issuing return tickets on the pre-war basis will be discussed by the Indian Railway Conference Association at their meeting in October. In this connection I would invite the Honourable Member's attention to the answer given in this Assembly to Question No. 137 on 6th February 1922.

POSTAGE STAMPS.

114. ***Mr. W. M. Hussanally** : Will Government be pleased to lay on the table the figures showing the sale proceeds of Public Postage Stamps from 1st April to 31st July 1922, as compared with the figures of the corresponding period of the last year ?

Colonel Sir Sydney Crookshank : The figures of the gross sale of ordinary postage stamps for postal, telegraph and revenue purposes during April, May and June 1922, compared with the corresponding months of the year 1921, are as follows :

	1921	1922
	Rs.	Rs.
April	64,23,000	49,13,000
May	65,23,000	64,29,000
June	55,31,000	56,31,000
Total	1,84,77,000	1,69,73,000

The separate figures for July 1922 are not yet available, but the total sales of stamps, including service stamps, in that month were Rs. 65,52,000 against Rs. 60,80,000 for July 1921.

COST OF OVER-PRINTING OF POST CARDS.

115. *Mr. W. M. Hussanally : Will Government be pleased to state the cost of over-printing of $\frac{1}{4}$ anna single and reply inland post cards with the figure $\frac{1}{4}$ together with the cost of printing and paper used for bands for packets $\frac{1}{2}$ reams and bundles of three reams and two reams after the enhancement of postage duties during current year ?

The Honourable Mr. C. A. Innes : The only information available is that it cost Rs. 19 per ream to overprint single post cards and Rs. 99 per ream to overprint reply post cards. The cost of wrapping bands, etc., per 100 reams was Rs. 6.

COST OF OVER-PRINTING OF ENVELOPES.

116. *Mr. W. M. Hussanally : Will Government be pleased to state the cost of over-printing $\frac{1}{4}$ anna envelopes, thick square and commercial with the words "One Anna" together with the cost of printing and paper used for bands for packets, $\frac{1}{2}$ reams and reams and bundles of reams and four reams, after the enhancement of postage duties during current year ?

The Honourable Mr. C. A. Innes : It costs Rs. 40 per 100 reams to overprint the envelopes in question. The cost of bands including printing and paper is Rs. 6 per 100 reams. The rest of the information is not available.

COST OF USING ADDITIONAL STAMPS ON POST CARDS AND ENVELOPES AND THE COST OF OVER-PRINTING THEM.

117. *Mr. W. M. Hussanally : Will Government be pleased to state whether by using additional $\frac{1}{4}$ anna and $\frac{1}{2}$ anna Public Postage Stamps to Cards and Envelopes the cost would have been insignificant in comparison of cost incurred in over-printing, etc. ?

Colonel Sir Sydney Crookshank : The answer is in the negative. The work of affixing stamps to quarter-anna post cards and half-anna envelopes would have necessitated considerable additional expenditure in the more important post offices where sales are large. Moreover, the stock of quarter-anna stamps was quite inadequate for the enormous quantity of post cards sold. In spite of the overprinting of post cards it was necessary to overprint $5\frac{1}{2}$ lakhs of sheets of half-anna stamps with the figure " $\frac{1}{4}$ " to cope with the situation.

LABELS OF POSTAGE STAMPS.

118. *Mr. W. M. Hussanally : Will Government be pleased to state whether the manufacturing cost of 1,000 labels of $\frac{1}{4}$ anna and $\frac{1}{2}$ anna Public Postage Stamps respectively is only 3 annas ?

The Honourable Mr. C. A. Innes : The full cost of production of 1,000 labels of the description given by the Honourable Member, including overhead charges amounts to roughly $4\frac{1}{2}d.$ which is equivalent, at the exchange rate of 1s. 4d. to the rupee, to $4\frac{1}{2}$ annas.

FREIGHT CHARGES ON POST CARDS.

119. *Mr. W. M. Hussanally : Will Government be pleased to state the freight charges incurred by Calcutta Central Depot in despatching the cases containing $\frac{1}{4}$ anna over-printed single and reply post cards to various Depots ?

The Honourable Mr. C. A. Innes : The information is being collected and as soon as it is received it will be sent to the Honourable Member.

FREIGHT CHARGES ON POST CARDS.

20. ***Mr. W. M. Hussanally :** Will Government be pleased to state the freight charges paid by other Central Depots, Bombay, Karachi, Madras and Rangoon, in receiving cases of $\frac{1}{4}$ anna single post cards or $\frac{1}{2}$ anna over-printed single and reply post cards from Calcutta or other Central Depot ?

The Honourable Mr. C. A. Innes : The information is being collected and as soon as it is received it will be sent to the Honourable Member.

EXTRA ESTABLISHMENT FOR DEALING WITH OVER-PRINTED CARDS AND ENVELOPES.

121. ***Mr. W. M. Hussanally :** Will Government be pleased to state whether any extra establishment has been engaged in various Central Depots to count, pack and despatch the over-printed post cards and envelopes. If so, their numerical strength and salary to be furnished ?

The Honourable Mr. C. A. Innes : In the Calcutta depot 2 extra transit clerks on Rs. 35 per mensem were engaged. The other information is not available.

EXTRA WORK FOR OVER-PRINTING AND DISTRIBUTION OF POST CARDS.

122. ***Mr. W. M. Hussanally :** Will Government be pleased to state whether by their additional work of over-printing and distribution of post cards and envelopes imposed on various Central Depots, extra stationery and forms have been used and whether regular work done by the establishment has not been tampered with and whether the self-contained establishment has not been overworked ?

The Honourable Mr. C. A. Innes : The use of extra stationery and forms is trifling. In the Calcutta depot extra work was certainly caused to the regular staff.

PRINTING OF POST CARDS IN CALCUTTA.

123. ***Mr. W. M. Hussanally :** Will Government be pleased to state whether $\frac{1}{4}$ anna single and reply post cards could be printed at Calcutta just like Service cards ; if so, what would be manufacturing charges in comparison to the charges incurred in over-printing $\frac{1}{4}$ anna single and reply cards with $\frac{1}{2}$ anna ?

The Honourable Mr. C. A. Innes : The cards could be manufactured at Calcutta and some quantities are actually being manufactured in the Calcutta Press.

The cost of locally manufactured $\frac{1}{4}$ anna post cards per 100 reams (including paper) is as follows :—

						Rs.
Single	..	..	..	..	..	205
Reply	..	..	..	..	..	405
against over-printing charge per 100 reams—						
Single	..	..	..	..	..	19
Reply	..	..	..	..	..	99

to which must be added Rs. 6 per 100 reams for the cost of wrapping, bands, etc.

ENHANCED POSTAGE.

124. *Mr. W. M. Hussanally : (a) Will Government be pleased to state what has been the net revenue from the enhanced postage up to 31st July 1922 in comparison with the revenue of the corresponding period of the last year ?

(b) Has the anticipated increase of revenue been realized ?

Colonel Sir Sydney Crookshank : The Honourable Member is referred to the reply given to Sir D. P. Sarvadhikary's unstarred question on the same subject.

MANUFACTURE OF STAMPS.

125. *Mr. W. M. Hussanally : (a) Will Government be pleased to state what steps have been taken to have all stamps, revenue, judicial or postage, to be manufactured and printed in India and not in England ?

(b) Will Government be pleased to state whether they invited any tenders from Printing and Manufacturing firms in England or India at the last time of giving the contract to Messrs. De La Rue & Sons ; if so, what was the difference in rates ?

The Honourable Mr. C. A. Innes : (a) The Honourable Member is referred to the reply given to Rao Bahadur C. S. Subrahmanyam's Question No. 58 on the same subject.

(b) The contract was placed by the Secretary of State. The question of calling for competitive tenders was considered by him, but in view of the exceedingly favourable terms offered by Messrs. De La Rue and Company he decided to close with their offer.

INCOME-TAX DEPARTMENT, SIND.

126. *Mr. W. M. Hussanally : (a) Will Government be pleased to state if the scheme for the employees of the Income-tax Department in Sind which was submitted by the Commissioner in Sind in 1920 has been submitted by the Government of Bombay and sanctioned by the Government of India ?

(b) If not, will Government be pleased to state when it is likely to be sanctioned ?

(c) Has the Government of Bombay sent any reminders to the Government of India on the subject ?

(d) Has the pay of Inspectors, Examiners and clerks of the Income-tax Department, Bombay Town, been revised ? If so, when ?

(e) What is the minimum and maximum pay of Examiners and Inspectors in Bombay Town and what is it in Sind ?

The Honourable Sir Malcolm Hailey : The Government of India have not yet received the scheme for a special income-tax staff in Sind, but it is expected that the Commissioner of Income-tax, Bombay Presidency, will submit shortly a scheme for the whole of the Bombay Presidency (excluding Bombay City). The Bombay Government in November 1921 submitted proposals for the reorganization of the Income-tax Department in the Bombay Presidency including Sind, but as they required further scrutiny, they were, with the exception of those relating to the Bombay City, left to be dealt with by the Commissioner of Income-tax, Bombay Presidency, when that officer was appointed under the present Act.

(a) It is not possible to say when the proposals will be sanctioned as they will probably involve a reference to the Secretary of State and the Standing Finance Committee.

(b) I regret that I cannot give a date.

(c) Yes.

(d) In February 1922.

(e) The minimum and maximum pay of Examiners in Bombay City are Rs. 225 and 500, and of Inspectors Rs. 200 and 500. In Sind the minimum and maximum pay are Rs. 150 and 225, and Rs. 150 and 225, respectively.

INCOME-TAX DEPARTMENT, SIND.

127. *Mr. W. M. Hussanally : (a) Are the Government aware that the subordinate staff of the Income-tax Department in Sind has since 1918-19 been entertained on temporary establishment pending reorganization ?

(b) Have the schemes of almost all other Departments in Sind been sanctioned ?

The Honourable Sir Malcolm Hailey : (a) Government have no detailed information on the subject, but believe that the subordinate staff of the Income-tax Department in Sind is partly temporary and partly permanent.

(b) Government have no information on the subject.

SUBORDINATE STAFF, SIND.

128. *Mr. W. M. Hussanally : Will the Government be pleased to state why the sanction of the increased pay of the subordinate staff in Sind is being delayed ?

The Honourable Sir Malcolm Hailey : The Honourable Member is referred to the answer to Question No. 126.

HOUSE-RENT IN SIND.

129. *Mr. W. M. Hussanally : (a) Will Government be pleased to state if it is a fact that the Bombay Government in the Revenue Department, No. 1176, dated 12th April 1920, have recognized the principle that house-rent allowance should be given to non-ministerial establishments liable to service anywhere in Sind when posted to Karachi ?

(b) If the reply is in the affirmative, will Government be pleased to state if the employees of the Income-tax Department at Karachi will be given any house-rent allowance.

The Honourable Sir Malcolm Hailey : (a) Government have no information on the subject. I would suggest that the Honourable Member should take the usual steps to obtain it from the Bombay Government.

(b) The question is premature as the proposals for the reorganisation of the Department have not yet been received as already stated in reply to Question No. 126.

HOUSE-RENT AT KARACHI.

130. *Mr. W. M. Hussanally : Is it a fact that the house-rent allowance of Rs. 50 and Rs. 60 has been granted to Mukhtiarkars working as head clerks in the Revenue Department and head clerks, Public Works Department at Karachi and Superintendent, Commissioner's office ? If so, will the same allowance be given to Inspectors and Examiners of the Income-tax Department at Karachi ?

The Honourable Sir Malcolm Hailey : The Honourable Member is referred to the reply to Question No. 129.

KARACHI-CUSTOMS HOUSE.

181. ***Mr. W. M. Hussanally :** Will the Government be pleased to state :—

- (a) The date on which they sanctioned the scheme of the revision of the pay of Appraisers and Examiners, Karachi Customs House.
- (b) Are the Government aware that Appraisers and Examiners, Karachi, have not yet received their revised pay ?
- (c) When will they get the revised pay and from what date ?
- (d) Are the Government aware that all the other establishments in Sind have received their revised pay from 1st April 1920 and will this concession be extended to Appraisers and Examiners ?

If not, why not ?

The Honourable Mr. C. A. Innes : (a) 25th January 1922.

(b) No.

(c) and (d). The Government of India are unable to state when the Appraisers and Examiners at Karachi will get the revised pay. This is a matter for the local authorities to arrange ; but I may remind the Honourable Member that there is bound to be a certain amount of delay in consequence of the calculations involved in fixing the initial salaries of the staff under the new scheme. The revision will take effect from 1st March 1921, which is the date which has been generally adopted in other similar revisions of Customs establishments, and the Government of India see no reason for making an exception in the case of the Appraising and Examining staff at Karachi.

GUARDS ON NORTH-WESTERN RAILWAY.

182. ***Mr. W. M. Hussanally :** (a) Will Government be pleased to state if it is a fact that there are three grades Guards on the North-Western Railway ?

(b) Will Government be pleased to lay on the table a statement showing the number of (1) Hindoos, Mahomedans and Sikhs, (2) Europeans, Anglo-Indians and Christians, in each grade ?

(c) What is the minimum and maximum pay in each grade ?

Colonel W. D. Waghorn : (a) and (b). The information asked for is being obtained from North-Western Railway and will be sent to the Honourable Member on receipt.

ARREST OF NATIONAL VOLUNTEERS IN DELHI.

183. ***Mr. Mchammad Faiyaz Khan :** (a) Is it a fact that some time before the notification issued by the Chief Commissioner of Delhi declaring " the National Volunteer Corps " (organised under the auspices of the Provincial Congress Committee) an unlawful association, about fifty Delhi citizens who had informed the Deputy Commissioner by letter of having joined that body, were arrested and sentenced to various terms of imprisonment ?

(b) If the answer of the above is in the affirmative, would the Government be pleased to state under what law the members of a body

which had not been declared unlawful at the time of their conviction were prosecuted and sentenced ?

(c) Is it not a fact that out of those who were sentenced by the Magistrate there is one Mr. Asaf Ali still undergoing imprisonment in the Delhi Jail ?

(d) Would the Government be further pleased to state what particular reason there was for singling him out of the rest, who were given from 4 to 6 months' jail, for a sentence of 18 months' imprisonment ?

The Honourable Sir William Vincent : (a) The answer is in the affirmative.

(b) The persons concerned were convicted under sections 17 and 18 of the Criminal Law Amendment Act (XIV of 1908) for having on the 12th December 1921 taken part in a demonstration as members of certain " Volunteer corps " which, together with other associations having similar objects and working in general co-operation, had been declared to be unlawful associations by the Chief Commissioner's notifications Nos. 7574-H., dated 9th December 1920, and 7450-H., dated 23rd November 1921.

(c) and (d). Mr. Asaf Ali was on 13th December 1921 convicted and sentenced to 18 months' simple imprisonment under section 17 (2) of the Act, the maximum punishment under which is imprisonment for 3 years. This sentence he has not yet completed. His associates were convicted under section 17 (1) of the Act, the maximum punishment under which is imprisonment for 6 months.

SALARIES OF GOVERNMENT OFFICIALS.

134. ***Lala Girdharilal Agarwala :** In conformity with the following words in section 85 of the Government of India Act, namely :

" There shall be paid to the Governor General of India and to other persons mentioned in the second schedule to this Act out of the Revenue of India, such salaries, not exceeding in any case the maximum specified in that behalf in that schedule, etc."

will the Government be pleased to state the present salaries of the persons holding the offices mentioned in schedule 2, column 1, of the Government of India Act, also stating in each (1) the starting pay of every officer, (2) date of first appointment, (3) rate, manner and conditions of promotion, if any, (4) difference between minimum salary, present salary and maximum salary, (5) amount paid as allowances to each officer for equipment and voyage, and (6) whether any other allowance is at present paid to any of them, if so, what ?

The Honourable Sir William Vincent : The information asked for is contained in the statement laid on the table.

Information regarding dates of appointment will be found in the civil lists. The salaries are not incremental but remain at the figure mentioned in the statement.

RETRENCHMENT COMMITTEE.

135. ***Lala Girdharilal Agarwala :** When is the Retrenchment Committee expected to visit India ?

The Honourable Sir Malcolm Hailey : Lord Inchcape is expected to arrive in Bombay on or about 4th November. The full Committee will assemble in Delhi shortly after that date.

SEAMEN'S RECRUITMENT COMMITTEE.

136. *Mr. N. M. Joshi : Will Government be pleased to state whether they intend to introduce in the Indian Legislature legislation embodying the recommendations contained in the Report of the Seamen's Recruitment Committee ? If so, will they be pleased to give the approximate time by which they would be able to do so ?

The Honourable Mr. C. A. Innes : The recommendations of the Committee raise issues of great importance to the ports of Calcutta and Bombay, and although " Merchant Shipping " is a central subject, " Labour administration " is provincial, and the Local Governments will have to administer any legislation which may be effected. It is therefore necessary to take their opinions before deciding the action to be taken. They have been consulted, and until their views have been received, the Government of India are unable to make any statement on the subject. It is equally impossible to state when action will be taken.

EUROPEAN SEAMEN AND LASCARS.

137. *Mr. N. M. Joshi : Has the attention of Government been drawn to sections 66 and 70 of the Indian Merchant Shipping Act (I of 1859), which contain racial distinction between a European seaman and a lascar or native seaman in the matter of providing allowance for short or bad provisions and of the appropriation of space on the ships ?

(b) If so, are they considering the necessity of removing this racial distinction ? If not, why not ?

The Honourable Mr. C. A. Innes : Yes. These sections are reproduced in clauses 86 and 90 of the Indian Merchant Shipping (Consolidation) Bill which was introduced in the Legislature last session. The preparation of an Amending Bill has been taken in hand, and the Legislature will have in due course an opportunity of considering the clauses in question.

Mr. N. M. Joshi : Is it a fact that there is racial distinction in the Act ?

The Honourable Mr. C. A. Innes : I must refer the Honourable Member to clauses 86 and 90 of the Consolidation Bill placed before the Legislature last session. The Honourable Member will then be able to decide for himself.

EXPRESS TRAINS FOR MAILS.

138. *Mr. N. M. Joshi : Will Government be pleased to give the following information :—

- (a) (i) The number of express trains with their stations of departure that arrive at Ballard Pier every week before the departure of the overland mails. (ii) The number of express trains with their destination that depart from Ballard Pier every week after the landing of the overland mails.
- (b) (i) The income that these express trains may be yielding every week ; (ii) the expenditure that is incurred on them every week ; (iii) the profit or loss, if any, that Government makes or suffers every week on this account.
- (c) The average number of passengers *en route* to England that are brought into Bombay every week by the incoming

express trains referred to in (i) of (a) of this question ; and (ii) the average number of passengers arriving by the overland mails that are carried every week from Bombay by the outgoing express trains referred to in (ii) of (a) of this question.

Colonel W. D. Waghorn : A number of special trains run to and from the Ballard Pier at Bombay and important centres such as Delhi and Calcutta in connection with the receipt and despatch of the mails and they also carry passengers. It would in any case be necessary to duplicate the ordinary mail trains if special trains were not run in order to deal expeditiously with the mails, and as the Government do not see what useful purpose the information asked for would serve they do not propose to put the Railway Administrations concerned to the trouble of collecting it.

Mr. N. M. Joshi : Is it a fact that these trains are run at a loss ?

Colonel W. D. Waghorn : I have no information on the subject.

RAILWAY SERVANTS AND MEMBERS OF LEGISLATURES.

139. **Mr. N. M. Joshi :** (a) Will Government be pleased to state whether it is a fact that the Railway Board has recently issued a notification forbidding Railway servants, on penalty of being severely dealt with from approaching Members of the Legislatures with a view to having individual grievances made the subject of questions in the Indian Legislature or the Provincial Councils ?

(b) If the answer to the above be in the affirmative, will they be pleased to lay a copy of this notification on the table ?

(c) Will Government be further pleased to state whether any other Department of the Government of India has issued a similar notification to its servants ? If so, will they place a copy of each of such notifications on the table ?

Colonel W. D. Waghorn : (a) and (b). The Honourable Member is referred to the reply given by me to a similar question put by Mr. K. Ahmed.

(c) The orders are general orders of the Government of India applicable to all Departments.

IMPRESSED LABOUR.

140. **Mr. N. M. Joshi :** (a) With reference to the resolution passed in the Legislative Assembly on the 24th January, 1922, regarding the abolition of impressed labour, conveyance and provision, will Government be pleased to state what steps they have taken in the direction of examining the above question ?

(b) Will they be further pleased to publish or make available to the Members of the Indian Legislature the correspondence that may have passed regarding this subject between the Government of India and the Provincial Governments and Administrations ?

Mr. J. Hullah : (a) and (b). The results of the examination of the subject which the Government have made have been communicated to Local Governments of Governors' Provinces and Burma for consideration.

The military aspect of the subject is being dealt with separately. Replies have not yet been received from the Local Governments. When they have been received the question of publishing the correspondence will be considered.

FORCED LABOUR.

141. *Mr. N. M. Joshi : (a) With reference to the reply given on behalf of Government on the 10th March 1921, to my question No. 431, will Government be pleased to state the result of their investigation, promised by them, of the question of forced labour, impressment of carts and other conveyances in those territories which have no Legislative Councils ?

(b) Will they be, also, pleased to lay on the table or make available to the Members of the Indian Legislature the correspondence that may have passed regarding this question between the Government of India and the Administrations of these territories ?

(c) Will they be further pleased to state whether, as a result of their investigation, they have been able to stop this system in any of such territories ? If so, which are those territories ?

Mr. J. Hullah : (a) and (c). In pursuance of the undertaking given in the Assembly on the 10th March 1921 local Administrations which have no Legislative Councils were asked to examine the laws and orders bearing on the subject, and to submit proposals for effecting such reforms or changes as might be considered desirable. As a result of the examination of the replies by Government, the Chief Commissioner of Ajmer-Merwara has been instructed to revise certain rules and orders in force in that Province with regard to the hire of baggage camels, the supply of grass and fuel, and the impressment of labour and has done so. A further reference has been made to the Chief Commissioner, North-West Frontier Province, on the subject of the impressment of labour under the Canal Acts in force there, and a reply is awaited. In the other minor Administrations the existing orders appear to need no revision.

(b) A copy of the correspondence on the subject will be supplied to the Honourable Member and placed in the Library of the House.

TOUR OF COLONEL CRAWFORD.

142. *Mr. N. M. Joshi : Will Government be pleased to give the following information :

(a) Is it a fact that one Lieutenant-Colonel Crawford has been deputed, or was recently deputed, by the Government of India on a tour in the country with a view to see the leading journalists and publicists in different parts of the country, explain to them the military situation on the Frontier, and, if possible, try to convince them that the military expenditure proposed to be incurred by the Government of India is indispensable to the safety of the country ?

(b) Is it a fact that this tour has been undertaken with the object of securing support from the Press for the military policy and the military expenditure of the Government of India so that by the time the Inchcape Committee sits, there should prevail such atmosphere in the country as will be able to support Government's military policy and expenditure and

the Committee may not be tempted to recommend the reduction in the military expenditure ?

- (c) If the answers to (a) and (b) are in the negative, will Government be pleased to state whether it is a fact at all that Lieutenant-Colonel Crawford has been or was recently touring in India and visiting the leading journalists and publicists, and if so, what is the mission that has been entrusted to him ?

Mr. E. Burdon : (a) and (b). The answer is in the negative.

(c) Lieutenant-Colonel Crawford was recently on tour in his capacity as Press liaison officer, his objects being to correct mis-statements of fact that appear from time to time in the Press and to supply the Press generally with any information they might require on military matters. He had no specific mission such as is indicated in the first two parts of the question.

Mr. N. M. Joshi : Has Government inquired whether Lieutenant-Colonel Crawford discussed the question of military policy or not ?

Mr. E. Burdon : Certainly Lieutenant-Colonel Crawford discussed questions of military policy with the Press representatives he met and gave information generally on military matters when asked to do so.

Munshi Iswar Saran : Cannot this work be entrusted to the Publicity Department ?

Mr. E. Burdon : Lieutenant-Colonel Crawford is a member of the Publicity Department.

ANTI-INDIAN LEGISLATION.

143. ***Mr. N. M. Joshi :** Will Government be pleased to give the following information :

- (a) Have the Government of India addressed any representations by way of protests either to the Union Government of South Africa, or to the Secretary of State for the Colonies, or to the Secretary of State for India, against the three pieces of anti-Indian legislation in Natal since they were submitted to the Natal Provincial Council ? If so, will they be pleased to lay on the table copies of such representations ?
- (b) Have Government received any replies to their representations from any of the authorities to whom they were addressed ? If so, will Government be pleased to lay on the table copies of the replies ?

Mr. J. Hullah : (a) The Government of India made representations regarding the Natal Ordinances referred to by the Honourable Member both to the Secretary of State for India and to the Government of the Union of South Africa.

(b) Replies have been received from the Secretary of State and the Union Government. The Government of India do not consider that it would be in the public interest to lay either their representations or the replies of the Union Government on the table. But as a result of the correspondence they are in a position to state :—

- (1) The Union Government have recommended that assent should not be given to the Rural Dealers' Licensing Ordinance, on

the ground that the abolition of the Provincial Appeal Board would be contrary to their general policy towards Asiatic traders.

- (2) The Townships Franchise Ordinance has been reserved for further consideration. The Union Government propose to appoint a special officer to investigate the subject.
- (3) The Durban Land Alienation Ordinance has received assent. But it is proposed to inform the Administrator of Natal that the Union Government consider it reasonable that in giving his approval to racial restrictions introduced into land sales, he should see that as far as possible Asiatics are given reasonable opportunity for acquiring adequate residential sites.

ADMINISTRATION OF ADEN.

144. *Mr. N. M. Joshi : (a) Will Government be pleased to state how far the consideration of the question of the transfer of the administrative control of Aden to Colonial Office has progressed ?

(b) Will they also state when their final decision may be expected ?

(c) Are Government aware of the fact of the Aden Chamber of Commerce having recently passed a resolution positively disapproving the proposed transfer ?

(d) Will they be pleased to state what steps they have taken with a view to ascertain the wishes of the native and Indian populations in the matter ?

(e) Will Government kindly lay on the table all correspondence that has so far taken place between the Government of India and the India Office with regard to the proposed transfer ?

Mr. Denys Bray : (a) His Majesty's Government were duly apprised of the debate and Resolution in the Council of State on the 26th September 1921 and a further reference from them on the subject is still awaited.

(b) It is not possible to say.

(c) Yes.

(d) I would remind the Honourable Member of the various representations from public bodies laid on the table on the 10th January last, of the debate in the Council of State and of my statement on the 16th January that Government have no intention of arriving at a decision without giving this Assembly an opportunity for discussion.

(e) It would not be in the public interest to do so.

MILITARY REQUIREMENTS COMMITTEE.

145. *Mr. N. M. Joshi : Will Government be pleased to consider the advisability of publishing the report of the Military Requirements Committee appointed by them last year ?

Mr. E. Burdon : The matter is still under the consideration of the Government.

BRITISH GUIANA AND FIJI DEPUTATIONS.

146. *Mr. N. M. Joshi : (a) Have the Reports of the British Guiana and Fiji Deputations been received ?

(b) If so, when will they be published ?

(c) Will the Assembly be given an opportunity of discussing them before final action is decided upon ?

Mr. J. Hullah : (a) The reports of the British Guiana and Fiji Deputations have not yet been received by the Government of India.

(b) It is not possible to say at present when the reports will be published.

(c) The Government of India are unable to give an undertaking without having seen the reports. Attention is invited to Section 10 of the Indian Emigration Act, 1922. If the Government of India recommend the reopening of emigration to these two colonies, both Chambers of the Legislature will have an opportunity of discussing the reports.

RAILWAY EXPENDITURE.

147. ***Mr. N. M. Joshi :** Will Government be pleased to state whether the expenditure on Indian Railways will be scrutinised by Lord Inchcape's Retrenchment Committee ? If not, why not ?

The Honourable Sir Malcolm Hailey : Yes.

STAFF SELECTION BOARD.

148. ***M. K. Reddi Garu :** Will the Government be pleased to state :

- (1) Since the Staff Selection Board came into existence (a) how many examinations were held till now, (b) how many candidates were selected and (c) how many of the selected candidates were absorbed into the various services ?
- (2) (a) How many students applied for these examinations, (b) what was the total amount of money collected by way of admission fees out of these students, (c) how much money was spent on the travelling and other allowances of the members of the Staff Selection Board ?
- (3) Is it a fact that the examination fee has recently been raised from Rs. 2 to Rs. 10 and what are the reasons for suddenly increasing this fee ?

The Honourable Sir Malcolm Hailey : (1) The Staff Selection Board has held three examinations and one further examination is now proceeding. At the three examinations 220 outside and 486 departmental candidates passed. As regards the number of these 220 outside candidates who have been provided with appointments, I invite a reference by the Honourable Member to the answer given to question No. 86 asked by Rai Bahadur S. P. Bajpai.

(2) 4,400 outside candidates applied for admission to the examinations and of these 1,802 were examined. Rs. 21,036 was received as admission fees from the candidates, and Rs. 7,601 has been spent on travelling and other allowances of Members of the Board.

(3) The fee was raised from Rs. 2 to Rs. 10 in order to cover the cost of the examination and in view of suggestion of the Standing Finance Committee at its meeting held on the 4th June 1921 that the procedure of the Board should be examined in order to reduce its cost.

LEAKAGE OF STAFF SELECTION BOARD EXAMINATION PAPERS.

149. ***M. K. Reddi Garu :** (a) Are the Government aware that most if not all question papers of the Staff Selection Board Examination of

this year were in possession of most of the examinees before they sat for examination ?

(b) If so, how did they leak out ?

(c) Has the Board any objection to hold a re-examination ?

The Honourable Sir Malcolm Hailey : An inquiry into the alleged leakage of the examination papers set at the written examination held by the Staff Selection Board on the 29th July 1922 has been held by the Board, and a full report has been forwarded for the information of Government. The Report has not yet been fully examined, but Government see no reason to doubt the conclusion of the Board that the examination papers as a whole were not in the possession of most or any of the examinees before they sat for the examination. As an indication of this I may mention that the maximum marks for the examination were 300 and only 4 candidates secured more than 200 marks, the greatest marks secured being 216 by one candidate.

It appears that a very general idea of the subject of certain questions and of parts of others had come to the knowledge of some examinees. The manner in which this occurred may be surmised, but definite conclusions have not yet been reached. The Board is still making certain inquiries in this respect, but in view of this the Board decided to re-examine the whole of the Departmental candidates and this was done on the 26th August 1922.

LADY HARDINGE MEDICAL COLLEGE FOR WOMEN, DELHI.

150. ***Mr. S. C. Shahani :** (a) Will the Government be pleased to state what response has been accorded to the appeal for funds, issued on behalf of the Lady Hardinge Medical College for Women, Delhi ?

(b) Will the Government be pleased to state whether any Provincial Governments are willing to contribute to the cost of maintenance of the College ; and if so, which and to what extent ?

Mr. M. S. D. Butler : (a) Sums of Rs. 15,38,437 in 1912 and of Rs. 12,45,354 in 1916 were raised to build and extend the College. In addition, the Kashmir and Faridkote Durbars make annual recurring grants of Rs. 3,500 and Rs. 1,500, respectively. The Central Government contribute 2 lakhs annually towards the maintenance of the College. The Governing Body has applied for the enhancement of this grant and the question is under consideration. An appeal was made to the public recently by Her Excellency Lady Reading for funds to extend the College and so far a sum of Rs. 3,00,000 has been promised.

(b) The Burma Government has expressed its readiness to contribute annually a sum of Rs. 12,000. The Punjab and Bihar and Orissa Governments are willing to make annual grants of Rs. 10,000 and Rs. 4,000 respectively, subject to the votes of their Legislative Councils. The Chief Commissioner, Delhi, has also asked for an extra grant of Rs. 9,000 a year from central revenues to make up the contribution asked for by the Governing Body. Other Local Governments have declined to contribute.

STUDENTS IN HARDINGE COLLEGE.

151. ***Mr. S. C. Shahani :** What is the number of students, according to race and nationality, who have sought admission to the College, from each Province, during the last five years ?

Mr. M. S. D. Butler : Statements showing the number of students in the College in December 1921 according to provinces, and the nationalities of the students in the College in September 1919 are laid on the table. It is hoped that this information, which is the latest in the possession of the Government of India, will suffice for the purposes of the Honourable Member.

Statement giving the number of students at the Lady Hardinge Medical College for Women, Delhi, from different provinces and Indian States in December 1921.

Provinces.	Number of students.
Madras	8
Bombay	11
Bengal	8
United Provinces	12
Punjab	19
Burma	7
Bihar and Orissa	2
Central Provinces	3
North-West Frontier Province	3
Coorg	1
Delhi	5
Central India	6
Hyderabad (Deccan)	1
Mysore	2
Travancore	1
Nabha State	1
Total	85

Statement showing the nationalities of the students in the College in September 1919.

Hindus	22 of those 8 are Brahmins.
Anglo-Indians	16
Indian Christians	15
Sikhs	10
Europeans	9
Muhammadans	3
Portuguese	2
Jew	1

M. B. CLASSES, ETC., IN HARDINGE COLLEGE.

152. ***Mr. S. O. Shahani :** (a) Are the Government aware that the final M.B., B.S. Class has now been opened in the Lady Hardinge Medical College, for which additional expenditure will need to be incurred ?

(b) Is the present income of the College adequate for the purpose ?

(c) If not, how do Government propose to meet the situation ?

Mr. M. S. D. Butler : (a) The answer to this question is in the affirmative.

(b) and (c). The additional expenditure involved is being met by retrenchment in other directions and by a grant from the Lady Reading Fund for the Women of India.

EXPENDITURE IN HARDINGE COLLEGE.

153. ***Mr. S. O. Shahani :** Is the expenditure incurred on the Hospital for Women included in the Lady Hardinge Medical College expenditure ?

Mr. M. S. D. Butler : The expenditure on the hospital, though included in the general budget of the College, is shown under a separate head.

CLASSES IN HARDINGE COLLEGE.

154. *Mr. S. C. Shahani : Do Government intend to close down, in the Lady Hardinge Medical College, the Intermediate Science Classes (including a Medical Group) in the near future ?

Mr. M. S. D. Butler : The reply is in the negative.

INTERMEDIATE SCIENCE IN HARDINGE COLLEGE.

155. *Mr. S. C. Shahani : (a) Has the attention of Government been invited to the resolution of the Provisional Executive Council of the Delhi University that the Lady Hardinge Medical College for Women be immediately included in the University so far as Intermediate Science (including a Medical Group) is concerned ?

(b) Are Government aware that provision for such instruction already exists in some of the Colleges for Men in Delhi, which are included in the University ?

(c) If the reply to (a) and (b) be in the affirmative, what do Government propose to do in the matter ?

Mr. M. S. D. Butler : (a) The Government of India are aware that this question has been considered by the Provisional Executive Council of the Delhi University but the matter has not been referred to them.

(b) The answer to this question is in the affirmative.

(c) In view of the answer to (a) and (b) this question does not arise.

STAFF OF HARDINGE COLLEGE.

156. *Mr. S. C. Shahani : (a) Has the attention of Government been invited to the constant changes that are taking place in the staff of the Lady Hardinge Medical College ?

(b) Are these changes due to the fact that the salaries offered to some of the Professors or to all are inadequate ?

(c) If the reply to the foregoing be in the affirmative, what do Government propose to do in the matter ?

Mr. M. S. D. Butler : (a) The answer is in the negative.

(b) and (c). These questions therefore do not arise.

KARACHI CUSTOMS SCHEME.

157. *Mr. S. C. Shahani : (a) Will Government be pleased to state if the Karachi Customs Scheme sanctioned in January, 1922, has been given effect to ?

(b) If not, will Government be pleased to state the reasons ?

The Honourable Mr. C. A. Innes : The matter is one for the Local Government to arrange, and the Government of India have no information on the subject. There is in any case bound to be a certain amount of delay in consequence of the calculations involved in fixing the initial salaries of the staff on the new scales of pay.

APPRAISERS AND EXAMINERS, BOMBAY.

158. *Mr. S. C. Shahani : (a) Will Government be pleased to state if it is a fact that the Government of India have allowed the Local

Government of Bombay to give a maximum 50 per cent. increase to Appraisers and Examiners ?

(b) Will Government be pleased to state what percentage of increase has actually been allowed by the Local Government in the case of Appraisers and Examiners ?

The Honourable Mr. C. A. Innes : In the case of the Appraising Staff at Karachi the Local Government asked that they should be given discretion in fixing the initial pay of the existing incumbents in the new scales. The Government of India agreed to this, subject to the proviso that the increases of pay granted to officers on time-scale should in no case exceed 50 per cent. of their present emoluments. They have no further information on the subject.

SALARIES IN SIND.

159. ***Mr. S. C. Shahani :** (a) Is it a fact that the Bombay Government have revised the salaries of all the other establishments working under them in Sind from 1st April, 1920 ?

(b) If so, will the Government be pleased to state why the Customs establishment has been given its increased salary only from 1st April, 1921 ?

The Honourable Mr. C. A. Innes : The revision of the Customs establishment in Sind will take effect from 1st March 1921 and not from 1st April 1921, as stated by the Honourable Member. The former date has been generally adopted in other similar revisions of Customs establishments, and the Government of India did not feel justified in making an exception in the case of the Sind establishment.

SALARIES IN CUSTOMS DEPARTMENT.

160. ***Mr. S. C. Shahani :** Will Government be pleased to state (1) the date from which the salary of the Collectors and Assistant Collectors of Customs was revised, (2) the date from which the salary of the Preventive Officers (consisting mostly of Europeans) was revised ?

The Honourable Mr. C. A. Innes : (1) The pay of officers of the Imperial Customs Service generally was last revised with effect from the 1st December 1919.

(2) The Honourable Member is presumably referring to the Superior Preventive Establishment of the Karachi Custom House, the salary of which was revised on the 30th August 1920, with effect from that date.

KARACHI LOCAL ALLOWANCE.

161. ***Mr. S. C. Shahani :** Are Government aware that the Government of Bombay has by their Resolution No. 535, dated 28th July, 1922, granted the Karachi local allowance to the clerical establishments in Sind the pay of which was revised only recently, during the last two years ?

The Honourable Mr. C. A. Innes : The Government of India have seen the Bombay Government's Resolution referred to by the Honourable Member. The reason why the Local Government have granted the local allowance to certain clerical establishments serving at Karachi (including the clerical staff of the Karachi Custom House) is that the revised rates of pay sanctioned for these establishments were on the same general level

as the scales for mofussil establishments in the Bombay Presidency, and did not take into account the relatively higher cost of living in Karachi.

KARACHI LOCAL ALLOWANCE.

162 *Mr. S. C. Shahani : (a) Will Government be pleased to state if the Examiners, Wharfingers, Gate Keepers and Tally Clerks who were in receipt of the Karachi local allowance before their scheme was sanctioned would get the Karachi local allowance in addition to their revised pay ?

(b) If not, will Government be pleased to state the reasons ?

The Honourable Mr. C. A. Innes : (a) No.

(b) In pursuance of the recommendation made by the local authorities all allowances to which these men were entitled before the revision of their pay have been abolished as a result of the revision, and a consolidated pay has been sanctioned in each case. The allowances previously enjoyed by these men were taken into account in fixing the revised rates. As explained in reply to the preceding question of the Honourable Member, the circumstances, which necessitated the grant of the local allowance to the clerical staff of the Karachi Custom House, are presumably not considered by the Local Government to apply to these officers.

HOUSE-RENT AT KARACHI.

163. *Mr. S. C. Shahani : Will Government be pleased to state if Government intend giving House-rent Allowance to officers of the Imperial Customs Service at Karachi ?

The Honourable Mr. C. A. Innes : The Government of India have no scheme in contemplation for the grant of house-rent allowance to officers of the Imperial Customs Service at Karachi. Under the new Fundamental Rules the Local Governments have power to sanction compensatory allowances (which include house-rent allowance) to Government servants under their administrative control, and subject of course to the provision of funds in the Customs Budget officers of the Customs Department come within the purview of this term for the purposes of these rules but the Government of India have no information as to the intentions of the Local Government in the matter.

PREVENTIVE OFFICERS, SIND.

164. *Mr. S. C. Shahani : Is it a fact that Preventive Officers who are mostly Europeans get free quarters, the rent of which in the opinion of Mr. Hardy, a former Chief Collector, would be about Rs. 100 per mensem ?

The Honourable Mr. C. A. Innes : Preventive officers at Karachi receive either free quarters or an allowance in lieu thereof and the Government of India have no information as to the rental value of such quarters.

HOUSE-RENT TO APPRAISERS, ETC., IN SIND.

165. *Mr. S. C. Shahani : Will Government be pleased to state if Appraisers, Examiners and Wharfingers will be given any house-rent allowance ?

The Honourable Mr. C. A. Innes : The Honourable Member is referred to the reply given to his question No. 44. The Local Government is

empowered under the Fundamental Rules to sanction house-rent allowances to officers of the Customs Department subject to the provision of funds in the budget, and the Government of India are not in a position to consider the question unless the Local Government moves in the matter.

CUSTOMS SERVICE, KARACHI.

166. *Mr. S. C. Shahani : Is it a fact that the Hindu and Mahomedan Custom Service employees living in Karachi drawing a salary of Rs. 100 or less are given a house-rent allowance of Rs. 7-8-0 each when Christian employees of the same status are given house-rent allowance of Rs. 25 each ?

The Honourable Mr. C. A. Innes : The Government of India have no information on the point.

RENT ALLOWANCE, KARACHI.

167. *Mr. S. C. Shahani : Will Government be pleased to lay on the table a statement showing the rent allowance given to members of the Telegraph and Railway Departments at Karachi ?

Colonel Sir Sydney Crookshank : The necessary information is being collected and a statement will be laid on the table in due course.

INCOME-TAX STAFF.

168. *Mr. S. C. Shahani : (a) Will Government be pleased to state if it is a fact that the schemes for revision of Income-tax Staff have been sanctioned for almost all the other parts of India excepting Sind ?

(b) If the reply is in the negative, will Government be pleased to state how the facts stand ?

The Honourable Sir Malcolm Hailey : (a) and (b). Schemes for the revision of the Income-tax staff have been sanctioned for Madras, Bengal, the United Provinces, the Punjab, Bihar and Orissa and the Central Provinces, for the Bombay city, and so far so as the subordinate staff is concerned, for Rangoon.

INCOME-TAX STAFF, SIND.

169. *Mr. S. C. Shahani : Is it a fact that the Commissioner in Sind submitted the scheme of the Income-tax Staff in Sind in the beginning of 1920 ?

The Honourable Sir Malcolm Hailey : The Government of India have no information.

INCOME-TAX STAFF, BOMBAY.

170. *Mr. S. C. Shahani : When was the scheme for the Income-tax Staff for the town of Bombay sanctioned ?

The Honourable Sir Malcolm Hailey : In February 1922.

MR. TALATI, HY. SRABAD.

171. *Mr. S. C. Shahani : (a) What is the permanent pay of Mr. Talati, the Income-tax Officer, Hyderabad, Sind, in the Revenue Department to which he belongs and what pay is he drawing now in the Income-tax ?

(b) What are the special qualifications of Mr. Talati for the post of Income-tax Officer ?

(c) Is it a fact that Mr. Talati had no experience of Income-tax work before he was appointed in the Income-tax Department ?

(d) What University examination has Mr. Talati passed ?

The Honourable Sir Malcolm Hailey : Under Section 5 (4) of the Income-tax Act, 1922, the power to appoint Assistant Commissioners of Income-tax and Income-tax Officers is vested in the Commissioner of Income-tax subject to the approval of the Local Government under the Income-tax Agency rules. The Government of India have therefore no information relating to the several inquiries regarding Mr. Talati made by the Honourable Member.

ASSAM-BENGAL RAILWAY.

172. ***Rai G. C. Nag Bahadur :** With reference to the answer* given in the Assembly on January 16 to Question No. 133, showing that the Assam-Bengal Railway has already cost the country Rs. 18 crores in capital outlay and Rs. 9 crores in interest charges, and the fact that the line involves an annual recurring loss of between Rs. 30 and 40 lakhs, will the Government kindly tell the House why this line, at least the Hill section thereof, was not selected for dismantling during the war instead of the 7 lines mentioned in paragraph 9 of Chapter II of the Railway Administration Report for 1920-21 ?

Colonel W. D. Waghorn : The very bulky files on this subject in the Railway Board's office have been examined. It will perhaps be sufficient to say that lists of Railway lines which could be dismantled with least inconvenience to the travelling public and to the interests of trade were first drawn up in consultation with the Agents of all Railways. These lists were then finally scrutinized by the Railway Board at a meeting at which representatives of the Indian Munitions Board and the General Staff Branch were present and a final selection of the lines to be dismantled was made at this meeting. Some lines had to be exempted because their permanent-way material was not of the type required overseas. But, in the main, the criterion adopted was that indicated above. That is, the lines selected for dismantling were those which it was considered could be dismantled with least inconvenience to the public and least damage to trade.

Mr. J. Chaudhuri : May I ask the Honourable Member if the hill section of the Assam-Bengal Railway was not washed away four years ago, and if the same has been restored and at what cost.

Colonel W. D. Waghorn : The point raised by the Honourable Member does not arise out of the question.

ASSAM-BENGAL AND OUDH AND ROHILKHAND RAILWAYS.

173. ***Rai G. C. Nag Bahadur :** (a) Is it true that the Assam-Bengal Railway spends Rs. 1,15,000 on its Agency Department per year—the same as is spent by the Oudh and Rohilkhand Railway (*vide* Appendix B to the Budget for 1921-22), whereas the figures published by the Government show a great contrast between the two lines, *e.g.*, the Oudh and Rohilkhand Railway has a length of 1,600 miles, gross earnings of three crores and nett earnings of 137 lakhs, and brings in a gain to the State of Rs. 100 lakhs ; and the Assam-Bengal Railway has a length

* *Vide* page 1580, Volume II, Part II.

of 1,000 miles, gross earnings of one crore and nett earnings of 19 lakhs, and instead of bringing in any gain to the State, actually costs the tax-payers an amount of not less than Rs. 30 to 40 lakhs every year ?

(b) If the facts are as stated, do Government intend to consider the desirability of enforcing every possible economy or retrenchment in the working of the Railway by substituting wherever possible Indian for foreign elements in the higher branches of its service ?

Colonel W. D. Waghorn : The facts are substantially as stated by the Honourable Member. Government have already impressed upon this Railway Administration the need for every possible economy. The Company has already begun to employ Indians in the higher branches of its service and has already 4 Indians in superior appointments.

AGENT, ASSAM-BENGAL RAILWAY.

174. ***Rai G. C. Nag Bahadur :** (a) Is it true that the Agent of the Assam-Bengal Railway has a large staff to deal with questions sent up by his departments, although almost all the offices under him work under the same roof ?

(b) Has the question been considered whether the work which the Agent's office at present does cannot be done for the Agent by the department originating a question ?

Colonel W. D. Waghorn : (a) The existing arrangements are the same as those in force on other lines but the Agent's attention will be drawn to the relatively high cost of his Agency Department in comparison with that of other Railways.

(b) The reply is in the negative.

CONCESSIONS ON ASSAM-BENGAL RAILWAY.

175. ***Rai G. C. Nag Bahadur :** (a) Have the Government inquired as to the reasons why the Assam-Bengal Railway allows concessions to the Assam tea-gardens for conveyance of their coolies ?

(b) Do not these concessions go to increase the annually recurring loss suffered by this Railway which has to be made good by the Indian tax-payers ?

(c) If the answer is in the affirmative, do Government propose to ask the Railway to discontinue the system until its earnings are at least sufficient to cover its working expenses and interest charges on the capital outlay ?

Colonel W. D. Waghorn : The Government have consulted the Railway Administration. The Railway Administration regards these concession fares merely as a matter of business and is satisfied that the advantages secured to the Railway by the development of Assam more than makes up for any immediate loss that the concession fares may cause. There is nothing unusual or exceptional in concessions of this kind and the Government do not propose to interfere.

Rai G. C. Nag Bahadur : Will the Honourable Member tell the House what is the total amount of the losses incurred by Government or by the Company on account of this concession ?

Colonel W. D. Waghorn : If there is any loss whatsoever, it is shared in the ordinary way between the Government and the Company.

Mr. K. Ahmed : What is the amount ?

Colonel W. D. Waghorn : I cannot give that figure.

EUROPEAN RECRUITMENT FOR INDIAN CIVIL SERVICE.

176. ***Mr. K. O. Neogy :** (a) Has the attention of Government been drawn to a summary, published in the Press, of a report sent to the *Morning Post* of London by its Calcutta correspondent alleging that the Government of India have sent the Provincial Governments a memorandum which suggests that it is an open question whether the time has not come when European recruitment for the Indian Civil Service might not be abandoned altogether ?

(b) Has any such memorandum been issued ? If so, will Government be pleased to lay a copy of the same on the table ?

The Honourable Sir Malcolm Hailey : The letter referred to has already appeared in the columns of the Press.

Mr. Jamnadas Dwarkadas : Have Government taken any steps to inquire as to how the information, which was supposed to be private, got into the hands of the Editor of the *Morning Post* ?

The Honourable Sir Malcolm Hailey : I understand, Sir, that inquiry has been made, but no definite information has as yet been obtained as to the manner in which the letter was communicated.

GRIEVANCES OF IMPERIAL SERVICES.

177. ***Mr. K. O. Neogy :** With reference to the statement that has appeared in the Press that a Committee under the Chairmanship of Lord Macdonnell, has made proposals dealing with the financial and other grievances of the Imperial Services, and that these proposals are now under consideration of Lord Peel and the Government of India, will Government be pleased to indicate the nature of the grievances and of the proposals ?

The Honourable Sir Malcolm Hailey : The proposals of the Committee referred to are under consideration, and the Government are not prepared at present to make any statement on the subject.

EAST INDIAN RAILWAY STRIKES.

178. ***Mr. K. O. Neogy :** (a) What are the approximate amounts of loss to Railway revenue arising from the last two strikes of the Indian workmen of the East Indian Railway, the first originating at Jhajha and the second at Tundla ?

(b) What was the number of strikers in the different departments in each case ?

(c) How many strikers, in each case, were re-employed ; and how many were refused re-employment at the end of the strike or could not be re-employed because their posts had already been filled otherwise ?

(d) Among the new men appointed to replace the Indian strikers, how many were Europeans or Anglo-Indians, in each case ; and what is the additional annual expenditure entailed by this replacement of Indians by Europeans or Anglo-Indians ?

(e) What are the approximate total amounts of loss of wages suffered by the strikers in each case ?

Colonel W. D. Waghorn : The loss in earnings arising out of the Tundla strike is estimated at 15 lakhs and the loss of wages at nearly 9 lakhs. The Government of India have no information on the other points raised and do not propose to ask for it.

STRIKE AT JHAJHA.

179. ***Mr. K. C. Neogy :** (a) Was a Committee appointed to investigate the causes of the strike of Indian workmen of the East Indian Railway that originated at Jhajha ?

(b) If so, what was the constitution of the said Committee, what were their findings and what action was taken thereon ? Will Government be pleased to publish their report *in extenso* ?

Colonel W. D. Waghorn : (a) Yes.

(b) The Committee's report was published in the Press at the time (*Statesman*, dated the 13th January, 1922) and called for no action on the part of Government.

STRIKE AT TUNDLA.

180. ***Mr. K. C. Neogy :** Is it a fact that the Tundla railway strikers did not agree to a Committee suggested by the Railway authorities to inquire into their grievances, because no steps had been taken by the East Indian Railway to act up to the recommendations of the Jhajha Committee ?

Colonel W. D. Waghorn : The information received by Government at the time of the Tundla Strike does not support the suggestion implied in this question.

STRIKE AT TUNDLA.

181. ***Mr. K. C. Neogy :** (a) Is it a fact that the Railway authorities, and the Honourable Member for Commerce and Industry, pronounce the strike of the Indian workmen of the East Indian Railway originating at Tundla to be of a political character ?

(b) If so, on what information did they do so ?

Colonel W. D. Waghorn : The Honourable Member is referred to the debate which took place on the subject in the Council of State on the 13th February last.

MR. ANDREWS ON EAST INDIAN RAILWAY STRIKE.

182. ***Mr. K. C. Neogy :** (a) Has the attention of Government been drawn to an article by Mr. C. F. Andrews in the last May number of the *Modern Review* of Calcutta, in which he has tried to establish that the root of the East Indian Railway strike is not political but bad treatment of the Indian workmen by the European and Anglo-Indian employees all over the railway line, and that if the Anglo-Indians were put in open competition with the Indians, on the basis of equal pay for equal work, there would be no trouble at all ?

(b) Have Government made any inquiry into the allegations made by Mr. C. F. Andrews in the said article, particularly that the European scale of pay which the Anglo-Indian railwaymen received, made them socially arrogant and racially intolerant ?

Colonel W. D. Waghorn : (a) Yes.

(b) No.

EUROPEANS AND INDIANS ON RAILWAYS.

183. ***Mr. K. C. Neogy** : Will Government be pleased to name the Railways on which no differentiation is made in the matter of pay, allowances and housing accommodation, between Europeans and Anglo-Indians on the one hand, and Indians on the other, when employed in duties of a similar nature, in different departments and grades of service ?

Colonel W. D. Waghorn : The Honourable Member is referred to the answer given to unstarred question No. 92 asked by Mr. Agarwala during the present Session.

INDIANISATION OF THE RAILWAY SERVICE.

184. ***Mr. K. C. Neogy** : (a) Is it a fact that an authoritative definition of the term "Indianisation of the railway service" has recently been issued, and that under the said definition "Indianisation" will include the employment of Domiciled Europeans and Anglo-Indians and other persons domiciled in and born in British India of parents habitually resident in British India ?

(b) If so, will the said definition lead to an equalisation in the rates of pay admissible to Europeans, Anglo-Indians and Indians employed in duties of a similar nature, in different departments and grades of Railway service ?

(c) With reference to the undertaking given by the East Indian Railway in its agreement with the Secretary of State, dated the 17th December, 1919, that it will extend the employment of Indians in the superior establishment as suitable candidates offer themselves and can be trained, will the said term "Indians" be interpreted to include Domiciled Europeans and Anglo-Indians under the new definition of "Indianisation" ?

Colonel W. D. Waghorn : (a) Yes.

(b) The ideal undoubtedly to be arrived at is that there should be equal pay for equal work and responsibility.

(c) The interpretation will be the same as that hitherto put upon the undertaking. That is the Railway Administration will continue its present policy of extending the employment in the Superior Establishment of candidates from Indian Engineering Colleges or candidates otherwise recruited in India.

RATES OF SALARIES FOR ANGLO-INDIAN AND INDIAN MECHANICS IN RAILWAYS.

185. ***Mr. K. C. Neogy** : (a) What are the minima and maxima rates of salaries admissible to Anglo-Indian and Indian mechanics, respectively, employed in the workshops of the different Railways ?

(b) What are the reasons for discrimination (if any) in these rates between Anglo-Indians and Indians who undergo the same course of training and are employed in similar work ?

Colonel W. D. Waghorn : I have not the information the Honourable Member asks for in respect of all Railways. But there is no doubt that Anglo-Indian mechanics are paid more than Indian mechanics. For instance, on one Railway I find that Anglo-Indian apprentices, if they

complete their course of training satisfactorily, are eligible for appointments as chargemen on a salary rising to Rs. 300 per mensem. Indian apprentices of the higher class are eligible for appointments as mistries on a scale rising to Rs. 175, but there is nothing to prevent men of this class being appointed chargemen if they are fit for it. In both cases, further promotion depends on ability. In this case the difference in pay is due to the fact that Anglo-Indians are considered better fitted for such posts. This, I think, is the main reason why Anglo-Indians are usually paid higher in the shops than Indians.

The object of Government in introducing more comprehensive training schemes for Indians is to enable them to fit themselves for appointment as chargemen and foremen.

Munshi Iwar Saran : Will the Honourable Member state the reasons on which this opinion of Government is based—that Anglo-Indians are better fitted for such posts ?

Colonel W. D. Waghorn : That is the result of the experience of the Railways..

Dr. H. S. Gour : Will the Honourable Member inform the House whether any report is available of the data on which this opinion is based or any inquiry made ?

Colonel W. D. Waghorn : There is no particular report. These are references from the Agents of the Railways.

Dr. H. S. Gour : I take it therefore that it is a mere matter of opinion on the part of the officers concerned ?

Colonel W. D. Waghorn : The opinion is based on the experience of numerous officers on the railways.

Dr. H. S. Gour : But the Honourable Member has not defined what he means by experience.

TECHNICAL EXAMINATION IN THE CARRIAGE AND WAGON DEPARTMENT IN THE EAST INDIAN RAILWAY.

186. ***Mr. K. C. Neogy :** (a) Is it a fact that in the Technical examinations held in the Carriage and Wagon Department in the East Indian Railway workshops Indian apprentices, are occasionally placed higher in the list of successful candidates than Anglo-Indian apprentices ?

(b) In how many instances, during the last five years, has the first place been occupied by Indian candidates ?

(c) Is it a fact that the Indians placed higher in the technical examination results, are employed on a lower scale of salary than Anglo-Indians placed below them in order of merit ?

Colonel W. D. Waghorn : The information asked for is being obtained from the Agent, East Indian Railway, and will be sent to the Honourable Member on receipt.

MAXIMUM SALARY IN THE CARRIAGE AND WAGON DEPARTMENT OF THE EAST INDIAN RAILWAY.

187. ***Mr. K. C. Neogy :** Is it a fact that in 1920 the Carriage and Wagon Department of the East Indian Railway reduced the maximum

salary attainable by Indian mechanics, and increased that in the case of Anglo-Indians ?

Colonel W. D. Waghorn : The information asked for is being obtained from the Agent, East Indian Railway, and will be sent to the Honourable Member on receipt.

ASSISTANT FOREMAN IN THE EAST INDIAN RAILWAY.

188. ***Mr. K. C. Neogy :** Is it a fact that the posts of Assistant Foreman are reserved for Europeans and Anglo-Indians in the East Indian Railway ? What is the practice in the other Railways in this matter ?

Colonel W. D. Waghorn : The information asked for is being obtained from the Agent, East Indian Railway, and will be sent to the Honourable Member on receipt.

INDIAN APPRENTICES IN THE RAILWAY WORKSHOPS.

189. ***Mr. K. C. Neogy :** (a) Are Government aware that the Indian Industrial Commission made an observation to the effect that the arrangements made for Indian apprentices under training in the Railway workshops were inadequate, and that the stipends paid them during the period of training and the salaries offered on completion of training, were very much lower than the corresponding rates in the case of Europeans, and that this fact was largely responsible for the failure of better-educated Indians to take advantage of these courses ?

(b) Is it also a fact that the Indian Industrial Commission deplored the absence of Indians from the ranks of foremen and chargemen ?

(c) What improvements have taken place in the position as described above, since the publication of the Indian Industrial Commission's report, in the different railways ?

Colonel W. D. Waghorn : (a) and (b). The Government are aware of the observations of the Indian Industrial Commission referred to.

(c) I must ask the Honourable Member to be good enough to wait for the account of the proceedings of the Fourth Conference of Departments of Industries which is shortly being published by the Industries Department as a bulletin and which gives full information on the subject. As the Honourable Member is doubtless aware, the Government of India have at present an officer on special duty dealing with the whole question of the training of apprentices both as mechanical engineers and as foremen, chargemen and mechanics.

PROSECUTIONS AGAINST EDITORS, MANAGERS AND PRINTERS OF NEWSPAPERS.

190. ***Rai Bahadur Pandit J. L. Bhargava :** Will the Government be pleased to state the number of the prosecutions under Sections 124A, 153A and complaints under Section 500 of the Indian Penal Code against the Editors (including joint and Sub-Editors), managers, and printers of the newspapers and presses throughout India after the repeal of the Press Act and give the names of the accused and the complainants and the result of the cases ?

The Honourable Sir Malcolm Hailey : The information has been called for and will be supplied to the Honourable Member when complete,

AMENDMENT OF THE CRIMINAL LAW AMENDMENT ACT.

191. *Rai Bahadur Pandit J. L. Bhargava : With reference to the statement made at the meeting of the Assembly held on 18th January, 1922, by the Honourable the Law Member that Government was considering a legislative measure to take the place of the Criminal Law Amendment Act (*vide* last line of page 1699 and first few lines of page 1700 of the Official Report of the Legislative Assembly Debates, Volume II, No. 18), will the Government be pleased to state if the contemplated measure has assumed a definite form and, if so, when is the same to be brought before the Assembly for discussion ?

The Honourable Sir Malcolm Hailey : The Government of India addressed Local Governments in May last in accordance with the undertaking referred to in the Honourable Member's question. Some replies are still outstanding. Government are therefore not yet in a position to make a pronouncement in the matter.

RECOMMENDATIONS OF THE RAILWAY POLICE COMMITTEE.

192. *Rai Bahadur Pandit J. L. Bhargava : Will the Government be pleased to state what action has been taken on the recommendations made by the Railway Police Committee, specially with reference to the recommendations Nos. 3, 7, 8, 9 and 23 given in the Summary of Recommendations ?

Colonel W. D. Waghorn : Local Governments and Railway Administrations have been addressed, and the recommendations of the Railway Police Committee are receiving careful consideration. Improvements are being effected in the methods of protecting and handling goods and in the organisation of the Watch and Ward Establishments.

INCOME DERIVED SINCE THE INTRODUCTION OF THE ENHANCED RATES OF POSTAGE.

193. *Rai Bahadur Pandit J. L. Bhargava : Will the Government be pleased to lay on the table a statement showing the income derived from the sale of postcards and envelopes and postage stamps of the value of one anna or less since the date of the introduction of the enhanced rates of postage up to 15th August 1922, as well as a statement showing the income from the same sources during the corresponding period of the years 1921 and 1920 ?

Colonel Sir Sydney Crookshank : The information required by the Honourable Member in reply to this question will be found in the reply to Question No. 114 which I laid on the table this morning.

INTRODUCTION OF ONE-ANNA EMBOSSED ENVELOPES.

194. *Rai Bahadur Pandit J. L. Bhargava : Do the Government contemplate to introduce one-anna embossed envelopes ? If so, will they be pleased to consider the advisability of enlarging the size of the envelope to cope with the increased capacity to convey letters to the weight of 2½ tolas ?

Colonel Sir Sydney Crookshank : Yes. The new one-anna envelope will correspond in size to the present half-anna thick square envelope, and will be sold for the price of the stamp, namely, one anna. Supplies are expected very shortly.

Dr. H. S. Gour : Will the Honourable Member take care not to print too many envelopes because it might be necessary very shortly to reduce the postage.

EXPORT OF WHEAT FROM INDIA.

195. * **Rai Bahadur Pandit J. L. Bhargava :** (a) Will the Government be pleased to state if the removal of the embargo on the export of wheat from India is imminent ?

(b) Are the Government inclined to accept the recommendation of the Punjab Legislative Council (on the subject of the export of wheat) contained in its resolution passed in the meeting held on 3rd August 1922 ?

(c) If the answer be in the affirmative, do the Government propose to afford the Assembly an opportunity of considering and discussing the matter before the Government arrive at the final decision ?

Mr. J. Hullah : The Government have not yet come to any decision on the subject, which, it is hoped, will be discussed in the Assembly on a Resolution which has a place on to-day's list of business.

RECOMMENDATIONS OF THE INDIAN JAILS COMMITTEE.

196. * **Rai Bahadur Pandit J. L. Bhargava :** Will the Government be pleased to state what action has been taken or is proposed to be taken with reference to the recommendations made in the following paragraphs of the report of the Indian Jails Committee, 1919-20 :—

- (1) Paragraph 293.—Importance of good cooking and preparation of food.
- (2) Paragraph 299.—Supply of towels.
- (3) Paragraph 300.—Trousers to replace shorts.
- (4) Paragraph 302.—Abolition of necking and attaching the prisoners' ticket to a button on the left breast.
- (5) Paragraph 307.—Latrine arrangements to be sufficient and the partitions dividing the seats to be high enough to provide a reasonable degree of privacy, and the provision of foot-rests in latrines and availability of water for ablution after resort to the latrine at or close to it.
- (6) Paragraph 440.—Enabling the Courts to dispose of cases by the order "convicted and discharged with a warning."
- (7) Paragraph 520.—Supply of a pamphlet setting out the powers and duties of visitors to official and non-official visitors.

The Honourable Sir Malcolm Hailey : The action taken on the recommendations referred to at clauses (1) to (5) and (7) is described in paragraph 15 of the Home Department letter No. 104, dated the 4th April 1921, and paragraph 13 of the Home Department letter No. 305, dated the 16th December 1920, copies of which were laid on the table with the reply which I gave to question No. 160 asked by Mr. Kamat on the 15th September 1921. Items (1) to (5) are all within the competence of Local Governments to deal with under section 60 of the Prisons Act, (IX of 1894) and we asked Local Governments to give effect to the recommendations where necessary and practicable. Item (7) is also within the rule-making power of Local Governments, some of whom have already

taken action and we have asked the others to make the necessary corrections in their manuals.

The recommendation referred to in clause (6) is now under the consideration of Government, final replies to our reference to local Governments on the subject only recently having been received.

INDIANIZATION OF THE INDIAN CIVIL SERVICE.

197. **Rai Bahadur Pandit J. L. Bhargava** : (a) Is it a fact that the Government of India have circularised the local Governments suggesting that it is an open question whether the time has not come when European recruitment for the Indian civil service might not be abandoned altogether ?

(b) If the answer be in the affirmative, will the Government be pleased to lay a copy of the circular on the table for the information of the Assembly and the public ?

The Honourable Sir Malcolm Hailey : The letter referred to has already appeared in the columns of the Press.

EMPLOYMENT OF LASKERS AND THE NUMBER OF CASUALTIES IN THE GREAT WAR.

198. ***Mr. K. Ahmed** : Will the Government be pleased to state how many Indian Seamen and Laskers are working in the steamship companies in merchant vessels, ships and steamers in the Indian waters and abroad in the foreign countries as serangs, deck crews, firemen and butlers, etc., and the number of those who were killed in the last European War by enemy action, their vessels being torpedoed by the Germans, and those who were captured and imprisoned in foreign countries ?

The Honourable Mr. C. A. Innes : The Government are not in possession of all the information asked for. They are endeavouring to obtain it and will supply it to the Honourable Member on receipt.

ELECTORAL ROLLS OF THE LEGISLATIVE ASSEMBLY AND THE BENGAL COUNCIL.

199. ***Mr. K. Ahmed** : Are the Government aware that the Electoral Rolls of the constituencies of the Indian Legislative Assembly and the Provincial Council of Bengal do not contain full address of any Elector (Voter) and owing to this omission to mention the respective post offices of these Voters or Electors, the public has been greatly inconvenienced ? Do Government propose to take proper steps from now so that the Electoral Roll or Voters' List may contain full address of all the Electors or Voters for the convenience of the public ?

The Honourable Sir Malcolm Hailey : The form of the electoral roll for Bengal constituencies of the Indian Legislative Assembly is not prescribed in the Regulations applicable to Bengal. Government will inquire from the Bengal Government as to the form which has been prescribed by the local Government and as to the advisability of accepting the suggestion of the Honourable Member.

The Governor General in Council is not concerned with the electoral roll of the constituencies of the Bengal Legislative Council.

NEW RULES FOR RECRUITMENT OF OFFICERS IN STATE RAILWAYS.

200. *Mr. K. Ahmed : (a) Is it a fact that a new rule has been introduced by the Railway Board for recruitment of officers in the Superior Branch of the Traffic Department of the State Railways ?

(b) If the answer be in the affirmative, will the Government be pleased to lay on the table a copy of the new rules, and state when, how and under what circumstances the new rules have been framed ?

(c) Will the Government be pleased to state whether any commission was appointed, as recommended by the Acworth Committee, to deal with the above subject, before amending the rules for the recruitment of the Railway Services ?

Colonel W. D. Waghorn : (a) and (b). The Superior Traffic Establishment has been reorganised, and a new Local Traffic Service has been introduced on State Railways. A copy of the Resolution introducing it and of the rules relating to its recruitment will be sent to the Honourable Member. The Resolution was published in the *Gazette of India* in September last year. The change follows the introduction of the Provincial Engineering Service and has been made mainly on grounds of economy.

(c) The above reorganisation had been decided upon prior to the receipt of the Acworth Committee's Report.

EMPLOYMENT OF DOMICILED EUROPEANS IN THE RAILWAY SERVICE.

201. *Mr. K. Ahmed : (a) Is it a fact that domiciled Europeans will henceforth be counted as Indians along with the people of India, in considering the question of employment in the Railway Service ?

(b) If the answer be in the affirmative, will the Government be pleased to explain in full the principle followed in the decision to count domiciled Europeans as Indians ?

(c) Are the Government aware that there is great dissatisfaction felt by the Indians on account of the above information published on the above subject in the issue of the "Englishman" of the 7th August, 1922, as they apprehend that the main object of counting the domiciled Europeans as Indians is to reserve all the appointments in the Railway Service for the former ?

(d) Do Government propose taking immediate steps to remove the discontent of the Indian people by fixing the percentage of appointments of the different classes of the Indian people in the Railway Department in proportion to their respective numerical strength ?

Colonel W. D. Waghorn : (a) Yes.

(b) Europeans who are domiciled in British India and who are born of parents habitually resident in India, and not established there for temporary purposes only, have been treated as "Indians" in this connection, at least since the passing of the Government of India Act of 1870. I invite a reference by the Honourable Member to Section 99 of the Government of India Act which reproduces the provisions of Section 6 of the Government of India Act of 1870, and to article 37 of the Civil Service Regulations. No change in this respect is contemplated.

(c) The Government of India are not aware of the dissatisfaction or apprehensions referred to by the Honourable Member. If such apprehensions exist, they are quite unfounded. The policy of Indianisation

as applied to the Railway Services may roughly be described as recruitment, as far as may be, from Indian Colleges or other sources of recruitment without distinction of caste, creed or colour.

(d) Government are not prepared to adopt the suggestion made by the Honourable Member.

Dr. H. S. Gour : I take it, Sir, that the Honourable Member implies that Europeans and Anglo-Indians domiciled in the country are treated as Indians for the purpose of securing employment and as Europeans for the purpose of getting higher pay. Is that so ?

Mr. Kabir-ud-din Ahmed : Is not that the object, Sir ? I repeat the same question which my Honourable friend, Dr. Gour, has put and demand an answer from Government.

Colonel W. D. Waghorn : There is no difference in the pay of the superior grades.

Dr. H. S. Gour : I think the Honourable Member has misunderstood my question. I understood him to mean that as regards appointments in the Railway services members of the domiciled community, Europeans and Anglo-Indians, are treated as natives of India. Having secured their jobs, they are then given higher salaries because they are Europeans and Anglo-Indians. Is not that so ?

Mr. N. M. Samarth : I do not think it can be denied.

Mr. Chaudhri Shahab-ud-Din (after Mr. President had called out the next question : I want to ask a Supplementary Question.

Mr. President : The Honourable Member is too late.

ROYAL PROCLAMATION AND PROSECUTION FOR RELIGIOUS FAITH.

202. ***Mr. K. Ahmed :** (a) In view of the fact that the Honourable Home Member on the 10th January 1922 in answer to my supplementary question denied, or was not aware, that there is no clause in the Proclamation of the late Queen Victoria that none of Her Majesty's subjects should be ill-treated or molested on account of their religious beliefs, may I have the honour to refer the Honourable Member to Kaye and Malleon's History of the Indian Mutiny of 1857-58, edited by Colonel Malleon, Vol. V, page 274, in which the Proclamation of the late Queen Victoria is given, which states ".....none molested or disquieted by reason of their religious faith or observances, and we do strictly charge and enjoin all those who may be in authority under us that they abstain from all interference with religious belief or worship of any of our subjects on pain of our highest displeasure" ?

(b) Will the Honourable Member be pleased to amend his previous answer accordingly ?

The Honourable Sir Malcolm Hailey : (a) The Honourable Member has not correctly understood Sir William Vincent's reply to his supplementary question. Sir William Vincent said nothing about religious beliefs, but referred only to sedition and other offences against the Penal Code. His actual words were—" I am not aware that there is anything in the Proclamations to which the Honourable Member refers which precludes the Government of India from prosecuting for sedition or for other offences against the Penal Code."

(b) Does not arise.

RELEASE OF POLITICAL PRISONERS.

203. *Mr. K. Ahmed : (a) Is it a fact that a Judge of the Patna High Court, according to a resolution passed by the local Council, had revised records of all the cases of the political prisoners of Bihar and Orissa under the direction of the Government and has let off some political prisoners owing to the illegalities in their conviction ?

(b) If the answer be in the affirmative, do the Government propose to pass the necessary orders directing the revision of the cases of the political prisoners in Bengal and other provinces by the Judges of the High Court ?

The Honourable Sir William Vincent : (a) The cases were reviewed, and in a number of cases sentences were suspended, reduced or commuted on account of the insufficiency of recorded evidence.

(b) It is understood that in some other provinces sentences have been similarly reviewed at the instance of the Local Government, but the matter is one which primarily concerns the Local Governments, and the Government of India are not prepared to interfere with their discretion.

INCOME-TAX ESTABLISHMENT IN SIND.

204. *Mr. S. C. Shahani : Will Government be pleased to indicate generally as to when the Income-tax Establishment in Sind will be put on the same basis as that in Bombay ?

The Honourable Sir Malcolm Halley : The Honourable Member is referred to the answer given to Question No. 126.

APPELLATE POWERS FOR THE INCOME-TAX COMMISSIONER OF SIND.

205. *Mr. S. C. Shahani : Since the Commissioner of Income-tax has to come down to Sind frequently to hear Income-tax appeals, do Government propose to consider the advisability of investing the Commissioner in Sind with some of the Appellate powers ?

The Honourable Sir Malcolm Halley : Government considers that there would be obvious objections to vesting the Commissioner in Sind with the powers of an Assistant Commissioner of Income-tax under the Income-tax Act, which would mean that for income-tax purposes he would be subordinate to the Commissioner of Income-tax, Bombay.

TREATMENT OF POLITICAL PRISONERS IN JAILS.

206. *Mr. S. C. Shahani : Do Government propose to consider the advisability of distinguishing political prisoners from ordinary ones, and of according to the former better treatment ?

The Honourable Sir William Vincent : The Honourable Member is referred to the answer I gave to part (i) (b) of Mr. Kamat's question.

RESTRICTIONS ON SECOND CLASS PASSENGERS IN THE ASSAM-BENGAL RAILWAY.

207. *Rai G. C. Nag Bahadur : (a) May I invite the attention of the Government to the rule published in the Traffic Manual of the Assam-Bengal Railway, Clause 2, Section 4 :—" The staff should note that no Indian passenger holding a second class ticket should in any circumstances be put into a first class " ?

(b) Will the Government kindly inquire and inform the House why in the opinion of this Railway Indian passengers holding second class tickets should alone be prevented from being put into a first class, when second class compartments are overcrowded, and first class compartments are available for accommodation of the overflow second class passengers ?

(c) Does the above rule mean that there is no objection to other than Indian passengers holding second class tickets being put into a first class ? If so, what is the reason for discriminating racially between passengers of the same class paying the same fare ?

Colonel W. D. Waghorn : The rule to which the Honourable Member refers was cancelled in 1913.

PASSPORT FOR FOREIGN COUNTRIES.

208. ***Mr. K. B. L. Agnihotri :** Will the Government be pleased to state :

- (a) The reasons on which passports for travels in the foreign countries are refused.
- (b) Whether Swami Satyadeo had applied for passports for Germany and Austria.
- (c) Whether the Bombay Government refused to grant the passports applied for, but offered to grant passports for England.
- (d) Whether the Government of India was informed or consulted in the matter.
- (e) The reasons for the refusal of the passports applied for.
- (f) Whether Indian travellers are not permitted to go to Germany even for Medical treatment.
- (g) The reasons for putting a restriction on the Swami's liberty with respect to Medical treatment in any foreign country other than England ?

Mr. Denys Bray : (a) The issue of a passport or of an endorsement on a passport to travel abroad is a privilege which is accorded, with due regard to the Passport Regulations of the foreign country to be visited, to British subjects who are considered to be fit and proper persons to receive from the Consular Officers of His Majesty's Government the assistance which a passport or endorsement affords. The privilege is withheld from all those who are not considered fit and proper persons to receive such assistance.

- (b) Yes.
- (c) Yes.
- (d) No.
- (e) The Bombay Government did not consider him to be a fit and proper person to receive an endorsement to travel on the Continent at the present time, especially in ex-hostile countries.
- (f) Yes.
- (g) Is covered by my answer to (e).

NUMBER OF BRITISH OFFICERS IN THE ARMY.

209. ***Mr. K. B. L. Agnihotri :** Will the Government be pleased to state :

- (a) The total number of European officers in the Army in India on 1st April 1914.

- (b) The total number of such officers on 1st April 1922.
 (c) The total expenditure or cost incurred on such officers in the year 1918 and in the year 1921 ?

Mr. E. Burdon : (a) and (b). The information desired by the Honourable Member can be obtained from the Army Lists and the budget estimates for the years in question, to which the attention of the Honourable Member is invited.

(c) To furnish the information desired, would necessitate a special compilation involving the expenditure of time and labour out of all proportion to the results obtainable. The Government of India regret, therefore, that they are unable to accede to the Honourable Member's request. His attention is, however, invited to the "Memorandum on the growth of military expenditure," copies of which were supplied to all Members of the Legislative Assembly in March 1921 and which dealt amongst other things with the pay and allowances of British officers.

RETIREMENT OF SURPLUS ARMY OFFICERS.

210. ***Mr. K. B. L. Agnihotri :** Will the Government be pleased to state :

- (a) The number of surplus Army officers that have been retired or will be retired during the current financial year.
 (b) The total amount of gratuities that will have to be paid to them and the cost that the Government will have to bear on account of the demobilising of the surplus officers and offering facilities to them to settle in various parts of the British Empire.
 (c) What proportion of the gratuity will be borne by the Home Government and the Government of India, respectively.
 (d) Whether these officers could be retired just after the termination of the war and had not so far been retired owing to the delay of the decision of the War Office on the point.
 (e) The amount approximately which the Government of India will have to pay owing to that delay.
 (f) Has the Government represented to the Home Government that the gratuities of such officers be paid by the Home Government, and, if so, what reply has been received ?

Mr. E. Burdon : (a) It is estimated that the number of officers to be retired during the current financial year will be between 1,800 and 1,900.

(b), (c), (e) and (f). The attention of the Honourable Member is invited to the reply given on the 6th September 1922 to the Starred Question asked by another Honourable Member of this Assembly, Mr. Beddi Garu, No. 63.

(d) The whole of the officers in question could not have been retired immediately after the termination of the war. The services of many continued to be needed in the garrisons which were maintained overseas after the armistice, at the expense of His Majesty's Government, while others were required for our own frontier operations. The retention of these officers cannot therefore be wholly attributed to delay on the part of the War Office.

SELECTION OF OFFICERS FOR THE INCOME-TAX DEPARTMENT.

211. *Mr. K. B. L. Agnihotri : Will the Government be pleased to state :

- (a) The method of selection of officers for the Income-tax Department adopted in the various provinces where the department has been organised under the new scheme.
- (b) The selecting authority for the posts of Commissioners, Assistant Commissioners, and Collectors of Income-tax.
- (c) Have any of the posts of Assistant Commissioners been given to a member of Provincial Judicial Service or to any non-official ? If not, why not ?

The Honourable Sir Malcolm Hailey : (a) Officers have been recruited for the Income-tax Department from the Indian Civil Service, the Provincial Civil Service, other Government departments and from non-officials.

(b) The Honourable Member is referred to Section 5 of the Income-tax Act.

(c) Inquiry will be made whether among the members of the Provincial Civil Service appointed, any officer has belonged to the Provincial Judicial Service. It is obvious that the first choice must lie among officers who have had previous special experience of income-tax work or accountancy. As regards the latter part of the question, Major Kirkwood in Calcutta, Mr. Alexander in Rangoon were non-officials before their employment in the Income-tax Department.

RESOLUTION ON INDIAN AUTONOMY.

212. *Mr. K. B. L. Agnihotri : Will the Government be pleased to lay on the table the copy of the forwarding note, despatch or recommendation, if any, sent to the Secretary of State for India with the copy of debate on the Indian Autonomy Resolution in the Assembly or, subsequently on that subject and also the reply, if any, received from the Home Government or the Secretary of State for India ?

The Honourable Sir William Vincent : I have nothing to add to the replies I gave to the questions on this subject asked by Messrs. Sinha and Kamat on the 10th and 16th January 1922, respectively.

INTER CLASS ACCOMMODATION IN GREAT INDIAN PENINSULA RAILWAY.

23. *Mr. K. B. L. Agnihotri : (i) Is the Government aware that the Great Indian Peninsula Railway do not provide

- (a) Intermediate Class accommodation in the passenger and in the Punjab Mail Trains, or
- (b) any separate Inter Class accommodation for ladies in the Express trains and the lady passengers have to undergo much inconvenience for want of such separate accommodation ?

(ii) Do the Government propose to take such steps as may insure an early removal of the inconvenience caused to the public on that account ?

Colonel W. D. Waghorn : As regards the first part of the question the Honourable Member is referred to the answer given in this Assembly on 21st March 1921 to parts (a) and (b) of a similar question (No. 509).

asked by Mr. Abdul Quadir and as regards the second part it is not always practicable to provide sufficient intermediate accommodation on trains to allow compartments to be reserved for ladies. But where a demand exists for reserved accommodation of this class for ladies, Railway Administrations may be trusted to endeavour to meet it as far as possible.

INTRODUCTION OF EXPRESS TRAINS IN THE GREAT INDIAN PENINSULA RAILWAY.

214. *Mr. K. B. L. Agnihotri : (a) Will Government be pleased to state the reason for the introduction of the Express trains on the Great Indian Peninsula Railway ?

(b) How much accommodation in Express trains (when introduced) was provided by the Railway Company for the Inter, Second and First Class passengers, respectively ?

(c) Was any separate accommodation provided for lady passengers in the Inter Class ?

(d) If no accommodation was meant for, or was reserved for the First and Second Class passengers in the early days of the introduction of Express trains, why was the same provided subsequently ?

(e) Was such accommodation provided by reducing the accommodation provided for the Inter Class passengers. If so, why was the Inter Class accommodation reduced ?

(f) Do the Government propose to take necessary steps for an early introduction of more and sufficient accommodation for Inter Class passengers in such trains ?

Colonel W. D. Waghorn : (a) Express trains were introduced in order to provide an improved train service for the public.

(b) The following express trains are included in the September Timetable :

- (1) Bombay-Delhi Express.
- (2) Jhansi-Lucknow Express.
- (3) Bombay-Poona Inter and Third class Express.

In regard to (1), this train commenced running from the 1st February 1907. When it was originally introduced it was a third class train only. On the 1st September 1919, the train was made available for all classes and the accommodation provided for each class was as under :

1st class.	2nd class.	Inter class.	3rd class.
16	20	17	324

In regard to (2), this train commenced running from the 1st September 1919 and the accommodation provided was as under :

1st class.	2nd class.	Inter class.	3rd class.
16	20	34	332

In regard to (3), this train commenced running from the 2nd August 1920 and accommodation was provided for 150 Inter class passengers and 392 third class passengers.

(c) The reply is in the negative.

(d) Upper class accommodation was provided at the request of the public.

(e) The reply is in the negative.

(f) The Railway Administration does not propose to provide increased intermediate accommodation for the present as the traffic does not justify such provision.

THIRD CLASS WAITING HALLS IN DIFFERENT RAILWAYS.

215. ***Mr. K. B. L. Agnihotri** : (a) Is the Government aware that the Third Class waiting halls on the Bengal Nagpur Railway, East Indian Railway and other Railways are very inconvenient for the use of passengers as they do not provide benches or raised seating accommodation as in some Great Indian Peninsula Railway waiting halls ?

(b) Do the Government propose to take necessary and early steps to have the Third Class waiting halls, at least at big or junction Stations on all Railways, provided with benches or raised seating accommodation ?

Colonel W. D. Waghorn : (a) Government have no information on the subject.

(b) The matter is within the competence of Railway Administrations and their attention will be drawn to it.

TRAIN CONNECTIONS AT A FEW RAILWAY STATIONS IN THE CENTRAL PROVINCES.

216. ***Mr. K. B. L. Agnihotri** : (a) Is the Government aware that the travelling public suffers much inconvenience on account of unsuitable train connections at Katni, Jabalpur, Itarsi and Gondia Railway junctions in the Central Provinces and that the Railways concerned have not removed the inconvenience in spite of its having been brought to the notice of some of the Railways by the Central Provinces Government ?

(b) Will the Government be pleased to take steps for the removal of this inconvenience ?

Colonel W. D. Waghorn : (a) Government are not aware that the travelling public are put to inconvenience on account of unsuitable train connections at the junctions named in the question.

(b) If the Honourable Member will communicate to the Railway Board the particular connections he refers to, the matter will be brought to the notice of the Railway Administrations concerned.

TRAINING CLASSES FOR RAILWAY SERVICES.

217. ***Mr. K. B. L. Agnihotri** : (a) Will the Government be pleased to give the number of Indian, European and Anglo-Indian youths admitted for being trained in the various branches of Railway services for which training classes have been opened in this country ?

(b) What is the stipend given to each ?

(c) What will be the initial starting pay for each student after completion of the training ?

Colonel W. D. Waghorn : The Government of India regret that they cannot undertake to obtain nominal lists of all Railway apprentices in the country showing the nationality and pay of each and attempting to forecast what pay each will get after completion of training. The whole question of the training of apprentices is now under examination by an Officer on special duty.

COMPENSATION FOR THOSE INJURED AND KILLED IN THE AMROHA RAILWAY ACCIDENT.

218. ***Mr. K. B. L. Agnihotri** : Was any compensation paid to the persons injured and to the heirs or representatives of those killed, in the

Railway accident at Amroha on the Oudh and Rohilkhand Railway ? If so, what was the total amount paid ? If not, why not ?

Colonel W. D. Waghorn : No compensation has been paid as the accident referred to was not due to any neglect on the part of the railway administration or its servants.

QUARTERS FOR THE STAFF ON RAILWAYS.

219. ***Mr. K. B. L. Agnihotri :** (a) Are the quarters for the staff on railways built for the appointments or on the basis of the race and colour of the Railway servants ?

(b) Are the Indian Railway servants given the quarters and bungalows meant for the appointment they hold or are they made to occupy the quarters meant for the Indian Staff ?

(c) Do the quarters provided for the Indian Staff have the same and equal accommodation as provided for their brother Anglo-Indian and European officers ?

Colonel W. D. Waghorn : (a) Railway Subordinates' quarters are of two classes—European and Indian.

In each of these classes allotment is based on scales of pay.

Officers' quarters are usually of one class only.

(b) Yes. Indian railway servants are usually required to live in the quarters provided for the appointment they hold.

(c) The provision of accommodation in each class is based on the mode of living adopted by the occupants for whom they are primarily intended.

RECOMMENDATIONS OF THE RAILWAY POLICE COMMITTEE.

220. ***Mr. K. B. L. Agnihotri :** With reference to my question No. 450 printed on page 655 of the Assembly Debates, Volume II, will the Government be pleased to state what further steps the Government have taken or propose to take on the recommendation of the Railway Police Committee's reports to stop thefts on the Railways ?

Colonel W. D. Waghorn : The recommendations of the Railway Police Committee, in so far as mechanical devices for the protection of wagons, the lighting and fencing of yards, etc., are concerned, are being introduced wherever such recommendations are considered possible and desirable.

Schemes for the reorganization of the Watch and Ward staff of the several railways are also being drawn up.

EMOLUMENTS FOR THE MEMBERS OF THE BRITISH GUIANA DEPUTATION.

221. ***Rai Bahadur Bishambhar Nath :** With reference to the answer given by Mr. Hullah to question No. 253 put by Mr. K. B. L. Agnihotri in the meeting of the 6th March 1922, will the Government be pleased to state—

- (a) If it is a fact that £200 in addition to daily shore allowance of £2 was originally sanctioned for Mr. G. F. Keating and that it was reduced to £177 a month including pension after the Indian members of the Deputation had formally protested on the 12th December 1921 against the racial distinction in the payment of the emoluments ?

- (b) Is it a fact that shore allowance was included in the terms originally offered to the non-official members of the Deputation, Messrs. Tiwari and Pillai? If not, when was this concession made?
- (c) Why was the shore allowance not paid to the Indian members of the Deputation while in British Guiana as it was paid to Mr. Keatinge?
- (d) What part of the expenses of the Deputation is to be paid by the British Guiana Government and under what heading?

Mr. J. Hullah : (a) It is not a fact that a remuneration of £200 a month in addition to a daily shore allowance of £2 was originally sanctioned for Mr. Keatinge, and that it was reduced to £177 including his pension on receipt of a representation from the Indian Members of the deputation to British Guiana. At the time of his selection as a Member of the Deputation Mr. Keatinge held the post of Director of Agriculture, Bombay, and was in receipt of a salary of Rs. 2,650 or £177 a month and this amount was therefore sanctioned as his special remuneration. On his retirement from the service Mr. Keatinge's pension amounting to £83½ per month was held in abeyance during the period of his deputation.

(b) Yes, as regards Mr. Tiwari but not Mr. Pillai. The terms originally offered and accepted by Mr. Tiwari were that he would be paid his expenses from port to port and £2 daily shore allowance and £1 daily ship allowance, steamer fares and all travelling expenses in British Guiana. Subsequently, in order that the non-official members might be free from all anxiety regarding expenses and to equalize the terms offered to this Deputation with those offered to the Fiji Deputation, it was decided to give to the members of the British Guiana Deputation in addition to steamer fares and travelling expenses a consolidated honorarium of £100 a month which included out-fit, shore, and ship allowance. Mr. Tiwari and Mr. Pillai accepted the revised terms. On arrival in England Messrs. Pillai and Tiwari made representations against the inadequacy of the remuneration sanctioned for them. A daily allowance of £2 a day during their stay in England on account of the expensiveness of living in London was sanctioned on the recommendation of the Secretary of State.

(c) Because it was included in their consolidated monthly honorarium.

(d) The British Guiana Government will meet all expenses of the Deputation from port to port, including £2 daily shore allowance, and £1 daily ship allowance, steamer fares, all travelling expenses in British Guiana, and the cost of cables connected with the investigation. The Colonial Government will in addition pay the expenses of Mr. Pillai's son who accompanied him.

REMOVAL OF TWO MEMBERS FROM THE AMBALA CANTONMENT COMMITTEE.

222. *Haji Wajihuddin : (a) How far is it true that two old and experienced members of the Ambala Cantonment Committee have recently been removed from the said Committee simply because they supported the question of the separation of Sadar Bazar from Cantonment area of Ambala; and were the local authorities against the separation?

(b) Is it also true that in place of old experienced members recently removed, two new Indians have been nominated to Ambala Cantonment Committee and were they against the separation of Sadar Bazar ?

(c) Has the attention of the Government been drawn to an article headed "Sadar Bazar Controversy in Ambala," published in the *Cantonment Advocate*, dated the 10th August 1922 ?

(d) Is it a fact that Lala Mahesh Dass, Honorary Magistrate of Ambala and a non-official member of the Cantonment Committee, has resigned his seat on the Committee as a protest against the principle underlying the new nomination and, if so, will the Government lay a copy of his resignation on the table ?

(e) Are the Government aware that the nomination was condemned in a public meeting of Ambala and the Government of India were requested to direct a fresh nomination to be made in consultation with the people's wishes and, if so, what action does the Government intend to take ?

Mr. E. Burdon : (a) to (e). The attention of the Honourable Member is invited to the reply given on the 6th September to a somewhat similar question asked by Mr. Peyari Lal, No. 136.

The answer to the second part of (a) is that the Cantonment and military authorities are in favour of the proposal to separate the Sadar Bazar from the rest of the Cantonment area.

OLD MOSQUES IN RAISINA.

223 ***Haji Wajihuddin :** (a) Will the Government be pleased to lay on the table a statement showing the number of old mosques standing in ruined condition at Raisina ?

(b) Is it a fact that an application to have Kalalibagh Mosque repaired was refused last year by the Executive Engineer, First Project Division, Raisina, and if so, how many such applications were refused and for what reasons ?

(c) Will the Government be pleased to express their policy as regards disposal of old ruined mosques at Raisina ?

Mr. M. S. D. Butler : (a) Assuming that by Raisina is meant the New Capital area south of the Delhi Municipal boundary, there are within this area some 20 ruins presumed to have been mosques and preserved as such.

(b) The answer is in the negative. In September 1921 the applicants for permission to repair the Kalalibagh mosque were informed that permission would be given as soon as the detailed lay-out of the locality was settled. This lay-out is now nearly completed, and is designed in such a manner as to leave the mosque untouched and provide it with some additional land to make a suitable compound.

(c) The policy with regard to mosques in use is indicated by the answer to (b). All ruins of mosques are preserved from destruction, in addition those of archaeological interest are maintained and repaired as necessary in accordance with the advice of the Archaeological Department.

COMMITTEE OF INQUIRY ON CANTONMENT CORRUPTION.

224.***Haji Wajihuddin :** (a) Has the attention of the Government been drawn to an article headed "Cantonment Corruption Enquiry

Committee ; " published in the *Cantonment Advocate*, dated the 10th August 1922 ?

(b) If so, are the Government prepared to appoint such Committee of Inquiry ?

Mr. E. Burdon : (a) and (b). The attention of the Honourable Member is invited to parts (a) and (b) of the reply given on the 6th September to a similar question asked by another Honourable Member of this Assembly, Mr. Peyari Lal.

ALLEGED EXTORTION OF BRIBE BY A SUBORDINATE OF THE AMBALA CANTONMENT.

225. ***Haji Wajihuddin :** Is there any foundation for the allegation that one Lala Bahadur Mall of Ambala has made a statement to the G. C. O., Ambala, that some subordinate of the Cantonment Office, Ambala, demanded from him a sum of Rs. 200 as bribe for getting the construction of the upper storey of his house sanctioned by the Cantonment Magistrate and, if so, what action has the Government taken in the matter ?

Mr. E. Burdon : I would invite the attention of the Honourable Member to part (d) of the reply given on the 6th September to the question asked by Mr. Peyari Lal, No. 137.

REMOVAL OF RAI SAHIB LALA PANNA LALL FROM THE AMBALA CANTONMENT COMMITTEE.

226. ***Haji Wajihuddin :** (a) Is it true that Rai Sahib Lala Panna Lall, member of the Cantonment Committee, gave notice about 20th July 1922 of a discussion of Lala Bahadur Mall's case in the next meeting of the Cantonment Committee coming off on the 31st July 1922 ?

(b) If so, immediately after his sending this notice was he removed from the Cantonment Committee by substituting some one else on the said honorary post ?

(c) Is there any connection between his sending this notice and his removal from the Cantonment Committee ? If not, what other reasons (if any) were there for his removal ?

Mr. E. Burdon : (a) Yes.

(b) and (c). The attention of the Honourable Member is invited to the replies given to parts (f) and (g) of the question asked by Mr. Peyari Lal on the 6th September, No. 137.

ACTION OF THE AMBALA CANTONMENT MAGISTRATE IN CURTAILING THE RIGHTS OF FREEDOM OF SPEECH.

227. ***Haji Wajihuddin :** (a) Has the attention of the Government been drawn to an article headed " An unwarranted interference with the rights of free speech " published in the *Cantonment Advocate*, dated the 10th June 1922 ? If so, will the Government be pleased to state the circumstances under which the Cantonment Magistrate, Ambala, served the notice under reference and quote the law under which he issued the said notice curtailing the public rights of freedom of speech on the question of separation of Sadar Bazar only ?

(b) If the Magistrate's action be supported by no law, do the Government propose to take suitable action to prevent such interference with the freedom of public speech ?

Mr. E. Burdon : (a) and (b). The attention of the Honourable Member is invited to the reply given on the 6th September to a similar question asked by Mr. Peyari Lal, No. 138.

HYDRO-ELECTRIC SCHEME IN MEERUT CANTONMENT.

228. ***Haji Wajihuddin :** Will the Government be pleased to say what is being done with regard to the Hydro-Electric Scheme in Meerut Cantonment and whether arrangements are being considered for "Cantonment alone" or jointly with the "City Municipality" or, in case of separation of Sadar Bazar being made, "jointly with Sadar Bazar Committee" ?

Mr. E. Burdon : The Government of India have decided against participation in the joint hydro-electric scheme. A project for the general improvement of the electricity and water supply of the Cantonment is under preparation.

EXPULSION FROM CANTONMENTS.

229. ***Haji Wajihuddin :** Will the Government be pleased to lay on the table a statement showing :

(a) Names and addresses of persons expelled from the Cantonments of India within the last seven years under Section 216 of the Cantonment Code.

(b) Names of persons in whose cases the order of expulsion has been cancelled by the Government, as promised by Sir Godfrey Fell, C.S.I., C.I.E., M.L.A., in his speech on 3rd February 1922.

Mr. E. Burdon : (a) To obtain a complete list of all the persons expelled from Cantonments in India within the last seven years, from whatever cause, would involve an expenditure of time and labour which, in the opinion of the Government of India, would not be justified by results. In addition, the Government of India do not consider that it would be fair to the persons concerned to disclose, as would be necessary, particulars of the cases in which they were involved ; and accordingly the Government of India regret that they cannot comply with the Honourable Member's request.

(b) Sir Godfrey Fell, in his speech of the 3rd February 1922, gave an undertaking that Government would review the cases of all persons who had been expelled from Cantonments within the last seven years on account of their objectionable political views or activities. This undertaking has been carried out, and the results of the inquiry have recently been announced in a Press Communiqué, which answers this part of the Honourable Member's question.

PURCHASE OF STORES FOR EXPEDITIONARY FORCES OVERSEAS.

230. ***Baba Ujagar Singh Bedi :** (a) Will Government be pleased to state whether during the Great War the Government of India acted as agents on behalf of His Majesty's Government for the purchase and supply of stores and food-stuffs to the Expeditionary Forces overseas ?

(b) If so, did any unavoidable losses of these stores and food-stuffs occur before and after their shipment ?

(c) If the answer to (b) above be in the affirmative, will Government be pleased to state whether in both the above cases (before and after shipment) the losses were borne by His Majesty's Government? If not, why not?

Mr. E. Burdon : (a) and (b). The answers to both these questions are in the affirmative.

(c) All unavoidable losses which occurred after shipment of the stores, etc., were charged to His Majesty's Government. The losses which occurred in India may be divided into two classes, *viz.*, (i) ordinary and (ii) extraordinary. All ordinary losses, such as those due to leakage, wastage, etc., were borne by Indian revenues, as such losses were covered by the departmental charges levied by the Government of India on the value of all stores supplied to the Imperial Government. Extraordinary losses were charged to His Majesty's Government.

RESOLUTION ON INDIAN AUTONOMY.

231. ***Mr. J. Chaudhuri :** (a) Will the Government be pleased to state whether they communicated to the Secretary of State the resolution accepted by the Legislative Assembly on the 29th of September last, that "the progress made by India on the path of responsible Government warrants an examination and revision of the constitution at an earlier date than 1929," and will the Government also state what steps they have taken for giving effect to the assurances given by the Honourable Home Member in this connection on behalf of the Government of India?

(b) Will the Government of India lay on the table the communications between the Government of India and the then and the present Secretary of State with regard to the resolution or make a statement regarding the same for the information of this House?

The Honourable Sir Malcolm Hailey : A reference to the official report of the debate in question will show clearly that the only assurance given was that the Governor General in Council would communicate to the Secretary of State the view of the Assembly that the progress made by India on the path of responsible Government warrants a re-examination and revision of the constitution at an earlier date than 1929. As indicated in the answers which I gave to the questions of Messrs. Sinha and Kamat on the 10th and 16th January 1922, respectively, this action has been taken, and there is nothing to add to those replies.

Rao Bahadur T. Rangachariar : May I ask the Honourable Member whether he has received any reply from the Secretary of State?

The Honourable Sir Malcolm Hailey : I would ask for notice of that question, Sir, as the matter does not lie in my department.

RETIREMENT OF INDIAN CIVIL SERVICE OFFICERS IN CONSEQUENCE OF THE REFORMS.

232. ***Mr. J. Chaudhuri :** Will the Government be pleased to state how many members of the Indian Civil Service have applied since the Reformed Legislatures came into existence for retirement from the service on proportionate pension or otherwise, stating as their reason their unwillingness to serve under the Reformed constitution?

The Honourable Sir Malcolm Hailey : The total number of Indian Civil Service officers in India who have applied to retire on proportionate pensions is 39.

Rao Bahadur T. Rangachariar : How many of the 39 did actually retire ?

The Honourable Sir Malcolm Hailey : I will undertake on behalf of my Honourable Colleague to inquire and furnish the information to the Honourable Member.

GRIEVANCES OF THE INDIAN CIVIL SERVICE.

283. ***Mr. J. Chaudhuri :** (a) Will the Government be pleased to state what are the grievances that the members of the Indian Civil Service have represented to the Government of India for being remedied by the Secretary of State for India and regarding which correspondence is reported to be in progress between the Government of India and the Secretary of State ?

(b) Are the proposals under discussion likely to throw any additional financial burden on India and, if so, do the Government of India propose to consult the Legislative Assembly before assenting to any such proposals ?

The Honourable Sir Malcolm Hailey : (a) Members of the Indian Civil Service have made representations regarding their emoluments, position, pay and prospects.

(b) The views of the Government of India regarding the more important points covered by these representations have already been communicated to the Secretary of State ; and in some cases have been announced. It is open to any Honourable Member to move a resolution regarding the emoluments of the services. The Government of India cannot, however, undertake that no action will be taken in regard to the emoluments of a service without prior reference to the Legislature, nor, so far as they are aware, is it the practice in any other country to make such prior reference.

AGREEMENT WITH THE BENGAL TELEPHONE COMPANY.

284. ***Mr. Darcy Lindsay :** (a) Will Government state the terms and conditions of the License recently granted to the Bengal Telephone Company, Limited, and what was the paid up capital of the Company at the time the Agreement was completed ?

(b) If there is any condition in the Agreement with Government affecting the amount of dividend payable to shareholders and the charge made to subscribers, does this apply only to the amount of paid up capital at the time the License was arranged, or does it extend to watered capital, i.e., and increase without fresh money ?

(c) Were Government aware that it was the immediate intention of the Company to generally increase the rates for all services and for business and professional premises by 75 per cent. to the maximum allowed under the Agreement on the plea that such increase was necessary to meet the increased cost of material, labour and administration ?

(d) In view of the strong feeling in Calcutta about 12 months ago against increases that were notified by the Company, did Government consult any public bodies before entering into an Agreement of such vital importance to the general public of Calcutta and the Government of Bengal ?

Colonel Sir Sydney Crookshank : (a) The attention of the Honourable Member is invited to the Agreement with the Bengal Telephone Company, Limited, a copy of which has been placed in the Members' Library in response to Sir D. P. Sarvadhikary's question on the subject. The paid up capital of the Company at the time of the Agreement was Rs. 20 lakhs.

12 noon.

(b) The condition referred to is contained in clause (3) of the Agreement which under clause (4) of the Agreement will apply to the reconstituted Company.

(c) The Government of India were aware that the Company desired to charge Rs. 350 per annum, the maximum annual subscription allowed for connections under the Agreement. They understand, however, that for the present the Company does not propose to raise its rate at Calcutta beyond Rs. 300.

(d) The Government of India had before them the views of the Government of Bengal and of the principal commercial bodies at Calcutta prior to the execution of the Agreement.

CAPITAL VALUE OF THE POST AND TELEGRAPH DEPARTMENT.

285. * **Mr. Darcy Lindsay :** (a) Will Government state the Capital value of the Post and Telegraph Department as arrived at by the expert Accountants recently engaged on readjustment of the system of accounts and, if available, give separate figures for the Postal Department and Telegraph Department ?

(b) What has been the annual expenditure from 1900 that has now been allocated to Capital Account ?

(c) What has been the approximate annual revenue in excess of expenditure earned by each Department over the period from 1900 to 1921 ?

(d) Has Capital expenditure over this period been entirely met from the surplus revenue ? If not, what has been the contribution from Government Funds ?

(e) How is the figure arrived at of 66 lakhs interest on Capital outlay not charged to revenue which appears on page 34, Appendix A, of the 1922-23 Budget ?

(f) At what rate is interest charged, and what is the apportionment as between the two Departments ?

Colonel Sir Sydney Crookshank : The necessary information is being collected and a reply will be sent to the Honourable Member as soon as possible.

OFFICIAL NOTIFICATION OF SANCTION OF BUDGET GRANTS.

236. * **Mr. Darcy Lindsay** : (a) Will Government state on what dates Official Notification of sanction of Budget Grants was received by the following Departments :—

Demand No. 8 Railways.

Demand No. 10 Indian Posts and Telegraphs.

Demand No. 40 Civil Works.

(b) Are Government aware that delay in officially notifying grants causes much inconvenience and heavy loss to these Departments entailing a waste of public money ?

(c) Will arrangements be made in future to allow of expenditure immediately on sanction of the grant by the Legislative Assembly ?

(d) Will further arrangements be made to allow of unappropriated balances being carried over to the next financial year ?

The Honourable Sir Malcolm Hailey : (a) The Departments concerned received official notification of the sanction of Budget grants on the following dates :

Railways	..	..	..	9th May 1922.
Posts and Telegraphs	..	..	..	17th May 1922.
Civil Works	..	..	..	6th May 1922.

(b) Government are aware that delay may cause some inconvenience, but it is not understood how loss or waste of public money is occasioned.

(c) Our present procedure contemplates that expenditure should be permissible as soon as the sanction of the Legislative Assembly to a grant has been communicated to the disbursing officer. In the present year, there was unfortunately some delay in communicating that sanction but it is hoped that the delay will be reduced to a minimum in future years.

(d) As the sanction of the Assembly to expenditure expires at the end of the financial year, no arrangement for a carry over of unexpended balances can be made without the Assembly's sanction. This being so, it makes no difference whether we ask its sanction to a carry over or, in accordance with the usual practice, to a fresh grant of funds for the coming year.

MESSAGE FROM THE COUNCIL OF STATE.

Mr. President : Secretary will read the Message received from the Council of State.

Secretary of the Assembly : The following Message has been received from the Council of State :

" I am directed to inform you that the Message from the Legislative Assembly to the Council of State, desiring its concurrence in a motion to the effect that the Bill further to amend the Cantonments (House-Accommodation) Act, 1902, be referred to a Joint Committee of the Legislative Assembly and of the Council of State, and

that the Joint Committee do consist of 10 Members, was considered by the Council of State at its meeting to-day, and that the motion was concurred in by the Council of State.

The following Members of that body were nominated to serve on the Joint Committee, namely :

*The Honourable Khan Bahadur Ebrahim Haroon Jaffer,
The Honourable Sardar Jogendra Singh,
The Honourable Rai Bahadur Lala Ram Saran Dass,
The Honourable Diwan Tek Chand, and
The Honourable Khan Bahadur Saityid Zahir-ud-din.*

THE CODE OF CRIMINAL PROCEDURE (AMENDMENT) BILL.

Secretary of the Assembly : With your permission, Sir, I lay on the table the Report of the Joint Committee on the Bill further to amend the Code of Criminal Procedure, 1898, and the Court-fees Act, 1870.

STATEMENT OF GOVERNMENT BUSINESS.

Mr. President : It will be convenient to the Assembly if the Honourable the Finance Member can make an announcement regarding the Government business to be taken during the next week.

The Honourable Sir Malcolm Hailey (Finance Member) : On Monday, the 11th September, it is proposed to move the following five official Resolutions.

The Honourable Mr. C. A. Innes will move three Resolutions :

- (i) Regarding the recommendation concerning the application of the weekly rest day in commercial establishments adopted by the General Conference of the International Labour Organisation of the League of Nations convened at Geneva on the 25th October 1921.
- (ii) Regarding the recommendation concerning the limitation on hours of work in inland navigation adopted by the General Conference of the International Labour Organisation of the League of Nations convened at Genoa on the 15th June 1920.
- (iii) Regarding the ratification of the Draft Conventions adopted by the General Conference of the International Labour Organisation of the League of Nations convened at Geneva on the 25th October 1921 :
 - (a) Fixing the minimum age for the admission of young persons to employment as trimmers and stokers,
 - (b) Concerning the compulsory medical examination of children and young persons employed at sea.

Thereafter Mr. J. Hullah will move two Resolutions :

- (i) Regarding the draft notifications which have been laid in draft before the Chamber specifying the terms and con-

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ditions on which emigration for the purpose of unskilled work shall be lawful to Ceylon, the Straits Settlements, etc.

(ii) Regarding recruitment to the Indian Forest Service.

On *Wednesday, the 13th September 1922*, the Workmen's Compensation Bill will be introduced, and it is proposed to move that the Bill be referred to a Joint Committee on the same day if the Bill can be got ready and circulated in time.

It is also proposed to move that the Bill to consolidate and amend the law relating to steam-boilers be referred to a Joint Committee of both Houses on the same date.

It is also proposed to move a Resolution regarding the appointment of a Committee to examine and report on the amendments which are desirable in the electoral rules relating to the Council of State, the Legislative Assembly and the Provincial Legislative Councils apart from questions affecting the franchise and the constituencies of the various Chambers.

RESOLUTION RE VOTES OF THE LANDHOLDERS' CONSTITUENCIES.

Baba Ujagar Singh Bedi (Punjab : Landholders) : Before I move my Resolution I should like to have a ruling from the Chair regarding the amendment which I have submitted, whether I am allowed to move the same or not.

(Mr. President nodded assent.)

Sir, the Resolution which stands in my name reads as follows :

“ This Assembly recommends to the Governor General in Council that he may be pleased to amend clause (4) of rule 12 of the rules for the election and nomination of Members of Provincial Legislative Councils as well as of the Legislative Assembly so as not to require the presence of the voters of the Landholders' Constituencies at the polling stations at the time of voting.”

I believe that Honourable Members will realise that the Resolution which I have just read out is not of such a nature as is likely to engender much controversy over it. The question is a very simple and clear one. It is a question entirely of principle, convenience and practicability. The Resolution entirely deals with the special constituencies of landholders, both Imperial and Provincial. I shall read out clause (4) of Rule 12 of the Elections and Nominations of the Members, which is sought to be rectified :

“ Votes shall be given by ballot and in general and landholders' constituencies in person. No votes shall be received by proxy.”

I shall now read only the rental qualifications of such voters for the landholders' constituencies, and, in order not to overtax the indulgence of the House, I shall only give the reference to one or two provinces. Special Constituencies. I will begin with Bihar and Orissa :

“ A person shall be qualified as an elector for the landholders' constituency who has a place of residence in the province of Bihar and Orissa and is liable to pay annually in land revenue and local cesses to an aggregate of not less than Rs. 10,000 and Rs. 3,500 respectively.”

I shall now give an instance of the rules in the United Provinces :

“ A person shall be qualified as an elector for the United Provinces Landholders' Constituency who is the owner of land in the constituencies in respect of which land revenue amounting to not less than Rs. 5,000 per annum is payable.”

Punjab.—Lastly, I shall give the reference to the Punjab :

“ A person shall be qualified as an elector who is the owner of land assessed to land revenue of not less than Rs. 1,000 per annum.”

Sir, just to bring out the anomaly, I shall also read the Rental qualifications of electors for the Council of State :

“ *Bihar and Orissa.*—A person shall be qualified as an elector who holds, in his own right, land for which an aggregate amount of not less than Rs. 1,200 land revenue is payable per annum.”

United Provinces.—I shall again give the instance of the United Provinces :

“ A person shall be qualified as an elector who is the owner of land in the constituency in respect of which land revenue amounting to not less than Rs. 5,000 per annum is payable.”

Punjab.—Lastly, I will give the instance of the Punjab :

“ A person shall be qualified as an elector who is the owner of land assessed to land revenue of not less than Rs. 750 per annum.”

Now, the august House will realise that as the whole includes the part, it follows that an elector for the Landholders' constituency of the Legislative Assembly who pays—say—in the Punjab Rs. 1,000 land revenue, must also pay Rs. 750 land revenue which qualifies him as an elector for the Council of State.

I shall now read out clause (4) Rule 12 of the rules for the election and nomination of Members to the Council of State ; and compare it with the corresponding clause for the Legislative Assembly and Provincial Councils which has already been read out :

“ Votes shall be given by ballot and no votes shall be received by proxy.”

Now, the Honourable Members will find the difference in the words of the two clauses referred to above, and will realise that the convenience afforded to the electors for the Council of State is different from the restriction imposed on electors of the Legislative Assembly and Provincial Councils. While clause (4) for the Legislative Assembly obligates the personal presence of voters at polling stations, the same clause in the case of the Council of State facilitates the elector, and excludes him from personal attendance at the polling station, that is, he can send his ballot-paper by post, having it authenticated by a magistrate.

Sir, it is not a question of any jealousy or grudge, but a mere fact, as I have already said, of principle, convenience, and practicability.

[Baba Ujagar Singh Bedi.]

Unprincipled it is : that the same man when he is voting as an elector to the Council of State, can send his vote by post, but while he votes in the Landholders' constituency as an elector to the Legislative Assembly for which he is paying a higher rent, is obligated to appear in person at the polling station.

Inconvenient it is : because polling stations, as experienced, are mostly far from the residence of such voters. It is rather hard on such gentlemen to compel them to go to polling stations which are miles away from their homes, and thus to give them unnecessary trouble all the way, when they could transact the same business from their homes by post. Sometimes a gentleman may be having ill health, and thus be prevented from voting, although he may be longing for it.

Impracticable it is : many of the voters of Landholders' constituencies for the Legislative Assembly and Provincial Councils are in Government service or in Indian States, in one form or another, adorning responsible posts such as Sessions Judges, Deputy Commissioners, State Ministers, Extra Assistant Commissioners, etc.: Several of them are polling officers themselves in polling days when Government cannot spare them all at a time to go to their homes where they are registered as voters to attend personally to vote for Landholders' constituencies as laid down in the rules. Others may be at such a distance from their homes that they cannot conveniently manage to appear in person to vote for this constituency.

Sir, therefore, it implies that such electors or the candidates standing for such constituencies are handicapped from drawing the free benefit of the franchise. I myself have been a victim of this trouble in the Punjab. It is a question which deserves prompt attention of the House.

Moreover, in the days of elections many of such voters are themselves candidates for different constituencies, and are busy in their own canvassing which may bar them from appearing in person at polling stations. To illustrate, I may say that the present Members of the Council of State from the Punjab are all voters of my constituency, and more than half the Members of the Legislative Assembly from the Punjab are also my voters. Now, Sir, one could imagine when they are busy in their own elections, they might find it impossible to spare any time for their personal attendance at polling stations.

Again, if Honourable Members will review clause (4) of Rule 12 of the Election rules, they will find that it is not only the voters of the Council of State that are excluded from this restriction, but the voters of all special constituencies like Universities, Commerce and Industry, Planting and Mining constituencies, in fact, voters of all special constituencies except those for Landholders' constituencies, are immune from this restriction of personal attendance. Sir, I fail to understand why this invidious distinction is made, why this unnecessary burden is thrown upon the shoulders of voters for Landholders' constituencies alone.

Again, a great disparity will be observed, if clause (4), Rule 12 for Bengal Landholders' constituencies is examined which rule excludes their

personal attendance at polling stations. I fail to conceive why this distinction between Bengal and other provinces has been made.

Sir, a word more and I have done. Since I submitted my Resolution, I have been glancing through the Rules under the Government of India Act, 1919. In the Introductory Note to the said Rules on page 9, I found some words to the effect :

“ The drafts of both these sets of rules were, however, approved by the Joint Select Committee. As the drafts of the Electoral Rules in the form in which they had been approved by Parliament contained certain imperfections and inaccuracies, a few purely formal corrections were made in these Rules with the sanction of the Secretary of State in Council on the 24th September, 1920 ; and the text of the alterations was subsequently presented to Parliament.”

These words, Sir, have created a fear in my mind whether or not it is directly in the hands of the Governor General in Council to amend these Rules without referring the matter to the Secretary of State for India.

It is with this intention, Sir, that I have thought to amend the original Resolution by inserting the words “ to take necessary steps ” between the words “ pleased ” and “ to amend ” which may, in my humble judgment, serve to avoid any difficulty.

The whole Resolution, as amended, reads as follows :

“ This Assembly recommends to the Governor General in Council that he may be pleased to take necessary steps to amend clause (4) of Rule 12 of the rules for the election and nomination of Members of Provincial Legislative Councils as well as of the Legislative Assembly, so as not to require the presence of the voters of the Landholders' constituencies at the polling stations at the time of voting.”

With these words, Sir, I commend my Resolution to this House.

Rai J. N. Majumdar Bahadur (Presidency Division : Non-Muhammadan Rural) : Sir, I beg to support this Resolution. The practice which has been recommended in this Resolution already prevails in Bengal. In Bengal, no landholder voter is constrained to go to any polling station. Voting papers are sent to him, and he has to present himself before a Magistrate and to have his signature only authenticated by the Magistrate. Then he has to send the voting paper to the special officer appointed for the Landholders' Constituency. I do not know why a similar practice should not be adopted in other Landholders' Constituencies. The inconvenience of big landholders going to polling stations is felt and has been felt already in many places, and I think the Resolution proposed is a harmless one and does not affect anybody, while it is a convenience to the landholders. Owing to the absence of such practice, I think many landholders, who are otherwise engaged at the time of the elections, are compelled to abstain from voting, and I hope therefore that this House will support this Resolution.

Sardar Bahadur Gajjan Singh (Punjab : Nominated Non-Official) : Sir, I rise to support the Resolution so ably moved by my Honourable friend, Baba Ujagar Singh Bedi. He has proved, beyond any shadow of doubt, by precedent and principle, that the amendment he is desirous of having to the rules is absolutely necessary. By his amendment it is perfectly certain that more landholders will be able to take part in elections than is at present the case. As has been pointed out by the representative of Bengal, I think it is very likely that it is an omission which should be remedied at once.

Rai Bahadur Bakhshi Sohan Lal (Jullundur Division : Non-Muhammadan) : Sir, there are certain Constituencies where voters are not required to attend at voting stations, but, after getting their identity attested by a Magistrate, are allowed to send their votes under registered cover to the officer in charge of the election. There are certain other provinces, such as Bengal, where the landholders are not required to attend the voting station ; so the matter really depends upon the number of voters who are to vote. In Landholders' Constituencies the number is not larger than that of Universities and Industries, and I think the men who are to send their votes are of such high respectability that when their identity is testified by a Magistrate there, is no reason why these constituencies of Landholders Provincial as well as of the Legislative Assembly should not be allowed to send their votes by post, just as the constituencies of the Universities and Industries are allowed in the Punjab and elsewhere.

The Honourable Dr. T. B. Sapru (Law Member) : Sir, I do not propose to make a long speech on this Resolution, for the simple reason that, on behalf of the Government, I am going to accept this Resolution. But, in accepting this Resolution, there are just one or two observations which I will make. My Honourable friend opposite, I believe, in the course of his speech, read out Rule 12 (4) of the local Councils and Assembly Rules. It is with reference to that rule that I consider it necessary to draw your attention to one or two important points. That rule runs as follows :

“ Votes shall be given by ballot and in General and Landholders' Constituencies in person. No vote shall be received by proxy.”

There are some differences in the application of this rule in the various provinces, and I will only indicate them. In Assam, the words “ and Landholders ” are omitted, because there are no landholders' seats. In the United Provinces of Agra and Oudh the words “ Taluqdars and Agra Landholders ” are substituted for “ Landholders.” In Bengal, as was pointed out by my friend, Mr. Majumdar, the words “ and Landholders ” are omitted. With regard to the Council of State, the rules are not affected, because, in the first place, there are no landholders' seats, and, in the second place, voting in person is not required for any seat. The rule in regard to the Council of State runs as follows :

“ Votes shall be given by ballot, and no vote shall be received by proxy.”

Now, in Bengal, as has been rightly pointed out by my friend, Mr. Majumdar, it is not necessary, at least in respect of certain constituencies, that voting shall be done by person ; and I have reason to believe that the practice which prevails in Bengal has been found to be satisfactory. The biggest landholders' constituency, so far as I have been able to find, is in the Punjab. I believe in the Punjab the Landholders' Constituency, that is to say, the Punjab Muhammadans' Constituency contains over 1,000 voters, and there is no reason to believe that the system, which is now recommended by my friend, the Mover, will not work quite as well

in the case of constituencies of this character as it has done, say, in the case of the Calcutta University.

There is only one more remark which I will make before I resume my seat. It seems to me that the basis of this Resolution is that the electorates which are under contemplation by my friend, the Mover, are small, literate and scattered, but this claim can be put forward on behalf of certain other constituencies. Take, for instance, the constituencies of the European and Anglo-Indian Associations. I have no doubt that when a claim like that is put forward on behalf of other similar constituencies the House will be as sympathetic towards that claim as it is to the Resolution moved by Baba Ujagar Singh Bedi.

I do not consider it necessary to take up the time of the House any longer.

Dr. Nand Lal (West Punjab : Non-Muhammadan) : Sir, the amendment which stands in my name reads as follows :

"For the words from the word 'Rules' to the word 'Constituencies' substitute the following :

"Legislative Assembly Electoral Rules so as not to require the presence of the voters of the General and Landlords Constituencies."

Then the Resolution, as I propose it to be amended, will stand as follows :

"This Assembly recommends to the Governor General in Council that he may be pleased to amend clause (4) of Rule 12 of the *Legislative Assembly Electoral Rules* so as not to require the presence of the voters of the General and Landlords Constituencies at the polling stations at the time of voting."

The difference between the original Resolution and that which stands amended, if my amendment is accepted, is this, that the Resolution intends that the rules of the Legislative Assembly, in the case of Landholders only, as well as the rules of the Provincial Councils, in the case of the same (landholders) may be altered, whereas, the amendment seeks to alter the rule, which has already been referred to, to this extent that the alteration of clause (4) of Rule 12 may be effected in the case of the General Constituency also. The Special Constituency and the General Constituency, as we know, have been defined in the rules. The General Constituency, as it is defined there, means Non-Muhammadan, Muhammadan, European, Non-European, Sikh or the Delhi Constituency. Special Constituency, as it stands defined in the Rules, means the Landholders or Indian Commerce Constituency. The difference between these two motions, one the original Resolution, the other, the amendment, is a conspicuous one. Now, Sir, the grounds on which I seek for this alteration in the Rules are various, and I propose to advert to some of them only. One of them is the question of disparity which, unfortunately, stands now between the two Houses of the Indian Legislature, one, the Council of State, the other, the Legislative Assembly. In the case of the former House, I mean the Council of State, the electors will give their votes by ballot without being compelled to go to the polling stations, whereas, those of the Legislative Assembly will be required to go to the polling stations irrespective of the distances at which these polling stations are located. The respectability of both the electors for both the Houses, as far as I can see, is at par, but, so far as the Rules are concerned, I find a conspicuous differentiation, which cannot be accounted for. Sir, perhaps

[Dr. Nand Lal.]

you will think that this difference remains only on paper, but this is not the case. It has got very far-reaching effect, and tells upon the number of voters who go to the voting stations.

Mr. President : Order, order. Before I allow the Honourable Member to proceed further, I should like to know from the Honourable the Law Member whether the terms of the Resolution which Government propose to move on Wednesday next include the subject raised by the Honourable Member from the Punjab.

The Honourable Dr. T. B. Sapru : So far as I am concerned, I am going to oppose the amendment moved by Dr. Nand Lal.

Mr. President : I am not concerned with the policy of Government. I desire to know whether if I allow the Honourable Member from the Punjab to move this amendment, it may not exclude Government from moving their Resolution on Wednesday, and, therefore, I wish to know from the Honourable the Law Member whether the subject raised by the Honourable Member from the Punjab is included in the Resolution ?

The Honourable Dr. T. B. Sapru : I misunderstood you, Sir. I believe that it is certainly desirable not to move an amendment of this character, because the Resolution which Government are going to move on Wednesday is of a very general and comprehensive character and may cover this subject.

Mr. President : In that case the Honourable Member from the Punjab is not in order, because notice of the Government's Resolution was given prior to his notice of this amendment. He will have his opportunity on the discussion raised by the Resolution to be moved on Wednesday by the Honourable the Law Member.

Dr. Nand Lal : Am I to understand that, more or less, specific permission is given to me in anticipation and that I will have the privilege of debating upon this question next Wednesday ?

Mr. President : That depends entirely on the ability of the Honourable Member to catch the eye of the Chair.

Dr. Nand Lal : May I very respectfully submit that, when I set out with this motion, I was not confronted with this question that my motion was not in order or was a bit premature. On these grounds can I not appeal to the Chair that I may be permitted to go on with the motion as I had already started to do.

Mr. President : The Honourable Member may continue his argument as far as it is relevant to the original motion but he will not be allowed to move his amendment.

Dr. Nand Lal : Very good. I understand that I shall be given permission to speak on this question at that time. I, therefore, resume my seat.

Baba Ujagar Singh Bedi : I have got nothing more to say, Sir, except that I am grateful that the Government has very kindly consented to accept my Resolution.

The Resolution was adopted.

RESOLUTION *RE* REVISION OF THE RAILWAY ACT OF 1890.

Maulvi Miyan Asjadullah (Bhagalpore Division : Muhammadan)* :
Sir, I beg to move :

" That this Assembly recommends to the Governor General in Council that the Indian Railways Act of 1890 be so revised as to give India the full benefit of State ownership of Indian Railways as is done in other countries where the Railways are owned and managed by the State."

In moving this Resolution on the revision of the Indian Railway Act IX of 1890, I beg to state in short as follows :

It is now about 32 years since the Indian Railway Act IX of 1890 was passed into law. There have been considerable changes since then. The ownership of all the trunk lines is now that of the State, and it is essential that under these altered conditions the Act should also be amended so that the Indian tax-payers can derive the greatest benefit from it. Leaving aside, for a moment, the advantages which Germany and Belgium and their industries have derived through State Railways, owing to their being managed largely for the industrial and economic benefit of the country, I would, for the present, confine my observations to some of the differences that there exist between the provisions of the English Act and those of the Indian Act. The Government of India in a Resolution of 12th December 1887, which was published for the information of the public, said that care would be taken to secure the same rights to the public in India in the Railway Act, that was then under consideration as were secured to the public in England but we all know that this promise has not been fulfilled owing to the existence of the old guaranteed companies. In introducing the Railway Bill in the Legislative Council on 25th October, 1888, the then Law Member remarked that the powers of the Government of India in respect of some of the railways was limited by the terms of the contracts and that care had to be taken to maintain the provisions of their contracts as far as possible. Again, on 21st March, 1890, in dealing with the report of the Select Committee on the Bill, the Law Member in referring to the right of the companies said :

" Indeed I am not sure that in our anxiety not to interfere with vested rights to have not given a more liberal interpretation to some of the provisions of these contracts a Court of Law would have done."

We thus see that when the present Railway Act was framed, owing to most of the Railways being company-owned lines under the guaranteed system, full and impartial consideration could not be given to the interests of the Indian Public, their trade and industries. So much regard was given to the rights of the companies that in the Indian Railways Act the Select Committee did not even dare to provide a clause giving the Government powers to sanction rates and fares. If, therefore, a question is raised in a Court of Law as to the powers of the Government or of the Railways to change the rates and fares that they levy, there is nothing in the Railway Act to refer to, and it is unfair to the public to leave this matter entirely out of the Statute. Even in England where the Railways are owned entirely by companies, the Railway and Canal Traffic Act makes distinct provisions regarding rates, fares, classifications and terminals to be sanctioned by the Board of Trade and the Parliament. The days of the old guaranteed Railways are over. The railways are to all intents

* Translation of the speech delivered in Urdu. The original speech will be printed as an Appendix later.

[Maulvi Miyan Asjadullah.]

and purposes the property of the tax-payers, and their interests should have more consideration than of the Railway companies, which are now merely lessees.

As stated, in England, the maximum passenger fares and the maximum goods rates are fixed by the Parliament, but in India, neither the Legislative Assembly nor the Council of State are consulted in the matter of fixing of passenger fares or goods rates. This is done entirely by the Railway Board in consultation with the Railway Authorities. In England, the Board of Trade is required to submit to the Parliament, reports of complaints received from the public against Railways, and the results of the proceedings taken in relation to such complaints together with the observations of the Board of Trade, but in India, such a procedure is unknown. The Railway Board never submit such reports to the Assembly. Both in France and in the United States amongst the enactments there is a clause by which a Railway Company is forbidden to charge more for a short journey than for a long one and any deviation from this clause has to be sanctioned specially in each case by the authority, which in the case of the United States is the Inter-State Commerce Commission, and breach of this law is only allowed in justified cases but in India, the Railway Traffic Managers daily quote higher rates for short distances and lower rates for long distances without any specific sanction of the Government in each case. In England also, the Railway Commissioners have the power to direct that no higher charge shall be made to any person for services in respect of merchandise carried over a less distance than is made to any other person for similar services in respect of the like description and quantity of merchandise carried over a greater distance on the same line of railway. But the Railway Board or the Government of India have been given no such powers under the Indian Railway Act, this specific clause which formed section 27 (3) of the English Act of 1888, is absent from the Indian Act. Again, in the matter of through rates, section 42 (1) corresponds to sections 25 and 26 of the English Acts of 1888, but here also there is a great difference. The difference between the English and the Indian law is that while in England both a customer and a Railway administration can call upon another Railway administration for a through rate, in India a Railway administration alone can call upon another Railway for a through rate. According to English law any customer has the right to apply to the Board of Trade under terms of section 25 for a through rate. There are, however, many features in connection with the decisions that have been given by the English law courts, which may not be rightly applicable to the Indian Railways, owing to the fact that the Indian Railways are the property of the State and of the Indian tax-payers, whereas the English Railways are the property of private individuals and exist without any financial assistance or guarantee from the Government. Therefore, in England, in giving their decision in cases of complaints of undue preference, etc., the interests of individual companies had a great deal of consideration with the law courts and the Commissioners; but in India the Railways being the property of the tax-payers and having been constructed at their expense and for their benefit, greater weight should be given to the interests and welfare of the Indian people, their industries and economic development than to any other consideration. Then, Sir, the Risk Note Forms are not

subject to the approval of the Legislative Assembly, they are sanctioned by the Governor General in Council and although the Risk Note conditions affect the trade, the public and the Indian industries so very vitally, the Legislative Assembly have no voice in the matter. But as this subject has already been discussed in Committee under the Chairmanship of the Honourable Mr. Seshagiri Ayyar, it is advisable to reserve my discussion on the subject.

For all these reasons it is very important that the Railway Act should be revised as early as possible. It is essential that in considering the revision of the Indian Railway Act, we should know what advantages have been secured to the industries and the people of those countries where the ownership of railways is that of the State. With those objects in view, I would ask that copies of the English and American Railway Acts and if possible the English translation of the German and Belgian Acts and Regulations relating to railways be made available to this Assembly as early as possible, and that a Committee be formed out of the members of this Assembly and the Council of State to consider the revision of the Act, in order to afford the Indian people the full benefits of their State Railways.

I further find from the amendment to the Resolution of which my Honourable friend, Mr. K. Ahmed, has given notice, namely, that he wants to make it a point that the East Indian Railway and the Great Indian Peninsula Railway should be, on the expiry of their present agreements of the contract, taken over and managed by the State. I know that the amendment is no doubt a very desirable one, but at the same time Honourable Members must remember that the revision of the Railway Act is necessary to make it applicable to the other railways managed by companies so that national interests of Indians may be safeguarded. The addition of the amendment does in no way affect the original Resolution. I am ready and willing that the amendment should also be carried if Honourable Members so desire at the same time. I give my sympathy and support to it as well, as it is really necessary that the Great Indian Peninsula Railway and East Indian Railway should be managed by the State.

Sir, under the circumstances at present I commend my Resolution for the acceptance of the House.

Mr. K. Ahmed (Rajshahi Division : Muhammadan Rural) : Sir, in moving this Resolution on the Indian Railway Act

Rao Bahadur T. Rangachariar (Madras City : Non-Muhammadan Urban) : On a point of order, Sir. I understand that my Honourable friend is only giving a translation

Mr. K. Ahmed : A true translation, Sir.

Rao Bahadur T. Rangachariar : I understand my friend, Mr. Kabeer-ud-din Ahmed, is merely giving us a translation of the speech made by the Honourable Mover. I do not know if you consider it is necessary or in order.

Mr. President : If the Honourable Member chooses to exhaust his opportunity of addressing the House by using the words of others I do not object,

Dr. H. S. Gaur (Nagpur Division : Non-Muhammadan) : May I just point out that the Honourable Member said that he was not giving a speech of his own but that he is enlightening the House by reading out to the House a translation of the speech of the last speaker ? I understand that under the Standing Orders it is perfectly open to my friend, Mr. Kabeer-ud-din Ahmed, to read the translation as if it were his own speech ; but he is not entitled to inflict upon this House a translation of somebody else's speech.

Mr. President : If the Honourable Member does not understand the position in which he is, I may perhaps enlighten him. If he chooses to exhaust his opportunity of addressing the Assembly for quarter of an hour by reading a translation of the Maulvi's speech, he is perfectly entitled to do so.

The Honourable Mr. C. A. Innes (Commerce and Industries Member) : Sir, I intervene in this debate at this very early stage because I wish to place a proposition before the House, a proposition which will certainly be to the convenience of Government, and which I hope will not be inconvenient to the members of the Assembly. I had great difficulties myself when I had notice of this Resolution because I found it very difficult to ascertain what precisely the Resolution meant. I have ascertained, however, from my friends on the opposite side of the House that whatever the Resolution may mean—I am not a Hindustani scholar and could not follow the mover—it is proposed by various members to take this opportunity of raising the whole question of State *vs.* Company management. In fact members will see from the order paper that two members have given notices of amendments which directly raise that question. Now, Sir, that question is a question of vital importance to India. Nor is there, if I may venture to say so, any particular urgency why that question should be discussed to-day. If it is discussed to-day, it places the Government in a very great difficulty for this reason, that it was only on Monday last that I was able to place this question before the Central Advisory Council. We had a very interesting discussion and the Central Advisory Council has reported its views. In due course I hope to place those views before the Governor General in Council. The question, as the House will see, is one of major importance. It is a question which must be discussed in Council and decided by the Governor General in Council as a whole. I am not in a position to-day to commit the Government of India. Now, Sir, I have said that there is no particular urgency about this question. The East Indian Railway contract does not expire till December 1924, and the Great Indian Peninsula Railway contract does not expire till June 1925. I suggest, therefore, for the consideration of the House that at this stage this debate may be adjourned till our Session in Delhi in November, and I will undertake that a Government day is given for the discussion of this, as I say, very important question. If I am in order, I move, Sir, that this debate be now adjourned till the November Session, and I hope that the House will see the difficulty in which I am placed and will show me this consideration.

Rao Bahadur T. Rangachariar : I heartily support the motion for adjournment, and I wish to make only one remark in supporting it, and that is a remark which I interjected yesterday, *viz.*, that the Government

of India will not commit themselves to any decision in this matter till they have had the vote of this Assembly.

Mr. Darcy Lindsay (Bengal : European) : Might I suggest that the debate be adjourned to the February Session ? It is very questionable whether you will have a full attendance at the November Session.

Mr. President : I may point out to the Honourable Member that if it is found that for any adequate reason the debate should be adjourned, it can be adjourned further from the date set down in November.

Mr. K. Ahmed : Does the postponement of this Resolution mean that the amendments also are postponed ?

Mr. President : The Resolution will be duly put down on a Government day in the November Session and the Honourable Member will have ample opportunity of framing his amendments between now and then.

Rai J. N. Majumdar Bahadur (Presidency Division : Non-Muhammadan Rural) : I beg to support this motion.

Dr. H. S. Gour : I move that the question be now put.

Mr. President : The question is that this debate be adjourned to an official day, hereafter to be appointed by the Honourable the Commerce Member, in November.

The motion was adopted.

Mr. President : I propose to take the next Resolution after the adjournment at Two of the Clock.

The Assembly then adjourned for Lunch till Two of the Clock.

The Assembly re-assembled after Lunch at Two of the Clock. Mr. President was in the Chair.

RESOLUTION *RE* TRAVELLING FACILITIES FOR THIRD CLASS RAILWAY PASSENGERS.

Mr. N. M. Joshi (Nominated Labour Interests) : Sir, I beg to move the following Resolution which stands in my name :

“ This Assembly recommends to the Governor General in Council that, in order to improve the travelling facilities that exist for the third class railway passengers, the Railway Board be asked to consider and report upon the feasibility of the following among other suggestions being carried out :

- (a) The number of third class railway carriages attached to each train, as well as the whole stock of such carriages at the disposal of each Railway administration should be substantially increased in order to reduce overcrowding.
- (b) The seating accommodation in the third class carriages should not be longitudinal, but crosswise ; the seats should be widened and greater space should be left between two benches facing each other ; strong horizontal planked shelves should be provided over the seats, as in the Bombay, Baroda and Central India Railway carriages ; and carriages should be constructed of the corridor type and all carriages should have through communication.

[Mr. N. M. Joshi.]

- (c) Latrine accommodation should be made more spacious, pegs provided in them, and tanks above them kept filled with water.
- (d) The third class waiting rooms should be considerably enlarged, improved and provided with sufficient number of benches and other amenities.
- (e) The present method of issuing tickets should be improved; and town offices for the sale of tickets should be opened in many more towns.
- (f) A special superintendent or conductor in charge of third class passengers only should travel with each train in the third class. He ought to know the language of the province, should look after the seating accommodation of passengers and should have nothing to do with the collection of fares, etc.
- (g) Time and fare tables should be printed in the vernaculars of the districts in booklets and in sheet form and the latter kind of tables should be posted at prominent places in the premises of the station.
- (h) A restaurant should be provided in each through train for the use of the third class passengers.
- (i) The third class railway passengers should be allowed to go to the platform at least half an hour before the train arrives."

Sir, I am aware that my Resolution is somewhat longer than ordinary Resolutions, but in spite of the length and the large number of clauses of that Resolution, I assure the House that the issue involved in it is not a complicated one, nor does it raise many issues. It raises one simple issue, namely, the improvement of the condition of the third class Railway passengers. The third class passenger has always been neglected. Government, in spite of their assurances, have not given that attention to the subject which they ought to have given and which the magnitude of the question deserves. I do not remember to have seen the report of any important committee which considered this question in its entirety. Is it such a small question? Are the grievances so remote and unheard of that during the last so many decades there should have been no need felt for a committee to inquire into the grievances of the third class passengers? No doubt it will be said that parts of some reports dealing mainly with other matters do deal cursorily with the third class passenger, but certainly that is not enough, if the House takes into consideration the importance of the third class passenger to which I will refer a little later. The third class passenger, if I may be allowed to say so, has not also fared much better at the hands of the Legislature so far. I do not say that no Resolutions concerning him were moved and carried, but my point is that sufficient agitation was never made to give relief to the third class passenger. Sir, I am aware that my Honourable friend, Mr. Rangachariar, moved last year a Resolution for the appointment of Superintendents at Junction stations for the benefit of the third class passenger. But this ought not to be all. That covers only one point out of a large number. I must also admit that the question has not yet received that attention which it ought to have from the educated public and the press. Sir, I have seen big public meetings held for tiny political matters and long enthusiastic speeches made. But, Sir, I have not yet seen such crowded mass meetings held to appeal to Government or to other authorities to relieve the sufferings of the third class passenger.

Sir, as the third class passenger is so much neglected, let us not deceive ourselves into the belief that he is not important either to the Government or to the Railway administration. Out of the total number

of passengers carried last year amounting to 56 crores, the third class numbered 54½ crores. He forms 98 per cent. of the total passenger traffic. My calculation here includes suburban traffic. Take again the earnings to the railways from third class traffic, if mere number does not appeal to you, although it ought to. Out of the total earnings of 35 crores last year from passenger traffic, 29 crores, or 83 per cent., was from third class alone. Sir, I do not know why there is this neglect of the third class passenger. To me it seems, in the first place, because he is illiterate. Although Government always claims to exist in this country only for the sake of the ignorant masses, I do not think, if they consider calmly and seriously the treatment they have so far given to the third class passenger, that they can make good that claim. Again the third class passenger is naturally unorganised. So, although he is very important both financially and numerically, he does not get what he deserves. Look at the howls made by the merchants for an increased supply of wagons and also look how they succeed. Why? Because they are educated, because they are organised and because they have political influence and naturally Government pays very great attention to them. Sir, I do not grudge the merchants their luck. But I do say, let the merchants have their fair share and let the third class passenger also have his fair and legitimate share. I maintain and I shall prove in my speech later that the latter has not had his share in the past.

Sir, the grievances from which the third class passenger suffers are innumerable. I cannot mention them all here in the short space of time at my disposal. Overcrowding, extreme overcrowding, is admitted freely even by Government, but I do not know what has been done so far to relieve the overcrowding. The usual excuse given for the congestion is that the number of coaching vehicles is small and that again is due to the stringency in Railway expenditure during the war. I do not believe this statement is quite accurate. Sir, compared to England our carriages are certainly overcrowded. I do not think there is any doubt about it and this has been the case not to-day, but very long since. Mr. Thomas Robertson, the expert brought out from England to inquire into railway matters, wrote in 1901 :

“ The average number of passengers in a train is greater in India than in any other country in the world.”

Sir, one writer on railway matters has estimated that in England the average number of passengers in a train is 50, while in India it is about 250, or five times greater.

Sir, now let us look at the comforts he receives in the train itself. The seats are proverbially narrow on most of the railway lines, I do not say all. Their width is about 12 to 14 inches and the space between the two rows is about 18 inches. Next, let us consider the question of latrines. Sir Frederick Lely, a retired civilian from the Bombay Presidency, has written in his book, that the railway administration in India took 50 years to learn that a third class passenger feels the need of easing himself while he is in a railway train. Is it very creditable either to the railway administration or to the Government? It was left to Lord Curzon to issue orders asking the railway administrations to provide latrines within a certain period and for this the third class passenger

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must be very thankful to him. Although latrines are generally provided now, they are too small. The average area of a latrine is about 6 square feet. Then, at junction stations, latrines of first and second class carriages are generally cleaned and washed. The third class latrines are rarely washed during the journey. There are no flushes. There is sometimes a water tap ; but the tank feeding it is not always filled with water. Then, Sir, I refer to the sleeping accommodation. It is thought that it is only the first and second class passenger that requires sleep at night. He is provided in India with sleeping accommodation without paying a single farthing for it in addition to the ordinary first or second class fare, which is not found to be the case, at least by me, in any other country in the world. Sir, if the representative of the railway department has any information on this point, let him supply it. Then, Sir, the waiting rooms are too small and dirty. It is said that the habits of the third class passengers are dirty. Yes, you can excuse your negligent conduct by attributing anything to the habits of the poor third class passenger. Then, the arrangements for the issue of tickets are too bad. Tickets are not issued sufficiently early. The passenger naturally comes in a hurry to catch his train. You can imagine the difficulty in which he is placed then. At junction stations the rule is to keep the booking office open for 24 hours. Victoria Terminus in Bombay is a very important station. How big it is you can imagine. But I can assure you from my personal knowledge that even that office is not kept open for 24 hours for third class people. Then, Sir, take the question of the supply of food. The railway carry a restaurant car to provide the needs of the first and second class passenger. Sir, if the railway administration would give me the average number of first and second class passengers in a train, I shall be much obliged. But I have got some figures with me taken from the last Railway Administration report. I believe that in a train the average number of first class passengers is not greater than two and of the second class 5 or 6. The total average of the two classes is thus never greater than 7 or 8. For these 7 or 8 people an eight-wheeled dining car is attached to the train to supply them with food. What is the average, in a train in India, of third class passengers ? 250, as I have said before. Why not give them a Restaurant car ? Then, Sir, take the uncivil treatment at the hands of the railway staff. That is too well known to need any description by me.

Lastly, I refer to the comparatively high fares. In spite of the discomforts, the third class railway rates are the highest. It can also be proved by calculating the figures of fares charged. Since 1916 the total increase in first class fares has been 48 per cent., while in the case of third class it has been 70 per cent. Moreover, the first and second class passenger is not charged a higher rate for the additional distance beyond 300 miles, while the third class passenger is charged the increased fare for all distances, even exceeding 300 miles. I do not know why there is this distinction.

Sir, I now make some suggestions to the Government regarding the remedies which I propose. In the first place, the total number of third class vehicles on all railways must be increased. Information on this point was given to me in reply to a question which will be found on page

2062 of the Legislative Assembly Debates. In 1905 the number of passengers carried was over 248 millions, and the number of coaches was 22,143. Thus each vehicle carried on an average 11,162 passengers per annum. In 1915-16, the number of passengers carried rose to over 464 millions, for which the total supply of vehicles should have been nearly 40,000, whereas in fact it was 31,200 only, or a shortage of 8,800. During the decade that I have taken for comparison, namely, 1905 to 1915-16, there was war for one year. Then why this deficit of 8,800 in the coaching vehicles? Let us see what happened during this decade in the case of supply of wagons for goods traffic. As regards this traffic, the total tonnage hauled in 1905 was close upon 55 millions; the number of wagons was 121,135, an average of 435 tons hauled per wagon per annum. In 1915-16 the total tonnage rose to 82½ millions, which at the average of 454 tons per wagon gives a requirement of 1,81,700 wagons against the actual supply of 1,91,800. This clearly shows that the railways were overstocked in 1915-16, *i.e.*, practically before the war to the extent of 16,400 wagons, while the railways were short of coaching vehicles to the extent of 8,800. Am I not right then in saying that the cries of the merchant and the trader are heard and attended to more easily and effectively than the cries of the third class passenger?

I do not wish to dig into the past, but to look into the future. In order to make good this deficiency, what does Government propose to do? They propose to provide 4,500 coaching vehicles in the next 5 years. That is their programme. Sir, I want the members of this House to remember one other figure, namely the figure of the normal growth in the number of the travelling public. During the two decades ending 1915-16 the growth was 203 per cent. or over 10 per cent. per annum. For a normal increase of passenger traffic, which is 10 per cent. annually, no less than 3,000 vehicles are required, or for the next five years a total of 15,000. But Government instead of providing the 15,000 needed for this purpose, and to meet the pre-war shortage of 8,800, or a total requirement of 23,800, is providing a total of only 4,500. Even if you fully provide for the normal growth of traffic you cannot check the present overcrowding. What is then the provision made for relieving the overcrowding? Government is not even providing for the full demand of the third class passengers for the normal increase. They require annually nearly 4,800 new coaching vehicles, while Government is providing annually only 900, or less than one-fifth. With this very limited provision, the overcrowding will not only be not reduced, but will seriously increase.

I want Government to attach more third class coaches to each train. On the Great Indian Peninsula Railway the average number of first class passengers in a train is 4, while the average number of carriages (reduced to four-wheeled vehicles) attached to each train is two, that is, one carriage for every two first class passengers. What is the accommodation for third class passengers? There are on an average 8 carriages for 224 passengers on that railway. This shows that the proportion of space given to the third and first class passenger, is 1 to 14. Let us see what the proportion of fares is. That proportion does not exceed 1 to 6. Thus while the space allotted to a first class passenger is 14 times greater, the fare charged to him is only six times as much. Besides this space question, I need not mention the additional conveniences the first class passenger gets. He gets fans, cushions and many other amenities. But what is the effect of the earnings from the

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first class passenger traffic on the balance-sheet of the railway ? For years together the first class traffic has never paid its way. The railways are having losses year after year on the first class traffic. There may be a solitary half year when first class traffic has shown a little profit, but the average annual loss made on first class traffic during the decade ending 1919-20 has been 8½ lakhs, while in the case of the third class traffic, Government made every year in that decade an average profit of over one crore of rupees. Thus the loss which the first class passenger inflicts upon the railway administration is, to a great extent, made good by the higher rates charged to the third class passenger. I do not know whether the first class passenger would like to live upon this charity from the poor third class passenger. If I am wrong, I am open to correction.

Sir, I do not want to spend more time over the question of seats, beyond stating that the seats should be widened, so that a man may be comfortably seated and that the space between two rows of seats should also be widened to allow free movement from one end of the carriage to the other. Another point which I wish to emphasize is that, without much loss of time, every railway must be made to provide some sort of sleeping accommodation for third class passengers as we find on the Bombay, Baroda and Central India and Oudh and Rohilkhand Railways. If Government is making a profit out of third class passengers, why not provide them with some amenities, such as sleeping bunks which are their due ?

Sir, it may be asked whence are we to find the money for all these improvements. In the first place the third class passenger, has been paying a handsome profit of one crore of rupees annually. Then, Sir, I may also make the same suggestion which my late lamented friend, Sir Vithaldas Thackersey, made that the money we spend on the payment of annuities amounting to about five crores this year must not be debited to the revenue account but to the capital account. If we do that, naturally the annual available profit on railways will be larger by five crores. But the Government for reasons best known to themselves do not want to do that. There are several such items such as cost of land given free to railways—I do not want to mention them all now—which ought to be debited to the capital account, but which, on account of the unbusiness-like method of accounting adopted by the Government of India, are charged to the revenue account.

Mr. President : Order, order. The Honourable Member is entitled to explain how he will finance his improvements by a general reference, but he is not entitled to go into the question of railway finance, which finds no place in the terms of his Resolution.

Mr. N. M. Joshi : I am pointing out how Government can find the money for the improvements which I have proposed. Then, let the losses on strategic railways and the concessions given to the Military be debited to the Military Department. You will get at least a crore or two every year from that item for the improvement proposed

Mr. President : Order, order. The Honourable Member is embarking upon controversial questions, which, if I allow him to discuss, I must also allow others to discuss, and, therefore, I ask him to adhere to the terms of his Resolution.

Mr. N. M. Joshi : I am sorry, Sir. I do not wish to take up more time of the Assembly, but when I ask the Railway Board to make a report I want them to order a very full investigation of the problem and to come before the Assembly with detailed proposals including finance. If the Assembly refuses to sanction them, it will be the responsibility of the Assembly and not of the Government. Sir, I strongly hope Government will give very serious attention to this problem. In the beginning of my speech I showed what great importance we must attach to the third class passenger. Unfortunately we do not, but I hope Government will hereafter begin to do so. Government does not like if some one says that the British Government in India is run in the interests of first class passengers and other influential and politically-minded people. Will it be really wrong if any one makes that statement in view of the facts that I have already laid before the House ? Moreover I appeal to Government to give serious attention to this question for another reason, which will perhaps appeal to them more than any other. The complaint is made that the co-operators are not doing much in the country to counteract the effects of the non-co-operation movement. His Excellency the Viceroy exhorted us in his opening speech this Session to go to the people, move amongst them and educate the electorate ; but I may tell the Government that if the non-co-operator has any very enthusiastic missionary on his side, it is the third class railway passenger. If you will not remove these grievances, other methods to nullify the activities of the non-co-operator, I am afraid, will not succeed.

With these remarks, Sir, I commend my Resolution to this House for its support.

Dr. Nand Lal (West Punjab : Non-Muhammadan) : Sir, while endorsing some of the arguments advanced by my learned friend, Mr. Joshi, in his defence of the third class passenger, I cannot associate myself with some of his other remarks. I quite see that his honest attempt is to get their condition ameliorated, but I am sorry to say that I differ from my friend when he pounces upon second and first class passengers. I should make no digression, but, in passing, I feel constrained to say that the second and first class passengers also have got to tell their own sad tale. However, referring to his arguments, it cannot be denied that the third class passengers are the most paying passengers. There are no two opinions about that question. Therefore, on that ground, I appeal to this House to call upon the Railway Department to explain what effective measures they have adopted to see that the condition of the third class passengers is bettered. From the very first sitting of this Assembly at Delhi many of us have been trying to invite the attention of the Government, especially the railway authorities, to the inconvenience and discomfort to which these unfortunate, but most paying, people have been put. I myself came to see on various occasions that poor third class passengers were forced to stand on footboards. Some railway officials know it, and when they are confronted with this state of affairs and asked why this condition exists, their stock reply is that there is a lack of vehicles, that the third class passenger carriages are smaller in number and that, therefore, the third class passengers are forced to take their stand on footboards. Sir, is it not a deplorable condition and will you not agree with us that the

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Railway Department may be reminded to take very effective steps in order that this inconvenience and this irregularity may be put an end to. So far as the cleaning of third class passenger carriages is concerned, I fully sympathise with the views of the author of this Resolution. Most of them are neglected; they are not cleaned properly, and I myself came to see on various occasions that the carriages were unclean, and these unfortunate men, on account of their poverty, were compelled to take their seats in them, because they have got to travel.

As to the question of third class waiting rooms, I equally appreciate the force of his arguments. They are in many cases in a filthy condition and the whole day sweepers, as it can be inferred, are not employed to see that they are properly cleaned. So far as the question of restaurants is concerned, I am in full accord with the advocacy which has been so ably advanced by the author of this Resolution in favour of the third class passenger. When they are pressed by appetite or hunger they have got nothing to eat at some stations, though at various junction stations, it is true, the Railway Department has very kindly taken effective steps in this direction by providing dining rooms. I concede to that extent in favour the Railway Department and I offer my sincere thanks for this improvement. But even at some such stations there is no such arrangement at all.

As already pointed out there are dining rooms at some junction stations and third class passengers can, provided they pay, use them also; but perhaps, some Honourable Members are not aware thereof. There is no objection to a third class passenger obtaining food at these Indian restaurants if he is prepared to pay. If you criticise the Railway Department on this ground, that the payment, which is demanded, is much more than he can afford to pay, then there may be some force in it. But dining rooms there are, and the managers of these Indian dining rooms will not deny you food if you are prepared to pay, whether you travel in first, second or third class. I am not now referring to the carriages which are treated or considered as dining cars, but to the dining arrangements which are made in the Indian restaurants at some of the junctions. Of course the third class passenger is not denied eating there if he is prepared to pay. However, the criticism that has in the main been launched in respect of this aspect of the question is a good one, in some cases, and I sympathise with it; and my appeal to the Railway Department is that at all important railway stations some suitable arrangements may be made, and besides that, there should be third class dining corridors. I once went to Madras and I found there dining cars meant for third class passengers. But my learned friend has, perhaps, not had the opportunity of travelling to Madras and his travelling may be confined to Bombay. Therefore his remarks only apply to that part of the country. On the North Western Railway, I admit, there are not, now, sufficient arrangements for third class passengers so far as dining cars are concerned, and I would therefore ask the Railway Department to look to the comfort of the third class passenger in that direction also.

So far as the increase in railway fares is concerned, my learned friend has not adverted to it sufficiently. However, he has given a hint of it in

his Resolution. I am in full sympathy with the third class passengers and I am sorry to remark that they have been called upon to pay much more than they ought to have been called upon to do. The increase in the third class railway fare, I may be permitted to submit, is undesirable. I will raise my voice, and I think there is the force of public opinion behind me, that this is bound to create some dissatisfaction and if I am not wrong in saying so, a certain kind of discontent. These poor people, when they go to their villages, do you know, Sir, what they say? They say—now Government has increased the railway fare also. I don't want to make any digression here; it is not allowed. I shall confine myself to the terms of the Resolution. I say therefore that Government and the Railway Department ought to see whether the increase in railway fares, so far as third class passengers are concerned, is desirable or otherwise; and I do not hesitate to re-iterate the same remarks, that it is undesirable and that the Railway Department ought to see their way to make some sort of reduction in that direction.

The mover has very eloquently suggested, basing his arguments on a learned speech, which was once made by my learned friend, Mr. Rangachariar, that there should be superintendents appointed to look after the third class passengers and that these superintendents may travel on the train. Well, I differ from him there and wish to dissociate myself from that suggestion. To my mind, the appointment of such superintendents will not be popular. It is sure to bring about some sort of unpopularity. A superintendent appointed to see to the convenience and comfort of third class passengers sometimes may be forced to intervene and ask passenger A. not to fight with passenger B., or to ask passenger C. to give up his seat to passenger D. This will give rise to trouble, and the appointment will not prove very popular. Government will be criticised again, and I, therefore, am forced to dissociate myself from that suggestion.

My learned friend said, perhaps inadvertently, that sleeping accommodation is allowed to second-class and first-class passengers. I think he concentrated himself too much on the advocacy of the third class passengers. He must bear in mind that though the third class passengers are the most paying class, the second and first class passengers do pay exorbitant fares and if, at night, when they are travelling from one station to another, sleeping accommodation is extended to them, my learned friend should not grudge that to them, because, to my mind, they pay sufficiently for it; and if my learned friend had the time and had compared the railway fares, in other countries—I mean in countries other than India, with those, which are paid here, by the second and first class passengers, I think he would not have been so eloquent on that point.

My learned friend, though inadvertently, I daresay, launched some criticism against the so-called success of traders and merchants, in regard to the supply of wagons, I think it was not intentional, on the part of my learned brother, to make reference to this subject. I may tell him that they also have complaints and troubles of their own, though I am prepared to concede in favour of the Railway Department that recently that Department has applied itself to seeing that the grievances of some merchants, in certain quarters, are somewhat redressed. All the same, grievances there

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are still; so if my learned friend is going to advocate the cause of the third class passenger at the cost of merchants and traders, then I am bound to differ from him. While sincerely sympathising with third class passengers I feel constrained to say that the merchants and traders also are not fully satisfied. They have got their own needs which require to be looked to.

My learned friend then says that the number of third class passenger carriages may be increased. I agree with him that there ought to be a larger number of third class passenger carriages attached to various trains. But he has not enlightened us as to what trains he means, whether mail trains, passenger trains, or local trains. Perhaps he had not sufficient time to go into this question. However, I am in favour of the suggestion that on local trains and passenger trains the number of third class carriages should be and ought to be increased, and if the reply, on behalf of Government, which naturally can be anticipated, is that there is a lack of carriages, I may, in reply to that, very respectfully suggest to the Government and the Railway Department that their attempt ought to be to spend a little more money on improving third class carriages and increasing their number.

It will be no reply to say that you are in want of third class carriages. This is a commercial question, a question of contract. You are the carriers; the passengers come to you and you have held out to them a promise that you have got sufficient accommodation for them. When you hold out this promise, this undertaking, to them, then your answer, that you have not got so many carriages, has got no force whatsoever. If you are in want of third class carriages then notify to the public that you have not got sufficient accommodation for them. But in the absence of this sort of notice to the public, you will have to make suitable arrangements for a greater supply of third class carriages to these unfortunate people. My learned friend, perhaps not designedly, but by an oversight, did not apply his mind to the condition of women in the third class carriages. There is a sign-board hung up, no doubt; but I, on some occasions, came to see that even men are travelling in those carriages and women are forced to sit in the company of men whom they do not know and to whom they do not like to talk. I appeal to the Railway Department that they will be kind enough to pay a little more attention to this aspect of the question also and that the railway officials at the various stations may be clearly asked that they should give due and proper attention to the convenience of women, because, women have got not only equal but also greater claims to our sympathy. There is.....

Mr. President : The time allotted to the Honourable Member is exhausted.

Dr. Nand Lal : I am very sorry, Sir, that I have exceeded my time, and I shall finish my remarks saying that I am in full agreement with the terms of the Resolution barring those terms which stand embodied in clause (f); that clause may be omitted, because, as already submitted, the appointment of superintendents will become unpopular and the Railway Department will be criticised unduly for that expenditure of money. I support this Resolution except clause (f).

Mr. President : Does the Honourable Member move his amendment ?

Dr. Nand Lal : Yes, Sir. I thought I should obey the order of the Chair, when the Chair told me that I had exhausted my time. I move the amendment to omit clause (f).

Mr. Jamnadas Dwarkadas (Bombay City : Non-Muhammadan Urban) : Sir, I rise to support the Resolution so ably placed before this House by my Honourable friend, Mr. Joshi. And, in doing so, I at once want to point out to the Government the danger of neglecting the question of giving facilities to third class passengers any longer. Sir, to me it is a wonder that this question which has agitated the mind of the country for the last many years has not received that attention from the Government which it ought to have received. It is perhaps, due to the fact that while we in this House might on occasions make eloquent speeches with regard to the grievances of the third class passengers, as, the matter does not really affect us since very few of us if at all are third class passengers, we allow the matter to be shelved. We wax eloquent while the matter is being discussed, but as it does not really concern us we grow indifferent about the matter as soon as our speeches are made. When my learned friend, Dr. Nand Lal, takes objection to Mr. Joshi's talking of the comforts that are given to the first and second class passengers, I want to tell him this, that although Mr. Joshi has spoken here in a manner which seems to him to be exaggerated, if we had in this House a number of people who really knew what the grievances of the third class passengers were by actual experience of having travelled in the third class, the first and second class passengers would have come in for greater attacks from them ; because when a section of the people is suffering, you cannot avoid the belief spreading among them that they are suffering because another class is being given comforts at their expense. I do not agree with the argument for a moment that it is the first and second class passengers who are responsible for the treatment that is meted out to the third class passengers. I attach the whole blame to those who are responsible for the policy. I admit Mr. Joshi has not said so, but that comparison and that attack is likely to be made. I attach the whole blame to those who are responsible for the policy. The way in which third class passengers are treated, is to say the least, scandalous. I ask the Honourable the President of the Railway Board, I ask the Honourable Member in charge of the Commerce and Industries Departments whether in any country, in any civilised country to-day in the world, third class passengers receive treatment in any way equal to the treatment they receive here. I have been to England and I have travelled there. Is there any difference in the way in which first and third class passengers are treated ? It is very often difficult to distinguish between first and third class passengers. We have often heard of the best men, of even wealthy men, travelling in the third class. Third class passengers there are educated, and having the right to vote would never tolerate even a fraction of the bad treatment that is given to the third class passengers here.

Sir, various arguments have been urged in defence of the policy that is adopted by the Government with regard to the third class passengers. There may be something in those arguments, in the argument that they have not got sufficient carriages and so on. But I say this, that in future at any rate—in the very near future—there ought to be no room for any excuse for giving this inhuman treatment to the third class passengers. I have myself seen with my own eyes the way in which the third class

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passengers are treated : a number of men huddled together like beasts in a compartment where if there is no room the railway guard comes and kicks them into the compartment ; sometimes it happens that the husband is kicked into the compartment while the wife is left weeping on the platform. These things are visible almost every day on the platforms of Indian stations, and yet arguments are advanced that there are not sufficient carriages and that there is not sufficient money. Well, these things have got to be remedied. I happened to meet some third class passengers and was trying to hear some of their grievances. Do you know what they said ? This is the feeling among them. They reminded me of a story which I had read in one of the old Hindu books. I need not repeat the story at length ; it is the story of the King's son who was sent for education to a learned Pundit. When after spending a number of years with the Pundit, the son came back home, the Raja asked the Pundit whether the boy had received all the education that was necessary. The Pundit said " Yes, he has received all the education necessary, but it is incomplete until I give him one more piece of instruction, for which I have to obtain your permission." The Raja said " You have my permission and you can give it here." The teacher took a whip and whipped the boy, the would-be king, for five or ten minutes. When he was asked the reason why, he said " When the boy grows up to be a King he will be called upon to decide various cases that will come before him and when he will be called upon to pronounce sentence and the punishments that should be inflicted on other people he will remember what it is to be whipped, and what it is to be punished and to suffer." Some of the passengers told me that if it were possible by some magic to convert Honourable Members for instance and some of us for instance into coolies for only a week, and if it were possible to make us travel in India in these third class carriages, then and then only you would realise what their grievances are.

Sir, it is none too soon in the day that this Resolution has been moved by Mr. Joshi and I do not want that members should merely be satisfied with the speeches to be made on this Resolution. It is not at all with a view of winning the applause of the people that this Resolution is being moved. This Resolution aims at the recognition of the ordinary principle of giving human treatment to human beings and nothing short of human treatment. I think considering that our Government are sympathetic to Indian aspirations they will do nothing which will justify the charge that they have neglected the principles of ordinary human treatment to human beings. I want the Government to pay serious attention to this question. I want the Railway Council to pay serious attention to this question and to bring out definite proposals and to remedy the grievances and to see to it that in a very short time all these grievances are redressed. I have great pleasure in supporting the Resolution.

Mr. Darcy Lindsay (Bengal : European) : I think it is perhaps unfortunate that my Honourable friend Mr. Joshi should have brought forward this Resolution to-day in the face of the decision to postpone the consideration of Company *versus* State management until the November Sessions. I foresee that if this Resolution is carried and the Railway Board take action in the matter, kind hearted companies may at once bring about the improvements Mr. Joshi recommends and later on when the State resumes control they may not have the money to carry on the scheme. As

regards some of the points of the policy of perfection advocated by Mr. Joshi, I should like to refer to this question of overcrowding that we hear so much about and on which my Honourable friend Mr. Jamnadas has spoken so very strongly and in terms that I consider too severe. I have also travelled a good deal about the country and I have also seen the condition of the third class passengers. I admit that I am travelling in mail trains and not in local trains. The other day I was coming down from Rawalpindi. The train started from Rawalpindi and I was struck at the overcrowding in the fore part of the train. I spoke to the Station Master about it. I said "Why is this so? Why do you allow overcrowding?" He said "Sir, I cannot persuade the people to go into the empty carriages. There are carriages at the rear of the train perfectly empty, but they will travel together. They make up their family parties and they will crowd into one compartment". That is one of the reasons for this overcrowding. I admit and frankly admit that on many occasions such as festivals and other occasions when there is heavy traffic on the railway there has to be overcrowding and there is overcrowding. My friend, Dr. Nand Lal, has referred to the railway authorities allowing passengers to actually travel on the foot board. In this same journey from Rawalpindi (I cannot remember the name of the station: It was between Rawalpindi and Lahore) I saw a train going past us. It was certainly a hot day and these badly used third class passengers had opened the doors of the carriages. Some of them were standing on the foot boards. Some of them were sitting on the door step in order, as I imagine, to get cool. So that in certain cases for choice they travel on the foot board. I cannot believe that any railway station master would allow a train to leave his station with passengers on the foot board. My Honourable friend Mr. Joshi's remarks, I rather imagine, were largely confined to mail trains. He desires sleeping accommodation for third class passengers. I have not been all over the world as perhaps he has, but I ask him, where is sleeping accommodation supplied for third class passengers. To my knowledge certainly not in England. My Honourable friend Mr. Jamnadas referred to the great comfort in which the third class passenger travels in England. It is perfectly true that the carriage itself is vastly superior to any third class carriage in India, but there is very very great overcrowding. Now-a-days the fast trains are corridor and any day you like to go to the terminus where the train starts you will see the corridor of the carriages blocked with people not able to secure seats. So India is not alone in this question of overcrowding. Restaurant cars, so far as I know, are added to the mail trains not so much for the convenience of passengers as to save detention time at railway stations. In the old days there was no such thing as the refreshment car. There were various stations *en route* where the train stopped for 20 or 25 minutes or half an hour and the passengers got out and had their meals. In order to accelerate the speed of the journey, these refreshment cars were placed on the trains. On the whole, Sir, while I am in undoubted sympathy with an improvement in the conveniences for third class passengers I do not feel that I can to-day support this Resolution. I think you will be placing the Railway Board and the Government in a very difficult position. With these remarks, Sir, I conclude.

Mr. J. N. Mukherjee (Calcutta Suburbs: Non-Muhammadan Urban): Sir, I had no mind to speak on this subject at all, but as my Honourable friend Mr. Darcy Lindsay has raised a question, which he thinks, is of a fundamental nature, namely, that the question raised by this

[Mr. J. N. Mukherjee.]

Resolution should have been left over for future decision, some time in November next or later, it is necessary to see whether the question which has been raised by the Resolution itself is one of a fundamental character. If, however, the wording of the Resolution be examined, Honourable Members will see that it simply asks the Railway Board to consider and report upon the feasibility or otherwise of the suggestions made therein. That is to say, it places certain definite proposals for improvement of accommodation before the Railway Board for their consideration and endeavours to ascertain their views upon them. To what extent these suggestions are capable of being carried out is quite a different matter altogether. The question therefore, is whether the consideration of such a question as that covered by the Resolution ought to be put off. Whatever the final decision of this House may be in the matter of State *versus* Company management, the questions raised by this Resolution have got to be considered at all times, irrespective of the fact that the railways in India come to be managed by companies on lines laid down by Government, or that the State assumes their management completely, so far at any rate, as the main arteries of communication are concerned. These questions of improved accommodation have to be considered, under all circumstances.

It seems to me, Sir, and I think the House will agree with me, that a Resolution of this character which simply asks for consideration and report, need not be put off, for consideration and if it involves a question of expense, such a question may be considered later on, either by the State or by the company which may come to manage the railways. But the difficulties in the way of third class passengers, have to be solved to the extent it is possible to solve them. The direct question is which of the suggestions for improvement made in the Resolution are capable of being carried out, and to what extent. These do not raise any fundamental question at all. Now, Sir, there are one or two minor points in my Honourable friend's objections that I wish to deal with. One of them is, that passengers willingly crowd together and cause overcrowding. That may be true to some extent under certain circumstances, but such overcrowding is of an exceptional character. As my Honourable friend Mr. Jamnadas has pointed out, and as the Honourable Mover of the Resolution has also pointed out, and we see every day ourselves, third class passengers, both in the mail as well as in the passenger trains, are overcrowded, not merely because they do not like to be separated from one another, but because there are no sufficient number of carriages. At any rate, a question like the one raised by my Honourable friend Mr. Darcy Lindsay is easy of solution, because some arrangement can always be made on the platform by which these third class passengers can be separated and put into empty or insufficiently filled carriages, if there be any. The main question therefore need not be confused by side issues, that may be raised from time to time. These are the points, Sir, which suggest themselves to me during the discussion. What the Resolution asks for is a very simple matter, indeed. It does not commit Government or any company to anything. It simply courts an inquiry into the matter of accommodation. I need not detain the House any longer with further observations.

The Honourable Mr. C. A. Innes (Commerce and Industries Member) : Sir, I am obliged to the Honourable Mr. Mukherjee for bringing this debate to ground level after Mr. Jamnadas Dwarkadas' impassioned flights of oratory. Up to the time that Mr. Mukherjee spoke, I confess that the course of the debate reminded me rather of a famous note by Lord Curzon. There had been a very important question which came up to the Government of India. The Department received the letter, the Under Secretary wrote a very long note, the Secretary wrote a long note and the Member wrote a long note and all other Departments did likewise and, by the time the file reached Lord Curzon, there were 22 printed pages of notes. Lord Curzon acknowledged the ability with which this difficult subject had been discussed, but he expressed the opinion that these bulky notes rather indicated a defect in the procedure of the Government of India. In one way he said, when the young lions roar, the old lions roar in chorus, or, to change the metaphor, instead of keeping to the track, we gallop all over the course. Now, Sir, I think that is what this House has been doing to-day. I should like the House to follow Mr. Mukherjee's example and note exactly what this Resolution is. This Resolution definitely asks the Government of India to consider and report upon certain definite suggestions. Naturally Members have taken the opportunity to raise the whole question of what are called the grievances of third class passengers. Now, Sir, I am not going to deny that these grievances exist. The Government have never denied that fact. But I do resent the implication that has been running through the speeches of Mr. Joshi, Mr. Jamnadas Dwarkadas and Dr. Nand Lal that the Government of India and the Railway Board and the railway administrations are callous and apathetic about these grievances and that they have done nothing in recent years for the amenities, conveniences and comforts of the third class passenger. If anyone says that in this House to-day, I say that he must be shutting his eyes to the facts that he sees every day when he travels. I admit, of course, that the overcrowding evil is serious. We always have admitted that. But, Sir, will not this House recognise in fairness to the numerous railway officers who are working at this problem that we have improved in many respects the conditions of third class travel ? Is it always to be the fate of your railway officers in India and of the Railway Board to get nothing but criticism in this House ? Are Colonel Waghorn and I, every time that the question of railway comes up here for discussion, to sit here in a white sheet ? I, Sir, for one, decline to accept the rôle assigned to me. I say and I say without fear of contradiction, that in many respects we have improved, and we have improved very greatly, the conditions of travelling of third class passengers. In the hot weather, Sir, let anyone here go down an ordinary Indian bazaar where foodstuffs are sold. What does he see ? Foodstuffs exposed for sale with crowds of flies around them. Let him then go to any important railway station. We find that foodstuffs supplied there to the third class passengers are in wire gauze barrows and containers. Everywhere, almost on every line, we are devoting more and more attention to these amenities. Though this House apparently will not recognise the fact, I am glad to see that at any rate in the papers some recognition of this fact is being given. I have here, Sir, an article on the third class passenger by the General Secretary of the Passenger Protecting Society. I do not know this gentleman myself. To the best

[Mr. C. A. Innes.]

of my knowledge I have never met him, but I did see in a file the other day that some years ago he was a member of a deputation to Sir George Barnes about the grievances of the third class passengers. He is evidently a gentleman who has devoted time and attention to this problem, and I should like to read some of the things which he says. He refers here to the improvements in refreshments, improvements in the supply of Indian food, improvements in sanitary arrangements, the provision of benches for third class waiting sheds, the appointment of train attendants, improvements in the seating capacity of carriages, continuous booking at big stations, and so on. Perhaps the House will forgive me for quoting what he says when he ends up the article : " My own experience is that men like Messrs. Hadow, Ismay, Maclean Burns and Higman are better passenger protectors than most of those who claim to protect the interests of passengers to serve only political ends."

Now, Sir, I may be forgiven for that little fling, but I am beginning to resent the fact that every time a railway question comes up here, we get nothing but criticism.

I now turn to the actual Resolution. I propose to be absolutely business-like and to take the various suggestions of Mr. Joshi and examine them from our point of view. Mr. Joshi asks that we should undertake a special inquiry into certain specified points. Now, I am very reluctant to undertake that special inquiry. I hope when I say that the House will not accuse me of that last infirmity of the bureaucratic mind, want of sympathy. My only reason in expressing reluctance to undertake a special inquiry is that we have already made a special inquiry. (*A Voice* : ' When ? ') The House will remember that the Acworth Committee in paragraphs 167 to 172 of their report dealt with certain prominent grievances of the third class passenger problem.

I presume the House supposes that the Railway Board and the Government of India sat down and did nothing upon that. If that is the supposition, they are entirely wrong. In January last we issued a special circular to all Senior Government Inspectors in India, drawing their attention to these paragraphs and charges in the Acworth Committee's Report. We asked them to let us have special reports in respect of each of their railways. Here, Sir, are the special reports. Does that look as if we are doing nothing in the matter ? Here are separate files, in which these separate reports are being examined according to subjects. I think this is to a certain extent an answer to Mr. Joshi's Resolution. Surprising as it may seem to the House, we have already anticipated his suggestions. We have already conducted an inquiry into the grievances of third class passengers. What I propose to do now is to issue, in respect of each important railway a press note, in which will be stated the main criticisms made by the Senior Government Inspector, and a note by the Agent, stating what action the Agent purposes to take in order to remedy the defects. Now, when the House has heard that, I think they will agree with me that it is no use calling upon the Railway Board for report after report. We have already conducted this special inquiry and I propose, in due course, and in my own way, to place the result of that inquiry before the House. When they have got those results, then it will be open

to anybody in this House to make criticisms upon the report and upon the action that is being taken.

I should just like to refer to some of Mr. Joshi's suggestions. Perhaps I may suggest, without intending in any way to be sarcastic, that railway management, railway designs of railway carriages, etc., are extremely technical matters. Mr. Joshi suggests, in the first place, that cross-seating should be provided; and in the second, that corridor carriages should be provided. Now, Sir, corridor carriages, corridor trains, are an old idea. We have third class corridor trains on the Bombay, Baroda and Central India, Bengal Nagpur, East Indian, Great Indian Peninsula, Oudh and Rohilkhand and Southern India Railways. Except on the Southern India, the number of these carriages is small and we have no information that any railway administration is building any more. What is the inference? The inference is that carriages of that type are unsuitable to Indian conditions. My experience certainly is that they are not particularly satisfactory on the Southern India Railway. I think the House will see the obvious disadvantages in India of this type of carriage. For instance, in 1910 we found it necessary to take off the outside footboards of carriages, as a precaution against train thieves. The corridor carriages which Mr. Joshi suggests would provide an easier method for gentry of this kind. We can only obviate that danger by going to the very expensive course of having train attendants in each carriage of your corridor train. Then there is another objection, an objection which has special weight in India. With corridor carriages it is impossible to secure privacy or even safety for women. Another. Mr. Joshi quite rightly makes a very great point of the overcrowding. I admit that overcrowding is a real evil, but surely it is rather contradictory on Mr. Joshi's part that he should propose the corridor type of carriage especially with cross seats. I have had that type examined in the Railway Board and we find that by adopting that design we should reduce our third class seating accommodation by from 20 to 16 per cent. That does not seem the right thing to do now-a-days. There are also practical difficulties in the working of corridor trains. The corridors would become crowded with bulky packages, and would form a source of greater danger in time of accidents, owing to the lesser means of exit. Carriages of this type have not the same ventilation and would prove objectionable in the hot weather. The same kind of objection may be taken to cross-seats. We have tried cross-seats. We have them in suburban trains and find them entirely unsuitable for long journeys. One of our great difficulties, which contribute to the overcrowding question, is that the Indian passenger will not be separated from his goods and chattels. We have all seen them crowding into a carriage with huge bundles, so that the whole of the alleyway would be blocked in no time by these packages, with the result that there would be great difficulty for passengers to get into the lavatory. The Railway Board is always working on types of carriages, types of lavatories. Here is our latest design. It is to be experimented with on the Great Indian Peninsula Railway. It is a better design than Mr. Joshi suggests. It provides for all his requirements. If the design proves satisfactory on the Great Indian Peninsula we shall circulate it to other railways and we hope that they will also adopt it.

[Mr. C. A. Innes.]

I should just like to say one word about Passenger Superintendents. Here again I should like the House to recognise that we have not been doing nothing. We have now no less than 132 Superintendents on the different railways and we have addressed railway administrations on the subject again. I entirely agree with Dr. Nand Lal that though Passenger Superintendents at important centres should be very useful, it would be expensive and useless to convert them into Superintendents travelling on the trains. It would be extremely expensive to have Passenger Superintendents on every through train. The House should realise that these Passenger Superintendents, if they are to be any good at all, must be men of intelligence, education, and a certain amount of breeding, otherwise they would not have that sympathy with third class passengers that is necessary. We pay these men therefore up to Rs. 170 a month, and we cannot afford to put them on every through train. We are going on extending the system of having a special man, Passenger Superintendent or Guard or Conductor, told off at every really important station, in order to look after third class passengers to see that they get their seats and that they do crowd into one end of the train, and, as Mr. Lindsay says, leave the other end of the train empty. (Mr. N. M. Samarth : " A figment of the imagination. ") If Mr. Samarth would like it, I will read out an extract which confirms what Mr. Lindsay has said. (Mr. N. M. Samarth : " Official version ! ")

Now let me take another suggestion. I want to put the facts before the House, not mere talk. Let us take this suggestion of Restaurant Cars.

These restaurant cars have already been tried. They have been tried on the East Indian Railway, the Bengal Nagpur Railway, the Bombay, Baroda and Central India Railway and the North Western Railway. These experiments have always failed. In practice the restaurant cars have always failed to secure sufficient patronage. The most probable cause is that suggested by Mr. Joshi, namely the difficulty of caste and religion. Are we to provide cars for Muhammadans or for Hindus, and are we to provide cars for orthodox Hindus or unorthodox Hindus ? That is not mere talk. I saw only yesterday, in a Calcutta paper, a letter recommending that restaurant cars should be provided for Hindus. The letter was sent by the Marwari Association, Calcutta. We have a Hindu refreshment room at Delhi. Here is the letter from the Marwari Association protesting against the Hindu refreshment room at Delhi. Would the House believe it ? The Marwari Association objects that the refreshment room is furnished in the English style, there are chairs there, there are tables there, there are knives and forks there. The Association also objects to the suitability of the food. It complains that it is not strictly orthodox. What sort of cars are we to provide ? What sort of food is it to be ? Is it to be food for the orthodox or for the unorthodox or for Muhammadans ? I do not know. There are other difficulties also. In the first place third class passengers cannot afford to pay the charges which one would have to charge on a travelling car. Charges are always more expensive on a travelling car than at stations. In the second place, experience shows, especially if the train is crowded, that third class passengers are reluctant to leave those seats and go to the car. Finally, there are the facts before the House that we have tried these cars, and they have not been a success.

I do not propose to go further and examine in detail Mr. Joshi's other suggestions. He refers to water supply arrangements. That question is dealt with in these reports, and what is more it is set down for discussion in the agenda of the Railway Conference which meets next month. He refers to booking facilities. That again has also been gone into and we may go into it again. But my time is getting short and I would just like to say one word on the question of overcrowding. As far as Mr. Joshi was concerned and as far as the Members of this Assembly are concerned, so far as I can see, the great war might never have taken place. Apparently for them there is no such thing as the aftermath of war. They will not recognise that we have special difficulties to contend with at present owing to the war and in a war, the difficulty of obtaining material and that we are now engaged in making up leeway. I quite recognise that the House is entitled to say "we do not care what your difficulties are, we want you to get over them." That is just what we are trying to do, but there is no good blinking the fact that the difficulties exist and that the process of rehabilitation may be a slow and may be a painful one. Of course one of the main causes of overcrowding may be put down to the fact that between the years 1913-14 and 1921 the number of third class passengers travelling on the Indian railways annually has increased from 410 millions to 490 millions or by about 20 per cent., whereas third class passenger accommodation has increased only by about 13 per cent. Then again, there was a certain amount of overcrowding in 1913 and, therefore, it is obvious that the overcrowding must now be worse. But the fallacy lies in supposing that the remedy is merely one of bringing the relation between the passenger stock and the passenger traffic to the level of nine years ago. The problem cannot be reduced to one of those simple proportions. On some lines the difficulty is mainly one of stock, on most lines probably we have not enough third class passenger stock. But, even so, it is not merely a question of setting aside so much money for the production of so much stock. We do not get our carriages ready made. In great part we make them in our own shops and the extent to which we can turn out carriages therefore depends largely upon the capacity of our shops. Any large and rapid increase therefore in the number of carriages may involve heavy expenditure in enlarging our shops. But it is by no means always the case that overcrowding is due to want of carriages. On the South Indian Railway, to take a concrete case, the difficulty is one of locomotives. We hope we have overcome it, but that is what the difficulty was. On other lines or sections of lines the difficulty goes deeper still. I refer to cases where the traffic has outgrown the capacity of the line. The locomotives may be already drawing as heavy loads as they can manage; as many trains may be passing up and down the line as they can possibly carry; yet there may be overcrowding. Here the remedy lies in providing more crossing stations or, in the last resort, in doubling your line. I could go on qualifying the statement that overcrowding is due to lack of carriages almost *ad infinitum*, but I think I have said enough. In five years' time we shall have added, according to our present programme, something like 4,000 new third class carriages in terms of fourwheelers. Mr. Joshi objects that that number is not sufficient. The programme was prepared—it was merely a rough provisional programme—in January last at a time when prices

[Mr. C. A. Innes.]

were particularly high ; we hope merely by the fall in price that that number may be largely increased ; but I shall not be content with that. The Agents are all coming to Simla next month for the purpose of this Railway Conference and I propose to discuss with them the question whether in their particular programme, they have made sufficient provision for third class carriages. But you cannot take the number of carriages we are providing in the programme as a fact in isolate. Other measures are being taken which will also have the result of preventing overcrowding. Crossing stations are being provided where they are needed ; locomotives are being increased and being made more powerful ; watering arrangements for these locomotives are being improved, and facilities generally are being extended.

Now, Sir, I have got a very large number of notes and I could go on for a very much longer time, but I think I have said enough. Mr. Joshi has put a definite Resolution before you. He has put a proposal before you that a special inquiry should be made into certain suggestions. I have told the House that we have already conducted that special inquiry and that I propose to make the results of that special inquiry available for the House in due course. I have also shown, I hope, by practical reasons that many of the suggestions made by Mr. Joshi cannot usefully or practically be carried out. In these circumstances I hope that Mr. Joshi will withdraw his Resolution. I think I have shown that now more than at any other time in the history of railways the problem of the third class passenger is being studied, and not only that, it is being studied with great sympathy, I can say, on the part of every Agent and every railway administration in India.

I hope Mr. Joshi will withdraw his Resolution.

Rao Bahadur T. Rangachariar (Madras City : Non-Muhammadan Urban) : Sir, I am afraid the Honourable Member for Government is labouring under a misconception as regards this Resolution. Mr. Joshi has not asked that any inquiry should be made. The whole burden of Mr. Innes' argument is : " I have already made the inquiry on these points. I have got the materials ready with me and I am considering it one by one." Mr. Joshi merely asked that the Railway Board be asked to consider and report now. Therefore, Mr. Joshi has merely anticipated or perhaps the Government have anticipated what Mr. Joshi is asking them to do. Unfortunately, Mr. Joshi has exposed himself to attack by the very long Resolution which he has placed before the House and no wonder that the Honourable Mr. Innes has very cleverly taken advantage of one or two points and has tried to induce us to turn down many a favourable point in the Resolution.

Let us take them one by one. Take clause (a). What is the Honourable Mr. Innes' answer to Mr. Joshi's argument ? Does he suggest that the number of carriages is adequate for the number of passengers which is being carried ? Let us take clause (c)—the latrine accommodation in the trains. Does he suggest that the latrine accommodation is sufficient and that it is being attended to properly ? Let us take clause (d). Does he suggest that the so-called waiting rooms for third class passengers are

adequate ? They are merely open verandahs in many places, with one or two benches for the hundreds of passengers assembled there. Does he suggest that is adequate provision for third class passengers ? Does he suggest again, as regards clause (e), that the present method of issuing tickets is adequate ? Has he seen the system at the ticket windows, and does he know the trouble that poor people are put to, how they are cheated over annas and pies ? Take again clause (g) about time and fare tables. What is his answer to clause (g) ?

And, now, as regards restaurant cars, my experience is quite different. We have refreshment buffets on the South Indian Railway and the Madras and Southern Mahratta Railway. I have seen them crowded. There is no question of caste at these buffets and I don't think there is any part of the country where caste reigns more supreme than in my part. Why, I carry it on my forehead, whereas I see here some people who do not so carry it ! There you find the refreshment buffets crowded from day to day. One of the instruments of civilisation, or rather if you call it civilisation, one of the instruments for breaking down caste. I submit, is railway travelling, and I do think if you provide refreshment buffets it will be a great weapon in the hands of the social reformers. I know in Madras it is very popular and I do not think it is a serious objection that the Honourable Mr. Innes has taken.

Then, again, I come to the last but not the least of Mr. Joshi's suggestions. The third class passengers are penned like a flock of sheep or cattle. They are allowed on to the platform only when the engine comes to the platform, and you find people rushing like mad people, struggling to find their seats. Why should not they alone be allowed on to the platforms when they get there ? Why should first and second class passengers alone be allowed to walk to and fro and take exercise ? At present these poor people are huddled together in iron cages and they are kept there till the train comes in. Are not these matters the Railway Department should consider and report on ? I do not want any inquiry. I do not think any inquiry is needed. The difficulties to which these poor people are put are patent to anybody. Therefore with regard to the suggestion made by the Honourable Mr. Innes that Mr. Joshi should withdraw his Resolution, I think he would be doing an injustice if he allowed himself to follow this advice. I strongly urge upon this House to accept the Resolution.

Mr. Muhammad Yamin Khan (Meerut Division : Muhammadan Rural) : Sir, after the speech of my friend, Mr. Rangachariar, I need not dwell on the same points, but I should like to mention an experience which I had in July last while travelling down from Simla to Meerut. Going back, Sir, from Simla to Meerut, I had to wait for a few hours at Umballa junction, and I saw several trains pass before me. In one train I saw, the third class passengers were so packed that there was not even room for the people to stand inside the carriages, I saw a lady accompanied by a man who were wanting to get some accommodation, and they were not allowed to get into any compartment except one which happened to have its door unlocked. That carriage also was so packed that the lady could not pass inside the carriage but had to stand at the door. The man who was accompanying her had to protect her from

[Mr. Muhammad Yamin Khan.]

falling out of the train. He stood on the footboard holding on to two iron bars one on each side, to save both himself and the lady who was pushed constantly from inside by the crowd which had not sufficient room even to stand. This was the deplorable condition which obtained in all the third class carriages. It was not peculiar to one only, and this kind of thing can be witnessed any day. I don't know if my friend, Mr. Darcy Lindsay, has ever travelled in local trains. Of course it may not be so in the mail trains, but most third class passengers travel by local trains and this is the kind of thing they have to put up with every day.

Then, Sir, one point on which I wish to say a word is about Dr. Nand Lal's suggestion that superintendents should not be appointed. I say, Sir, that that is the most necessary and the most important of all the points that Mr. Joshi has suggested in his Resolution, because, as was pointed out by Mr. Rangachariar in his Resolution at Delhi, third class passengers when they collect on the platform don't know where to go. Sometimes the train stops for three minutes at a station, or for two minutes only, and there are about one hundred passengers to get into the train. These poor people do not know which carriage to go into. Sometimes they run to first class compartments, sometimes to second class compartments. They are turned out of them, and if they are pointed out one carriage, all the passengers rush into it, one after the other, because they don't know whether a compartment is a first class, a second class or really meant for them, or it is a ladies' compartment. There must be somebody to guide and direct these people on the platform and to see them properly seated in their seats, and that can be done by a person who is travelling along with the train. That is, as soon as the train stops, he has seen at a previous station that such and such a compartment is empty, and as soon as the train stops he gets in there and he invites all the people to go into that compartment. That will save a lot of botheration. Otherwise these people will be running as Mr. Rangachariar said like mad people on the platform. The Honourable Mr. Innes says that superintendents are very expensive, costing about Rs. 175 a month. That is a good salary for a man to do this job, but he can have cheaper persons for this job too. People can be obtained for Rs. 75. If you take away Rs. 100 from Rs. 175, i.e., for Rs. 75 you can get easily people who can look after third class passengers and direct them to their proper seats.

Then, Sir, another point which requires careful consideration is that third class passengers are not allowed to come on to the platform till a few minutes before the train or sometimes till the train is actually on the platform. That is a great difficulty which causes a great deal of inconvenience and this inconvenience should be removed. For this purpose, Sir, I put a question to-day about a booking office in Meerut City. As far as my information goes, that booking office used to issue from 700 to 1,000 tickets, but my Honourable friend there, the President of the Railway Board, says that the average comes to 400 a day. I say, is 400 such a small number that a booking office specially should not be provided for such a number? Most of the stations that you have got here do not issue even 20 tickets a day; still you have got booking offices

there. Here there was a booking office which used to issue 400 tickets on an average daily for third class passengers, and this was a great convenience for those passengers to get their tickets and go on the platform just at the time the train was coming in. If my Honourable friend goes to the Meerut station he will see the third class booking office there with only one window where the clerk comes only ten minutes before the arrival of the train and has then to issue about 400 tickets. What an amount of inconvenience is there? Sometimes the passenger tenders a rupee for a ticket costing four annas and he is told there is no change; he has to take the rupee back and hunt for change and sometimes ask the sweetmeat seller for change who probably charges him an anna for the purpose; sometimes he has to walk back because he cannot get change or sometimes if he is in a hurry he pays a rupee for a four-anna ticket and the rest of the money goes into the pocket of the booking clerk. Such is the condition prevailing everywhere and it requires to be seen only for four or five minutes. If my Honourable friend were to stand near the ticket office and watch carefully the state of things there he could see things for himself. Probably if the railway people come to know that the highest official of the railway department is standing and watching, they may not do as before, but, if he goes *incognito* he will find these things happening every day and by every train; and in order to give facilities to avoid this sort of inconvenience more booking offices should be provided for the third class passengers.

On the whole, Sir, if these sub-clauses are taken one by one, I do not see there is anything objectionable, and the whole Resolution should find hearty support from this Honourable House.

Rai J. N. Majumdar Bahadur (Presidency Division: Non-Muhammadan Rural): Sir, I think every one in this House will readily concede that the Government has already done what they could. Those who know the conditions that existed some thirty or forty years ago, and the conditions of the third class passengers now, will at once admit that much has been done for the comfort and convenience of third class passengers and neither Government nor the Railway Board have been indifferent to their comforts. But at the same time I must say that much yet remains to be done. Any one who has had the misfortune to travel in the third class at any time in his life must know the difficulties to which third class passengers are put. I have seen with my own eyes how husbands have been separated from their wives and young boys from their fathers on account of sheer neglect of the railway authorities. Therefore, I say, Sir, that this Resolution is perfectly harmless. The Government say that they have already obtained sufficient information about this matter. If that is so, where is the difficulty of reporting at once? The Resolution is not an order; it is not a command that Government should do this or that at once. It says these are the inconveniences, and, so far as the inconveniences are concerned, I think every one in this House must admit that there is a good deal of inconvenience and discomfort to the third class passengers every day. If that is so, where is the difficulty of the Government in considering and reporting upon the feasibility of the suggestions made by my Honourable friend, Mr. Joshi? I cannot see the point of the Honourable Mr. Innes' suggestion in requesting Mr. Joshi to withdraw the Resolution. If they have

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got all the materials ready, they can at once report, they can report to-morrow, and consider the feasibility of carrying out any of the suggestions made in the Resolutions. I do not see any point whatever in the suggestion that the Resolution should be withdrawn; the withdrawal of the Resolution will only show that we do not care for the dumb millions. One of the injunctions that was laid upon you, the Members of the Legislature, by the King-Emperor, when this Assembly was inaugurated, was that in your proceedings you must not forget the dumb millions of the country who have no voice. Therefore I say that it is the duty of all of you to support the Resolution and carry it unanimously, and I hope that Members both on the Government side and on the peoples' side will carry this Resolution unanimously.

Sardar Bahadur Gajjan Singh (Punjab : Nominated Non-Official) : I move, Sir, that the question be now put.

Mr. N. M. Joshi : Sir, I am very glad of the reception which the Members of this Assembly have given to my Resolution, but I am sorry that I cannot accept the offer of my Honourable friend, Mr. Innes, to withdraw it. Where is the necessity of withdrawing it? He has not pointed out that at all. He says Government have made inquiries and he has got files concerning them. Exactly; then where is the difficulty? Publish the whole file. If you have made investigations and if you have got a report ready upon the points mentioned in the Resolution, the best thing for Government to do—and I think any sensible Government would do it—is at once to accept the Resolution and place the papers upon the table. But, Sir, there seems to be something wrong and that is the point which I have been trying to make. Government have been in this connection giving assurances from time to time, but these assurances have not on the whole been fulfilled. The only outstanding change for the better which the railway administration has introduced is the provision of latrines in third class carriage after 50 years. I do not think any railway in the country has at present got a dining car for third class travellers.

As regards the insufficiency of coaches and other matters such as overcrowding, the Government have admitted them. But they are not prepared to take the remedy. As I say the third class passenger traffic increases by ten per cent. annually. The present number of vehicles is 30,000. So every year we require an increase, in order to satisfy the normal increase in traffic, of 3,000 carriages every year. But you are proposing to provide only 900 carriages every year. There may be difficulties in the way of carrying out some of my suggestions in their entirety. I am not a railway engineer and therefore I ask the Government to consider them and make a report. If I had been a railway engineer, I should certainly have made a report myself; I would not have waited for the Government report. Sir, my complaint against the Government is this: they may be making some small improvements and those too very slowly, but that does not satisfy the third class passenger who, as a matter of fact, pays one crore of rupees of profit every year, while the first class passenger—I do not grudge the comforts which he receives from the railway administration—inflicts a loss of more than Rs. 8½ lakhs every year, for I do not know how many years. Let the Railway Board produce those figures. On first class Traffic during the last ten years there was no profit but all loss; perhaps in one half year only there was profit; during nine and a half

years there has been a loss from year to year. Here is my answer to my friend, Dr. Nand Lal. He says, I grudge the first class and second class passengers the comforts given to them. I do not. But I want them to pay the cost and the full cost of travelling which they do not at present pay, and I do not know why. There ought to have been complaints at least from the self-respecting first class passengers against the Government that Government are providing them with travelling facilities from the contributions of the third class passengers, at least partly. But I have not heard any such complaint yet.

As a matter of fact I do not think, taking the figures for several years past, that the first class traffic will pay for itself for a number of years to come. In spite of this fact that traffic is being maintained. I do not wish to go into further details. I have already explained that what I want is consideration and report. If after consideration it is found that some of my suggestions are contrary to railway engineering science, certainly Government is at liberty to announce so and publish their report. I would like the Assembly to pass my Resolution. I want to say one word with regard to what my friend, Dr. Nand Lal, said and about which he moved an amendment. As a matter of fact on some trains there are officials called conductors, but I do not know under whose instructions they work in the way in which they are now doing. They help only the first and second class passengers. Sir, if the information of the Railway Board is different, let them speak out. I do not want that the first and second class conductor should be removed and it is in order to remove the opposition of some friends like Dr. Nand Lal I say so. I have, therefore, suggested that the Railways should provide an additional conductor for third class passengers. That is the fairest way. I therefore feel that there is nothing in the Resolution at which Government need be frightened and I hope that they will reconsider their decision and accept the Resolution.

The Honourable Mr. C. A. Innes : Sir, I should just like to say one or two words about certain remarks which fell from Mr. Rangachariar. I do not think Mr. Rangachariar treated me quite fairly. We have here a Resolution with nine separate heads, nine concrete suggestions. As I told the House I have notes here about every one of these concrete suggestions but I did not inflict them on the House because I had already exceeded my time. Mr. Rangachariar holds it up against me that I did not refer to the booking arrangements of passengers and the time for allowing passengers into platforms. I have got all the information and would have dealt with all those points had I had time. One other point. Mr. Rangachariar makes a great point about refreshment cars and refreshment buffets in the South Indian Railway. He says that caste divisions are more marked than in any other part in India and that they have experienced no difficulty in their refreshment rooms on account of these caste divisions. Well, Sir, let me give particulars of a new design for a refreshment room on the South Indian Railway :

" This design contains a central general buffet with separate feeding rooms for Brahmins and non-Brahmins, each with a separate room and entrance for ladies, on the ground floor while the upper floor has a separate room for Muhammadans and non-Muhammadans to which separate rooms can be added if found necessary."

And that in a poor country like India where our railway fares are the lowest in the world. Yet we have to provide for Brahmins, non-Brahmins, Muhammadans and others. I think the House will pity the lot of the railway officer in this country. I do not think myself that there is very

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much difference between Mr. Joshi and myself. Mr. Joshi wants me to consider and report on all these suggestions. I have already told the House that I have had a special inquiry made by the Senior Government Inspector on every important railway in India. I have already told the House that I am prepared to issue a press note discussing these criticisms against railways and the action that is being taken. I am quite prepared to do that but I am not prepared to do more. I am not prepared to order more inquiries and I am not prepared to report upon these particular suggestions.

Mr. President : The question is :

“ This Assembly recommends to the Governor General in Council that, in order to improve the travelling facilities that exist for the third class railway passengers, the Railway Board be asked to consider and report upon the feasibility of the following among other suggestions being carried out :

(a) The number of third class railway carriages attached to each train, as well as the whole stock of such carriages, at the disposal of each Railway administration should be substantially increased in order to reduce overcrowding.”

The motion was adopted.

Mr. President : The question is :

“ That the following sub-section (b) be added to the Resolution :

“ The seating accommodation in the third class carriages should not be longitudinal, but crosswise ; the seats should be widened and greater space should be left between two benches facing each other ; strong horizontal planked shelves should be provided over the seats, as in the Bombay, Baroda and Central India Railway carriages ; and carriages should be constructed of the corridor type and all carriages should have through communication.”

The motion was adopted.

Mr. President : The question is :

“ That the following sub-section (c) be added to the Resolution :

“ Latrine accommodation should be made more spacious, pegs provided in them, and tanks above them kept filled with water.”

The motion was adopted.

Mr. President : The question is :

“ That the following sub-section (d) be added to the Resolution :

“ The third class waiting rooms should be considerably enlarged, improved and provided with sufficient number of benches and other amenities.”

The motion was adopted.

Mr. President : The question is :

“ That the following sub-section (e) be added to the Resolution :

“ The present method of issuing tickets should be improved ; and town offices for the sale of tickets should be opened in many more towns.”

The motion was adopted.

Mr. President : The question is :

“ That the following sub-section (f) be added to the Resolution :

“ A special superintendent or conductor in charge of third class passengers only should travel with each train in the third class. He ought to know the language of the province, should look after the seating accommodation of passengers and should have nothing to do with the collection of fares, etc.”

The motion was adopted.

Mr. President : The question is :

“ That the following sub-section (g) be added to the Resolution :

‘ Time and fare tables should be printed in the vernaculars of the districts in booklets and in sheet form and the latter kind of tables should be posted at prominent places in the premises of the station ’.”

The motion was adopted.

Mr. President : The question is :

“ That the following sub-section (h) be added to the Resolution :

‘ A restaurant should be provided in each through train for the use of the third class passengers ’.”

The motion was adopted.

Mr. President : The question is :

“ That the following sub-section (i) be added to the Resolution :

‘ The third class railway passengers should be allowed to go to the platform at least half an hour before the train arrives ’.”

The motion was adopted.

(Mr. President then called upon Mr. Muhammad Faiyaz Khan to move the Resolution* which stood in his name, but as the Member was absent, the next Resolution, which stood in the name of Sardar Bahadur Gajjan Singh, was taken up.)

RESOLUTION *RE* RESTRICTIONS ON THE EXPORT OF WHEAT, PULSES AND OIL-SEEDS.

Sardar Bahadur Gajjan Singh (Punjab : Nominated Non-Official) :
Sir, the Resolution† that I beg to move and which I propose to amend with your permission, runs as follows :

“ This Assembly recommends to the Governor General in Council that he may be pleased to remove forthwith the restrictions imposed on the export of wheat, other food grains, pulses and oil-seeds from India.”

I propose to discuss the question involved in the Resolution from various aspects.

Speaking on principle, it should be borne in mind that trade is free and this being so it appears strange that there should be any restriction on wheat and other food-grains at any time. That export of wheat was free before the beginning of the Great War, it could only be justified as a war measure and must consequently cease as the War has come to a close. But to the great surprise of the people, these restrictions still continue and without any limit of time. The principle of free wheat export is a lesson that we have learnt after an experience of several centuries past. Such restrictions as I have said were unknown in pre-war days and there is no evidence to show that they ever existed in pre-British days ; so there is no precedent for such restrictions in the history of India. If the embargo is a legitimate remedy for lowering prices, why not apply it to other articles which the producer has to purchase for his agricultural as well as other purposes. It may be argued that food-grain is necessary for life, but is not the treatment of patients equally, if not more, necessary

* Resolution by Mr. Muhammad Faiyaz Khan :

“ This Assembly recommends to the Governor General in Council that the present total Provincial contributions to the Central Exchequer be reduced by two crores of rupees, the benefit of such reduction being immediately given to the Provinces of Madras, United Provinces and Punjab.”

† The original Resolution ran as follows :

“ This Assembly recommends to the Governor General in Council that he may be pleased to remove at an early date the restrictions imposed on the export of wheat, pulses and oil-seeds from India.”

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to save their lives? But nothing has ever been done to regulate and lower the fees of the medical profession. The same can be said about the fees of the legal profession and the wages of the labourers. Why not lower the prices of cloths, boots and other products of non-zemindar classes.

I now propose to discuss the various interests that centre round this most important question.

As regards the producer, it is clear that his interest lies in the most profitable market. He produces the grain for his own use and also to get money in exchange of a surplus which would enable him to purchase other necessities of life. It is a matter of common knowledge that the farmer grows crops which will fetch him the highest profit and he always changes the rotation of the crops with reference to the conditions prevailing in the market. Embargo on export discourages production. A reference to the history of England on this point will show that the kings and Parliament imposed restrictions upon the export of wheat in that country in the interest of the consumer, without any regard to the interest of the producer. We all know what the result has been. The farmer stopped the cultivation of wheat and turned his land into pastures for cattle, for the rearing of sheep and for the production of milk, butter, cheese and mutton which brought him more wealth. The result was that when the Great War broke out in 1914, only 10 per cent. of the land of the farmer was under food-grains. The Government of the United Kingdom had to struggle hard. Not only all restrictions had to be removed, but also liberal encouragements had to be offered to the farmer to induce him to grow more wheat and other food-grains. This was the result of an experience of several centuries. I would humbly request the Honourable Members of this House and the Government of India to take advantage of the experience of other countries. Just imagine what our fate would be if on account of the restricted export there is the reduced produce and a war is declared on India, or a famine breaks out in the country. It is, therefore, necessary that the farmer should be left alone to determine his crops with reference to the best market. It is wrong in principle to create circumstances which would reduce our food-stuffs. What the Government ought to aim at is plenty of food, not cheap food. Moreover the remedy of lowering the prices cannot possibly be achieved by imposing restrictions on export, as less production means high prices. This was exactly the case last year. Rabi crop being poor, production was less and the prices ruled high, though the export was much below normal. The Government of India sanctioned the export of 400,000 tons of wheat, but only 25,000 tons or thereabouts were exported. So we have a clear case to guide us that prices cannot be lowered even though there is no export, if the production is small. Agriculture is the most important industry of India and the producer is doing a most useful and noble service to humanity. He supplies us with food, the main necessity of life.

4 P.M.

He does a very noble work and I think he deserves a better treatment at the hands of his countrymen and Government. What are we doing to encourage him? He is smarting under a sense of injustice of the gravest magnitude. Is it because,

that he is dumb, voiceless, possesses no press, no paper, no brain, no journalist, no professor, no editor and no agitator? May I ask the Government of India that they are only to yield to agitation and agitation alone? For my part I would strongly advise the Government to accede to the just and reasonable requests of the people without compelling them to take to agitation. Agitation of the zemindars will be awful if they once determine to agitate. Let us examine their condition with reference to wheat and export for the last 2 or 3 years. On account of the embargo on wheat during wartime the loss to India and more particularly to the producer was enormous, and the motives of loyalty and devotion to the Crown prompted him to suffer the loss quietly and cheerfully. He hoped that his losses would be recouped after the victory is achieved in which he took no mean part. But alas! What happened? His hopes were frustrated. In 1920, when the harvest was a magnificent one, embargo on export pressed him hard; for his wheat was sold at much less than compared with the world's market rate. The following year he had poor crops. Even then the prices did not rise as long as the stocks were in his hands. When there began an abnormal rise in the prices at the end of July, almost all the grain of the ill-fated farmer had by then passed into the hands of the middleman. And what was worse than that? He had to purchase seed for the last spring harvest at an unusually high price. This year his apprehensions are still more appalling. There is not the shortage of 1921, to raise the prices at any time during the year. The embargo on export is strangling him to death. The prices have a further tendency to fall if it is not removed forthwith. The actual figures of the last Rabi crop according to the forecast of 12th August, 1922, show an excess of 3,107,000 tons in the production of wheat over the final estimates of 1920-21. Area under cultivation was also much larger. It is obvious that these were the results of high prices which encouraged the producer to increase his produce. Similarly the reverse case will follow if the prices are permitted to go down. There will be much less of cultivation and much less of production even in the Rabi which is to be sown in October next.

If the export of wheat is unrestricted, it shall naturally stimulate an increase in production. This is borne out by the past history of the Punjab export. Production of wheat during the nine harvests from 1912 to 1920 was estimated at 81 million maunds as compared with 43 million in 1870 and 56 million maunds in 1896. This increase far exceeds the increase in population. In 1871, it was 162.5 lakhs, while in this year it is about 200 lakhs. The figures deserve attention because they show that the outturn of wheat in the Punjab is now far more than is required by its people for consumption.

It is this surplus of production which forms the basis for the export trade, and so, for the import trade and for the great increase in the wealth of the commercial classes which is such a marked feature of recent Punjab history. If there is no export, there shall be no recurring surplus from year to year, and consequently no buffer, or insurance against any unforeseen crises or emergency.

In the years 1886-95, that is, before the opening of the Chenab Canal, the export of wheat was 278,000 tons a year. In the three years before the war it was 1,375,000 tons, or nearly five times as much. The average

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for the next six years has been 1,050,000 tons. The value of this exported wheat increased in the same period from Rs. 168 lakhs to 880 lakhs. Would the Honourable Members of this House who advocate restrictions on wheat kindly bear these facts and figures in mind? Thus restrictions on export mean a loss of 9 crores of rupees per annum to the Punjab and Punjab alone.

I have dealt with the Punjab. The figures about the United Provinces have not come to hand still, but as given in official books the quantity of wheat exported from other parts of India such as Bengal, Bombay, Sind, Madras and Burma in the 5 years 1916—21 has been something like 3,207,345 tons. Its value comes to about £32,291,086 or Rs. 484,366,290. It is apparent then that these provinces also shall suffer heavy losses, if the embargo on wheat is not removed immediately.

Let us now pass on to consider the interests of the consumer. Naturally the chief concern of every consumer is to get his food as cheap as possible. But is that right and just that he should be so selfish as to injure the interests of others? He should aim at getting his food at a reasonable price without inflicting any undue injury on the producer.

His best interest lies in the production of plenty of food. If the market is against wheat, production must go down to the detriment of the consumer's interest and the consumer must suffer from the same difficulty from which he is anxious to escape—that is high prices. If the surplus is allowed to rot with the cultivator and the nearest market is not prepared to dispose of the glut brought about by any bumper harvest, there shall be no inducement to him to increase the area under crop. The zemindar must turn his attention to such crops as are not subject to interference by the Government, while the shortsighted consumer shall have to suffer again. I should like to add a word more in this connection, about the strength of the producer and the non-producer and the dependence of the latter's interests on those of the former. The producer constitutes 80 per cent. of the population, while the non-producer only 20 per cent. The producer keeps sufficient wheat for his own consumption and we need not be anxious about him. The non-producer comprises the labourer and the middleman. In the existence of a brisk trade, which is only possible in the case of unrestricted export, the demand for labour is acute and the labourer can claim as high wages as he pleases, and thus not mind the prices however high they may be. When he finds an increase in earnings he can safely ignore prices. The same is true with the middleman. If there is a depression in trade owing to export restrictions he shall have no commissions and no profits and shall have to sit idle. The great mercantile firm that is again fed by the middleman shall be put to heavy losses. It must wind up its concern in this respect and take to something else. So the detrimental effects consequent upon an unwise policy of crying for restrictions are not only confined to the producer but shall also hit the consumer equally hard and rather more. The removal of the embargo upon export is the best safeguard for the seemingly clashing interests of the cultivator and the consumer. Members of a social organisation cannot for long escape the consequences of the harm they deliberately propose to do to the most

important section of their society. This is what exactly took place in England. The farmer was discouraged in production by the imposition of restrictions but the result was that the policy ended in bounties to the farmer. It ought to be the duty of Government to encourage and not to discourage production.

The only class which is probably hit hard by high prices is the low-paid Government servants. I fully sympathise with their lot. But here again the remedy is to increase their pays, not the imposition of restrictions on the export of wheat.

I have already said that the value of exported wheat increased from Rs. 168 to Rs. 880 lakhs. To illustrate the importance of this trade to the Punjab alone it may be pointed out that it has received over 80 crores of rupees from its foreign consumers in the last nine years. This enormous sum has been received partly in manufactured goods, partly in gold and silver and partly in other commodities. On both the export and import trade the commercial classes have been able to make a profit which would not otherwise have accrued to them. These facts are important in the face of those who advocated restrictions on the export of wheat. The outcry against dear wheat comes mostly from the Towns, which are largely gainers from high prices. If the export of wheat were permanently restricted many commercial firms would be ruined and the prosperity of the towns would suffer.

The point deserves to be emphasised because many people appear to think that high prices benefit only the zemindars, whereas the high prices received by the cultivators should be set off against high prices of bullocks, implements and other things that make up the cost of production. The commission agent or the *arkhiva* works for a percentage of the prices of whatever goods he deals in. So that his commission directly rises with the increase in price. The fact that the trading and commercial classes have grown rich and prosperous in recent years is obvious to everybody, but it seldom receives mention from those who desire to see measures to reduce the price of wheat.

The next question to which an answer is required is whether the whole amount of wheat left to the province after the exporters have taken away their quota is more or less? Is the total quantity of wheat, actually consumed within the province becoming less in consequence of the export trade? To this it does not seem possible to give an exact answer in figures because the export statistics include wheat from native states, whereas the figures for production refer to the Punjab only. Further it is not possible to separate the share of the Frontier Province from the Railway figures. There does not appear to be any evidence to show that the amount consumed is declining, while practically everyone who remembers the conditions 20 years ago can testify to the general increase.

So far it has been attempted to show that the present prosperity of the Province is in large measure due to the expansion of cultivation of wheat and to the export trade in this article.

This in turn is due to the opening up of the province by railways and to the construction of great Canals. The Railways have had the effect of making prices more steady; there is no longer the wide

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difference in prices at various centres. Fluctuations in prices from year to year have also become less marked ; so that generally the price of wheat is now more even through the province, throughout the year and from year to year. On the whole, the general trend of prices of wheat is steadily upwards. Until there was a good service of Railways throughout the province, prices depended upon local conditions. The cultivator could only get what the nearest market would give him and when the nearest market did not require all his produce the surplus was left with him to rot. In such circumstances there was little inducement to increase the area under crop. A cultivator will not grow more than he can be certain of disposing of.

The effect of the construction of Railways was to open the Punjab to the great markets up and down the world to enable him to get a full, or at least a better, price for his produce, and go to encourage him to place more land under cultivation. In consequence the cultivated area has increased faster than population, there is more produce per head than before and a higher standard of life has become possible.

For the satisfaction of the consumer I would like to trace here the connection between export and the high prices of wheat. The cultivator and the exporter are altogether out of the question here.

1. The general rise in the price of wheat was a natural result of the general rise in world prices of all commodities ; that is the inevitable consequence of the war. The prices of things must rise until production once more proves sufficient to meet all needs.

2. Interference with the currency of the country during the war and its total enlargement had the effect of raising prices. I need not go into the details of the currency question except in so far as is relevant to the present debate.

3. During the war the export of wheat was to some extent controlled and accordingly the full effect of the world prices was not felt. The control reduced the amount of wheat export to 2 per cent. of the total produced, a very small item indeed. Moreover the maximum price for purchase of export was fixed at Rs. 5-8-0 per maund at Lyallpur, so that this export could hardly have caused the high price.

The failure of two crops successively, the autumn crop of 1920 and the rabi harvest of 1921, caused a great deficit. The former in cheaper grains leading consequently to greater consumption of wheat and the latter in wheat itself.

In all India the deficit was about 25 per cent. and in the Punjab the wheat crop was 40 per cent. below normal. In this Province alone about 4 crores of maunds of wheat were less produced. In February 1921, the price at Lyallpur was Rs. 5-8-0 and by June it rose to Rs. 6-9-0 per maund. Then came a sudden rise. For this there was no reason so far as the harvest and exports were concerned. Export was under strict control. The chief cause seems to have been gambling or *Satta* (speculation). There was a shortage of wheat so that the stocks were certain to be sold. The next wheat harvest was still some months distant and

imports from abroad were unlikely. The opportunity was too great for the dealers and many indulged in gambling, with the result that prices rose to Rs. 9-12 and Rs. 9-14 in August and September 1921, respectively. Hence it is speculation that ought to be stopped.

Now the only remedy to meet this evil is to encourage more production. So long as the surplus production can be kept at an amount so much greater than the local consumption that a failure of the harvest will merely reduce this surplus and leave the local demand fully satisfied, there should be no danger of the price rising above that at which export is profitable. Thus an increase of production obtainable either by improved methods of cultivation or by expansion of irrigation from Canals is the best security against the recurrence of high prices.

In the Punjab, crores and crores of rupees have been spent on irrigation works to the great advantage of the producer and the consumer. Vast sums are yet to be spent in extending the Canals and thereby to bring every inch of land available under crop. Canals have considerably increased the production and future Canals will add still more to it. How then is it consistent on the part of Government to develop the machinery of production on one side and to impose artificial restrictions on export to lower its price on the other? Obviously it is unwise to start a factory for production and then to close markets against it. How Government is justified in closing the markets of the world against us when we really import almost every manufactured article from foreign countries? What should have been our fate, if the Australian Government would have imposed similar restrictions upon the export of its wheat last year? In the cold weather Session of last year, the Council of State passed a Resolution unanimously recommending the removal of restrictions upon wheat export. More recently the Punjab Legislative Council has passed a similar Resolution by an overwhelming majority of 52 against 5. This, I think, is a sufficient and very clear indication of the public opinion that exists in the country at present. As is well known, there are regular organised firms for the purchase of export of wheat in India. In case of continued restrictions these firms would close down their business and look to some other wheat-producing countries for export. The result will be that when you remove restrictions, you will find no machinery for export, to the great loss and disappointment of the cultivators and the foreign markets will be closed against us; as during the time of restrictions they will have negotiated with other wheat producing countries and would have established their business relations with them. This will be an incalculable loss to the farmers of this country.

Have the Government of India ever realised the very great hardships which a cultivator has to experience for the production of food? The toil of ploughing under the burning sun, the hundred and one torturing exercises to bring about the reaping and the safe gathering of the harvests, and the sleepless nights spent in the biting chill of winter in watering the fields when the whole world is enjoying sound sleep on their cosy beds, are all patiently suffered with a view to having the hope of a dim, distant and uncertain fruit of his labours. Sometimes the monsoon fails him, sometimes the Government hits him hard and at another time weevils and bull-worms ruin him. If he is fortunate enough to pass through all these calamities successfully, he finds to his great woe the regulation of prices.

[Sardar Bahadur Gajjan Sing.]

These are either controlled by the Government or by the non-producing interested minority. How true is the saying ! The property of the helpless poor is always undervalued in the market of the powerful. *Sab ghatá dété hain gharib ke mál ká mol.*)

The world prices at present as compared with Indian prices are lower and consequently no wheat can possibly be exported with profit and therefore there can be no apprehensions of lowering the stock in India and the export restrictions which are contrary to the principle ought to be removed.

The monsoon is very favourable. The present kharif crop, that is in the ground, is all that can be desired, and Monsoon is fairly satisfactory. Both these factors are the final blow to the maintenance of the embargo any longer. On the above grounds I commend the Resolution to the acceptance of the Honourable House.

Mr. J. Hullah (Revenue and Agriculture Secretary): I may explain at once, Sir, that there is no restriction whatever on the export of oil-seeds, nor has there been any since shortly after the War, and even during the War the only restrictions on oil-seeds were in respect of destination and not of quantity. There is also no restriction on the export of rice. The restrictions on the export of rice were completely removed on the 15th March last. There are restrictions, severe restrictions, on the export of all other food grains and pulses, and in practice export is limited to small and definite quantities which are allowed to go to countries, mainly in the Indian Ocean, which have large or considerable Indian populations. No grain or pulse, except rice, is allowed to go to Europe.

The Government, Sir, has on several occasions, both in this House and elsewhere, announced that it would remove these restrictions as soon as it should appear safe to do so, and therefore we on the Government side cannot but approach this Resolution with a good deal of sympathy. But before I explain more particularly the attitude of Government towards the Resolution I should like to explain our policy, to set forth the present position and to examine as impartially as I can the reasons both for and against accepting the Resolution. These restrictions were first imposed just about the time of the Armistice, that is, at the end of 1918. Previously to that, even in the greatest famines and in the most severe scarcities, the Government had never placed any restrictions whatever on the export of food grains. They held that it was wrong in principle, and let me say now at once that the Government regards a permanent policy of restriction in this matter as utterly wrong in principle. (Hear, hear.) Let there be no mistake about that. It was held even, as I say, in days of great famine that it was dangerous to impose restrictions, because if you did so and deprived the cultivator of his market, it must inevitably follow that he would cease to grow any commodity which you did not allow him to sell in the open world. (Hear, hear.) It must also follow that he would grow the crops that he could export. For instance, if we continue these restrictions on the export of food grains too long, there is a danger that the cultivator will turn his attention to cotton and to oil-seeds, thus reducing the food supplies of the country ; and it is in the exportable surplus that the safety of the country really lies. It gives us a margin against famine ; and it was even said by Dr. Gilbert Slater in a discussion on famine and

export at the Conference of the Indian Economic Association at Allahabad at the end of 1920, that :

“ The country which is best provided against famine is the country which normally exports food ; ”

and again he said :

“ I regard prohibition of exports as the surest method of courting disaster.”

Every speaker in that discussion agreed with him.

What I have to say, Sir, applies fairly generally to all the food grains the export of which is prohibited ; but since the Honourable Sardar Bahadur has given his attention mainly to wheat, I will give some information and figures regarding that crop. The average wheat crop of India is 9,416,000 or about 9½ million tons. The average export in the days when export was free was 1,387,000 tons, so that the balance consumed in the country must have been 8,029,000 tons or a little over 8 million tons. This year's crop—a very fine one indeed—was 9,813,000. Therefore this year there would seem to be a surplus, if Honourable Members have been able to follow my figures, of nearly 1,800,000 tons, a larger amount than India has ever exported. At the same time we have to remember that shortly before this harvest India was almost undoubtedly depleted of wheat stocks, and Australian and American wheat was imported to the extent of 440,000 tons.

Prices have fallen and fallen very greatly. To give some examples, and taking the prices which prevailed exactly a year ago, wheat at Lyallpur has fallen in price from Rs. 9-12-0 a maund to Rs. 5-1-0. In Bombay the price of bajra has fallen from Rs. 9 to Rs. 6-2-0. In Sholapur in the Bombay Presidency the price of jowar has fallen from Rs. 10 a maund to Rs. 3-5-0, the greatest fall of which we have any record. It would seem then that we have a large surplus, that prices have fallen, and that at first sight it would be safe to export.

But now let me contrast the position a year ago. Honourable Members will remember that just a year ago there was an extraordinary and amazing rise in prices. Wheat leaped up to Rs. 9, and even Rs. 10 or Rs. 10-4-0 a maund—a price undreamt of at any time in the past. Extraordinary rumours were afloat. It was said that Government was exporting large quantities of wheat, that it was buying large quantities of wheat for the Army. In point of fact it was exporting no wheat at all, and its purchases for the Army were in no way above the normal. Another rumour was that a certain firm was exporting wheat for the Greek Army, and though we contradicted the rumour in a Press Communiqué, an Honourable Member of this House put a question asking whether it was true. Another Honourable Member was so perturbed that he asked us to tell him the prices of wheat, gram, barley maize and a multitude of other things in the reign of King Akbar ! (Laughter.) I only mention this to remind you what consternation there was only a year ago.

The Punjab Legislative Council has passed by an enormous majority a Resolution in favour of the complete removal of the restrictions, and it is a gentleman from the Punjab who has moved to-day's Resolution. Last year the clamour about the high prices, the demand that Government

[Mr. J. Hullah.]

should announce a continuance of the embargo, was nowhere so vociferous, nowhere so insistent as in the Punjab ; and now Honourable Members from that province are foremost in advocating a removal of the restrictions. I hope that this is an indication that it may be safe to do so if we comply.

Now, Sir, and this is a point that I desire to make very clear indeed to the Assembly,—it makes no practical difference one way or the other whether you allow the export of wheat or not, because you cannot export it. The price in England not very long ago was 140 shillings a quarter of 480 lbs., and it was possible to land Indian wheat in England at an enormous profit. It has now fallen to 50 shillings. I will speak, not in quarters and shillings but in rupees and maunds. The price of wheat in England is now Rs. 6-8-6 a maund, say Rs. 6-8-0. Taking the present rate of exchange, the present rates of freight, and the ordinary handling and forwarding charges, you cannot land Indian wheat in England at less than Rs. 7-2-8 a maund. Its price in England, as I have said, is Rs. 6-8-0 ; you cannot land it there for less than Rs. 7-2-0. Therefore for every maund of wheat that you attempt to send to England you will suffer a loss of ten annas on that maund. It seems to me, therefore, that if the restrictions are removed there may even be a fall in the price of wheat, and I for one do not think that either the hopes of the agriculturists for a rise in prices, nor the fears of those who are opposed to the removal of the embargo, will be realised. What will be the immediate effect if we take off the embargo ? It is dangerous to prophesy, but I give my own opinion. I believe that if we take off the embargo the immediate result will be a rise in prices, a sentimental rise, which will be aided by the approach of the sowing season, a time when the prices of wheat always rise. After that, as soon as it is realised that you cannot export wheat even if export is allowed, I believe that the rise will be followed by a considerable slump and we shall see wheat cheaper, not dearer, than it is at present. Our experience over rice bears me out. We removed all restrictions on rice, as I have said, in the middle of March ; that measure was followed by an immediate, a small but immediate and universal rise in the prices of rice. But it was very soon discovered that the demand for Burma rice was in no way above the normal and that the demand for Indian rice was far below it, with the result that prices of rice in India are now in many parts of the country lower than they were when we took off the restrictions in March, and that is a remarkable and extraordinary position, for it is customary for the prices of rice to be higher in September than they are in March. But now, as I have said, in several parts of the country they are lower than they were then.

It may be that there is a strong case for the removal of the restrictions, but now I want Honourable Members to think where we are in the year. We are just in the beginning of the month of September ; September, as we all know, is the most critical month of the year for the Indian agriculturist and his produce. The Resolution has been moved to-day—the 7th September ; I wish it could have been moved, say, on the 27th or even the 20th, that is, two or three weeks later than to-day. For these two or three weeks that are coming are very important, very critical. No matter how good your monsoon may have been up to the end of August, no

matter how flourishing your crops may appear to be, if you have drought in September, your crops will be ruined and, what is more, you will not get the necessary moisture that is required for sowing the winter crops that soon are to be sown. So for the autumn and the winter crops alike, this month is of the utmost importance. In almost every famine, perhaps in every famine, certainly in every famine during the last 25 years, the famine has been due, not to a failure of the earlier rains, but always to a failure of the later rains. In the great famine of 1896-97, which perhaps caused more suffering and distress than any other of which we have record, rain fell in the early part of the monsoon abundantly, super-abundantly. Therefore, I think that we have hardly come to a point in the year, although we are within two or three weeks of it, when we can definitely say that the embargo ought to be removed, and therefore, the feeling of the Government is that they cannot to-day, the 7th of September, promise that it will be removed. But they do promise that they will remove it at the first favourable opportunity and it is this month that will show them whether such an opportunity has come. In coming to a decision as to whether the circumstances justify the removal or not, they will be glad to know the feeling of the Assembly in so far as it can be expressed at this time and on this occasion. More than that they cannot undertake, and the result is that they will neither support nor oppose this Resolution, but will remain neutral. Honourable Members of the Executive Council do not intend to vote; other Official Members are at liberty to vote and speak as they please.

Baba Ujagar Singh Bedi (Punjab : Landholders) : I rise to associate myself with the Mover of the Resolution.

Here strikes me a story of a person who was playing the rôle of a man attacked by hydrophobia. Foam was effusing from his mouth. With an appalling look he ran after a man who was passing by. The man, seeing such a horrible scene all of a sudden, was baffled, and rushed into a crowd. The imitator chased him till at length the poor man was exhausted; when the latter with folded hands implored the chaser : ' For God's sake if you are after a man, you find hundreds to your right and left : it is not that my blood alone is more smacky and flavourish.'

Sir, I am surprised to see all these restrictions, pressures, burdens, troubles, hardships, and privations being piled upon the poor peasantry which is really a mute and true server of the Crown and country.

If there is any calamity, the landowners are the first to suffer. If there is any Begar, they are the first prey to it. If there is a war, they are the people to bear the brunt of it.

In short, they are saddled by every body and are the servants of rich and poor. In spite of all these troubles, when the time of their produce comes, which they have earned with the sweat of their brow, they are not left alone. But with a view to bleed them white according to the sweet will of the buyers, various alternatives are brought forward, such as, the prohibition of export of wheat and other food-stuffs or the standardisation of their prices, or seizure of their stores and so forth. Nothing could be more callous, greedy, and avaricious. Some Honourable Members of the House, I presume, might have seen my articles on the subject in the *Civil and Military Gazette* and the

[Baba Ujagar Singh Bedi.]

Tribune in which I have explained at length the pitiable condition of the peasantry, and the labour and expense with which they have to raise their produce from the soil. I have also explained therein the causes of the rise in prices of foodstuffs which ostensibly appear to be so. To put the matter in a nut-shell, various causes have contributed to the shortage of labour, which in turn has changed the prices of all the necessaries of life. Before I proceed further with the subject I should like to know on what fundamental principle this embargo on wheat export is imposed. Is it on the principle that the prices of commodities should be according to the sweet will of the buyers or that there being less produce, the consumers may not starve? If it is with the first object, may I respectfully ask, if there is any limit to such egoism? Is it only the commodities produced by landholders that alone are to be restricted? Is it that through the prices of their produce, they along with their family, inspite of their toil and expense, are to be left to the mercy and the sweet will of the buyer? If they are restricted from drawing the free benefit of their produce, will the Government suggest a method making some provision for tariff-fettered-peasantry to enable them to buy their necessaries of life, the prices of which they may be free to fix according to their sweet will? If this reciprocal provision is not made, might I respectfully submit, that such desirers have no right to demand the produce of the peasantry according to their sweet will, when they are not ready to extend to them the application of the same principle. The peasant class are no less the citizens of this country—they have got to live, they have got to support their families. I cannot for the life of me understand what on earth they should do, when Government taxations, based, to say the least, on a hard principle, drag them down, irrespective of the fact whether their land brings them a single grain of corn. In this connection I might be permitted to refer to a time-old judgment of a town's Headman who summoned a banker in his presence and ordered him to remit a fine of Rs. 500 whereupon the latter humbly asked what his fault was? The Headman with all the force of justice replied, 'if you do not commit any fault for the whole of your life, does it mean that I should not impose any fine on you?' This was the judgment, Sir, no fresh taxation, in whatever form it may be suggested every now and then, ignores them. They are in every sense of the word, consumers and users of all taxed commodities and items, and as such are not immune from any fresh taxes like enhanced railway fares, salt, cloth, iron, and a hundred and one other things that are taxed, in need of which they constantly stand. They are tax-payers like other citizens, equally. Does Government ever think and propose to make any special provision for the peasantry to give them any concession or relief from such taxation, having regard to the fact that they are producers of commodities, which form the staple food of the country, when Government in the interest of the so-called consumers disallow the peasantry to export their produce, in order to avail themselves of a free and large market?

Has the Government got any idea of the fact that the so-called poor consumers—I mean labourers, in whose interest, it is said, the commodities of landowners are restricted,—when they are engaged

by landowners at the time of sowing and reaping the harvest, demand and take from them four times their normal wages ?

I shall ask and ask emphatically, is it fair—is it just—have they got any right under such circumstances to wish to buy their necessaries of consumption, cheap through restrictions, when they demand four times their normal wages from the peasant class ? Has not then the peasant class an equal right to formulate its demands ? If the embargo is imposed with the other principle in view, that is, to save the consumers from starvation, then Sir, I would readily grant that it is but the *Dharma* or moral obligation of Man to help others. In that respect I would suggest to the peasantry, that in view of this principle, they should extend the first choice to their countrymen, and tell them “ here are the prices we are offered for our commodities in different markets : you being our countrymen, we give you the first option to keep you from starvation.” If they are really in need, they will buy them at the rate so offered. This, Sir, I submit is a fair demand and a fair principle. But is it fair that we should say to the peasantry without any principle or reason that we disallow you to sell your produce at your free-will, because we want it cheap ?

Sir, it is also urged that the restriction is intended for the poor consumers. But may I ask, is there any provision which excludes the rich from drawing the same benefit from it ? Sir, my submission is that this embargo on wheat does not bring about the desired effect. The fact is that the middleman or company armed with this plea of restriction, goes to the poor agriculturist and lays before him his cunningly-contrived calculations, securing for himself a big margin of profit—thus he wrests from the poor peasant his hard-earned produce, which he cannot store owing to so many surrounding circumstances, like the taxes he has to pay to the Government. I, therefore, submit, Sir, without fear of contradiction that these restrictions are bound to ruin the peasantry and fill the coffers of the middlemen.

With these few remarks, I associate myself with the Mover of the Resolution.

Sardar Gulab Singh (West Punjab : Sikh) : Sir, I rise to support the Resolution moved by my Honourable colleague and friend, the Mover of the Resolution, as amended with your permission, regarding the removal of the embargo on the export of wheat. He has, I believe, clearly and conclusively demonstrated to this House that the removal of the restrictions imposed on the export of wheat is at times more conducive to the prosperity of the teeming millions in India and I believe that time has come now. This removal is of urgent and imperative necessity, both for the tenants and landlords. Moreover the Punjab Legislative Council has already carried the Resolution in favour of the removal of the existing embargo on wheat, at its meeting of the 3rd August last. The principal occupation of the vast majority of the Indians is agriculture and I believe 90 per cent. of its population is dependant on the agricultural produce of the land for their necessaries of life, other than foodstuffs. But owing to this embargo the price is becoming abnormally low and as a result the agriculturists have to sell their produce at a low price and get less money, whereas

[Sardar Gulab Singh.]

the other necessities of life are getting costlier ; and, moreover, India is not self-supporting for all her requirements, owing to its being backward in many respects, such as education, enterprise, capital, skilled labour, etc. Though Government advocates more or less the principle of free trade for India in all other articles, yet I am quite unable to understand how that same principle is lost sight of in this case and whereby the Indian agriculturists are put under many disadvantages. I make bold to say that by removing restrictions, prices will rise and may inconvenience the agriculturists temporarily, but, in the long run, the agriculturists and farmers will be benefitted by the high price. I would like to know the principles on which the embargo is imposed at times and removed at others. The advocates of an embargo, I am sorry to remark, are not alive to the difficulties under which the farmers are to get their agricultural produce from the land. If the interest on the cost of land, the cost of the seeds, the expenses on bullocks and other necessary requirements for farming, the cost of manure, the cost of labour and other expenses involved from the time of sowing to the time of harvesting the crops, is taken into account, the supporters of the embargo will realise that the prices of wheat and other agricultural produce, on which the embargo has been imposed, do not compensate for even half the capital outlay on agriculture.

Mr. Harchandrai Vishindas (Sind · Non-Muhammadan Rural) : Sir, inasmuch as the Honourable Mr. Hullah has invited an expression of opinion from this House on this question and he has put the case very fairly and impartially, I, who do not belong to the Punjab, also rise to support Sardar Gajjan Singh's Resolution. Now, Sardar Gajjan Singh has made out a very strong case, part of which case has been actually admitted by the Government Member, namely, that it is disastrous to impose an embargo of this nature, which eventually would result in reducing production and consequently in the reduction of the wealth of the country. So, it is quite unnecessary to touch that part of the argument. In fact, if I understand the Honourable Mr. Hullah aright, he rather emphasised the case in support of the Resolution and his advocacy on the other side did not seem to be very strong. He told us that there were two sides to the question but left it to the House to decide one way or the other, of course making a reservation that it would be disastrous to have this embargo removed at the present juncture for the consideration which he himself suggested—this being the season when it would be ascertained what the produce was going to be. In addition to the reasons which have been urged by the Honourable the Mover of the Resolution, there are several others, one of which is that it is wrong in principle and opposed to all economic laws to create an artificial barrier, as it were, against the flow of nature. Now, it is desirable that trade should follow the laws of supply and demand and to impose restrictions by any human agency upon the ordinary and normal working of those laws is sure to end in disaster. Not only that, as a matter of fact it would at once strike any observer that the creation of this special restriction upon the export of any article in one part of the country at once checks healthy competition and places that part of the country at a disadvantage and under a disability as compared with the other parts of the country

where restrictions do not exist. Then, Sir, all economists must have studied the question of what is called the balance of trade. That question of balance of trade was threshed out in this Assembly at the last Budget discussion. It was pointed out that the prosperity of this country had been materially affected by the fact that for a succession of years the balance of trade had been working against this country and not in its favour, and the principle underlying that problem of the balance of trade is this : that when the exports of a country exceed the imports, then the balance of trade is in favour of that country and *vice versa*. That is, the balance of trade is against the country if imports exceed the exports, for obvious reasons. If you export a larger quantity than you import, then you get a larger price from foreign countries than you have to pay for the imports. Therefore, any measure the object of which is to restrict export is unfavourable to the country as regards the balance of trade. For that reason also, this restriction which has a tendency of preventing the surplus production of this country from going out and earning the price is a wrong policy. One other point was touched on for a moment both by the Honourable the Mover of the Resolution and by the Government Member, and I therefore do not think it necessary to repeat it. But I wish to make this quite clear. If you have got a surplus product in the country which is over and above what is necessary for the consumption of the people of the country, that surplus, as a matter of course, will be exported, provided that export is calculated to bring in a profit to the exporter. If that is so, if you always keep a certain quantity of your production ready for export, then if any occasion arises when there is a failure of crops or when there is the menace of famine and scarcity, the surplus would be utilized to make up for the scarcity. Now, the Honourable Mr. Hullah has pointed out that Government are prepared to remove the embargo and for that purpose they invite an expression of opinion from this House. He thinks they would wait until such time as circumstances are favourable for that policy. The Resolution as originally proposed was that the embargo be removed at an early date, but the Mover himself has amended it to the effect that the embargo be removed forthwith. If, as Mr. Hullah has pointed out, it would not be in the interests of this country to remove the restrictions forthwith, and after the figures that have been given by Mr. Hullah and the considerations that he has pointed out, I think it will be safer and for the benefit of the country, if it is decided that the embargo be removed that it should be done at such time as will not be disadvantageous to the country. I do not know whether there is any section of this Assembly which is against the removal of this embargo, but if the majority are in favour of the Resolution, I would suggest that the "forthwith" condition need not be insisted upon, but that it be left to Government to remove the embargo so soon as is favourable. With these few remarks I support the Resolution.

5 P. M.

I move as an amendment the words :

"at such an early date as circumstances are favourable."

Mr. President : I think the best way to act will be to restore the original words. The amendment moved is :

"In the second line of the amended Resolution, omit the word 'forthwith' and restore the original words of the Resolution 'at an early date'."

The motion was adopted.

Mr. President : The question is that :

“ This Assembly recommends to the Governor General in Council that he may be pleased to remove at an early date the restrictions imposed on the export of wheat, *other food-grains*, pulses and oil-seeds from India.”

The motion was adopted.

The Assembly then adjourned till Eleven of the Clock on Friday, the 8th September, 1922.
